

**HAGLEY/FERRYMEAD COMMUNITY BOARD  
AGENDA**

**WEDNESDAY 5 JUNE 2013**

**AT 3PM**

**IN THE BOARD ROOM, WOOLSTON CLUB  
43 HARGOOD STREET, WOOLSTON, CHRISTCHURCH**

**Community Board:** Islay McLeod (Chairperson), David Cox (Deputy Chairperson), Tim Carter, Yani Johanson, Brenda Lowe-Johnson, Nathan Ryan and Bob Todd.

**Community Board Adviser:**

Jo Daly  
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- PART A - MATTERS REQUIRING A COUNCIL DECISION**
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- PART C - DELEGATED DECISIONS**

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**1. APOLOGIES**

**2. CONFIRMATION OF MEETING MINUTES – 22 MAY 2013**

The minutes of the Board's ordinary meeting of 22 May 2013 are **attached**.

The public excluded minutes of the Board's ordinary meeting of 22 May 2013, have been separately circulated to Board Members.

**STAFF RECOMMENDATION**

That the minutes of the Board's ordinary meeting (both open and public excluded) be confirmed.

**3. DEPUTATIONS BY APPOINTMENT**

**3.1 HEATHCOTE VALLEY PROJECT – EPICENTRE@HEATHCOTE**

Sooze Harris will present a deputation to the Board on the Heathcote Valley Project Epicentre@Heathcote.

**4. PRESENTATION OF PETITIONS**

**5. NOTICES OF MOTION**

**6. CORRESPONDENCE**

**7. BRIEFINGS**

**7.1 PROPOSED TRANSITIONAL STREET WORKS – VICTORIA STREET**

Staff will brief the Board on proposed transitional street works on Victoria Street.

**7.2 CANTERBURY EARTHQUAKE RECOVERY AUTHORITY – RESIDENTIAL ADVISORY SERVICE**

Bridget Lange, Relationship Manager – Social and Cultural Recovery, Canterbury Earthquake Recovery Authority will brief the Board on the Residential Advisory Service.

HAGLEY/FERRYMEAD COMMUNITY BOARD  
22 MAY 2013

**Minutes of a meeting of the Hagley/Ferrymead Community Board  
held on Wednesday 22 May 2013 at 3pm in the Board Room,  
Woolston Club, 43 Hargood Street, Woolston, Christchurch.**

**PRESENT:** Islay McLeod (Chairperson), David Cox (Deputy Chairperson), Tim Carter, Yani Johanson, Brenda Lowe-Johnson, Nathan Ryan and Bob Todd.

**APOLOGIES** An apology for lateness was received and accepted from Brenda Lowe-Johnson who arrived at 3.42pm and was absent for clauses 1 to 9, 11 to 14 and part of clause 10.

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

**1. NEW TEMPORARY OCCUPATION FOR i-SITE VISITOR CENTRE – BOTANIC GARDENS**

The Board considered a report seeking the recommendation of the Board to the Council to approve the extension of the temporary occupation for the Christchurch i-Site Visitor Centre, and an extension to this building, on the Christchurch Botanic Gardens, pursuant to the Canterbury Earthquake (Reserves Legislation) Order 2011. The Board also received correspondence in support of the continuation of occupation for i-Site Visitor Centre at the Botanic Gardens (Clause 6.1 refers).

**STAFF RECOMMENDATION**

That the Council that it approve, pursuant to section 5(b)(iv) of the Canterbury Earthquake (Reserves Legislation) Order 2011:

- (a) Extending this temporary occupation right over approximately 190 square metres of Part Reserve 25 SO 11870, containing a land area of 21.1374 hectares and classified as Local Purpose (Botanic Gardens) Reserve, to Christchurch and Canterbury Marketing Ltd for the purpose of a temporary i-SITE Visitors Centre until 18 April 2016; and
- (b) An extension to the existing temporary building of approximately 27 square metres, as shown in **Attachments 1** and **Attachment 2** to this report, for a period from 1 August 2013 to 18 April 2016, subject to the following conditions:
  - (i) That officers put in place an appropriate occupation agreement, a warrant, in which the rights of the Council and Christchurch and Canterbury Marketing Ltd are protected, and which includes clauses covering the points listed in paragraph 17 of this report.
  - (ii) In recognition of the service provided to visitors by the i-SITE Visitor Centre, which is of benefit to the tourism market in Christchurch and all of New Zealand, and which in turn is of benefit to the wider community, the Council resolves not to charge to Christchurch and Canterbury Marketing Ltd a rental for the temporary occupation of this site in the Christchurch Botanic Gardens.

**BOARD RECOMMENDATION**

On the motion of Islay McLeod, seconded by Bob Todd, the Board **decided** to recommend that the staff recommendation be adopted.

## PART B - REPORTS FOR INFORMATION

### 2. DEPUTATIONS BY APPOINTMENT

Nil.

### 3. PRESENTATION OF PETITIONS

Nil.

### 4. NOTICES OF MOTION

Nil.

### 5. CORRESPONDENCE

#### 5.1 CORRESPONDENCE IN SUPPORT OF I-SITE VISITOR CENTRE – BOTANIC GARDENS

The Board **received** correspondence in support of the i-Site Visitor Centre – Botanic Gardens from:

- Hasslefree Tours
- Hospitality NZ – Canterbury Branch
- InterCity Group (NZ) Limited
- Red Bus Ltd
- The Wood Scenic Line Limited (Welcome Aboard Christchurch)
- Youth Hostels Association of New Zealand
- Young Mens Christian Assn. of Christchurch Inc.

It was **decided** on the motion of Islay McLeod, seconded by Tim Carter, that the Board **receive** the correspondence.

#### 5.2 ROGER BOYCE

The Board **received** correspondence and a petition on Heathcote Valley Noise Pollution from Roger Boyce on behalf of noise-affected residents of the Heathcote Valley.

It was **decided** on the motion of Islay McLeod, seconded by Yani Johanson, that the Board:

- (a) **Receive** the correspondence and acknowledge it is aware of the community concerns.
- (b) Request the Community Board Adviser provide information on Christchurch City Council liaison with KiwiRail, New Zealand Transport Association and Road Transport Association.
- (c) Suggest that the writer consider approaching the Council's Environment and Infrastructure Committee on this matter.

### 6. BRIEFINGS

Nil.

**7. HAGLEY/FERRYMead COMMUNITY BOARD STRENGTHENING COMMUNITIES FUNDING – KEY LOCAL PROJECTS REPORT 2013/14**

The Board considered a report seeking its recommendation on Key Local Projects to the Metropolitan Strengthening Communities Fund for 2013/14.

**STAFF RECOMMENDATION**

It is recommended that the Hagley/Ferrymead Community Board recommend:

- (a) Te Whare Roimata Trust, Older Persons Project as a Key Local Project and recommends a grant of \$27,000 to be considered by the Metropolitan Funding Committee for the 2013/14 Strengthening Communities Fund.
- (b) Te Whare Roimata Trust, Linwood Community Arts Project as a Key Local Project and recommends a grant of \$50,000 to be considered by the Metropolitan Funding Committee for the 2013/14 Strengthening Communities Fund.
- (c) Te Whare Roimata Trust, Bromley Project as a Key Local Project and recommends a grant of \$28,500 to be considered by the Metropolitan Funding Committee for the 2013/14 Strengthening Communities Fund.
- (d) Family and Community Division (Anglican Care), Youth Development Worker Linwood Project as a Key Local Project and recommends a grant of \$30,000 to be considered by the Metropolitan Funding Committee for the 2013/14 Strengthening Communities Fund.
- (e) Shoreline Youth Trust, Fuse Youth Centre as a Key Local Project and recommends a grant of \$20,000 to be considered by the Metropolitan Funding Committee for the 2013/14 Strengthening Communities Fund.

**BOARD CONSIDERATION**

The Board discussed the Key Local Projects and considered that the amounts for Te Whare Roimata Trust, Linwood Community Arts Project and Family and Community Division (Anglican Care), Youth Development Worker Linwood Project should be increased from the staff recommendation to the same amount granted in 2012/13.

**BOARD DECISION**

It was **decided** on the motion of Yani Johanson, seconded by Bob Todd, that the Board recommend:

- (a) Te Whare Roimata Trust, Older Persons Project as a Key Local Project and recommends a grant of \$27,000 to be considered by the Metropolitan Funding Committee for the 2013/14 Strengthening Communities Fund.
- (b) Te Whare Roimata Trust, Linwood Community Arts Project as a Key Local Project and recommends a grant of \$52,000 to be considered by the Metropolitan Funding Committee for the 2013/14 Strengthening Communities Fund.
- (c) Te Whare Roimata Trust, Bromley Project as a Key Local Project and recommends a grant of \$28,500 to be considered by the Metropolitan Funding Committee for the 2013/14 Strengthening Communities Fund.
- (d) Family and Community Division (Anglican Care), Youth Development Worker Linwood Project as a Key Local Project and recommends a grant of \$35,000 to be considered by the Metropolitan Funding Committee for the 2013/14 Strengthening Communities Fund.
- (e) Shoreline Youth Trust, Fuse Youth Centre as a Key Local Project and recommends a grant of \$20,000 to be considered by the Metropolitan Funding Committee for the 2013/14 Strengthening Communities Fund.

## 8. COMMUNITY BOARD ADVISER'S UPDATE

- The Board **received** information from the Community Board Adviser on Board related activities including upcoming meetings, balances of the 2012/13 Discretionary Response Fund and Youth Development Funds, current consultations and the April 2013 Update of Current Projects.
- The Board **received** a memo from the Road Corridor Operations team in response to the Board's request for information on the possibility of installation of bus shelters at 314 and 319 Worcester Street and information on the number of bus shelters installed in this financial year and funds remaining in the budget.
- The Board **received** a response from the Inspections and Enforcement Unit to the Board's request for information on Council's requirements for fencing and health and safety on private properties where demolition has been completed.
- Board members **received** a copy of the Epicentre @ Heathcote brochure and were advised that the Heathcote Valley Project will be presenting a deputation on this to the next meeting of the Board.
- The Board **received** an update from Rachael Kirkbride, Hagley/Ferrymead Earthquake Recovery Community Advocate.

## 9. QUESTIONS UNDER STANDING ORDERS

Nil.

## 10. ELECTED MEMBERS' INFORMATION EXCHANGE

- Board members discussed matters relating to the Canterbury Earthquake Recovery Authority (CERA), including the delay in announcements on the Port Hills zoning review and the individual extensions granted on a case by case allowing residents to remain in red zone properties. The Board **decided** to write to the Minister of Earthquake Recovery and the Chief Executive of CERA to express concern with delay in announcements on the Port Hills zoning review, request information on timelines relating to this and to express appreciation for the red zone residential occupation extensions.
- Islay McLeod and Brenda Lowe-Johnson advised Board members of their attendance and raised matters of interest from the New Zealand Community Boards conference held on 10 and 11 May 2013 and advised they would provide a report to Board members.
- Board members acknowledged the international support provided to Christchurch following the earthquakes and **decided** to suggest that the Chief Executive of the Council write to the appropriate authority in Oklahoma to express condolences and offer support following the recent tornado.
- Board members discussed the Earthquake Commission targets and communication and **decided** to request engagement with the Commission to understand their work in the Hagley/Ferrymead Ward.

## PART C – REPORT ON DELEGATED DECISIONS TAKEN BY THE BOARD

### 11. CONFIRMATION OF MEETING MINUTES – 8 DECEMBER 2013

It was **resolved** on the motion of Bob Todd, seconded by Tim Carter, that the minutes of the Board's ordinary meeting of 8 May 2013 be confirmed subject to the following amendment:

**11 Cont'd**

The addition of the mover and seconder Bob Todd and Islay McLeod on Clause 1, recommendation (d) to read.

**DRAFT SUMNER VILLAGE CENTRE MASTER PLAN: REPORT ON SUBMISSIONS**

(d) On the motion of Bob Todd, seconded by Islay McLeod, that the Board extend its appreciation to the Joint Advisory Group and associated Council staff and they be commended for the manner and process in which the mater plan has been developed.

**12. APPLICATION TO THE HAGLEY/FERRYMEAD COMMUNITY BOARD 2012/13 YOUTH DEVELOPMENT SCHEME – CAITLIN CHRISTINA PHILLIPS**

The Board considered a report seeking approval of an application for funding from the Hagley/Ferrymead Community Board 2012/13 Youth Development Scheme from Caitlin Christina Phillips.

It was **resolved** on the motion of Bob Todd, seconded by David Cox, that the Hagley/Ferrymead Community Board support the application and allocate \$250 to Caitlin Christina Phillips to compete in the Australian Open Short Track Speed Skating Championships 2013 in Melbourne in August 2013.

**13. APPLICATION TO THE HAGLEY/FERRYMEAD COMMUNITY BOARD 2012/13 YOUTH DEVELOPMENT SCHEME – HARRISON REDMAN WHITESIDE**

The Board considered a report seeking approval of an application for funding from the Hagley/Ferrymead Community Board 2012/13 Youth Development Scheme from Harrison Redman Whiteside.

It was **resolved** on the motion of Bob Todd, seconded by Yani Johanson, that the Hagley/Ferrymead Community Board support the application and allocate \$500 to Harrison Redman Whiteside to represent New Zealand at the ISA World Junior Surfing Championship in Nicaragua in June 2013.

**14. APPLICATION TO HAGLEY/FERRYMEAD COMMUNITY BOARD 2012/13 DISCRETIONARY RESPONSE FUND – WOOLSTON PARK BOWLS**

The Board considered a report seeking approval of an application for funding to the Hagley/Ferrymead 2012/13 Discretionary Response Fund from Woolston Park Bowls for \$3,270 towards the Woolston Park Bowls 75<sup>th</sup> Jubilee. The Board **decided** to send its best wishes to Woolston Park Bowls in acknowledgement of the 75<sup>th</sup> Jubilee.

It was **resolved** on the motion of Islay McLeod, seconded by Yani Johanson, that the Hagley/Ferrymead Community Board approve a grant of \$1,500 from its 2012/13 Discretionary Response Fund to Woolston Park Bowls towards the production of a 75<sup>th</sup> Jubilee history booklet and bus transport for the elderly to attend the Jubilee dinner.

(**Note:** David Cox declared an interest and withdrew from discussion and voting on this matter.)

**15. RESOLUTION TO EXCLUDE THE PUBLIC**

The Board **resolved** on the motion of Bob Todd, seconded by Tim Carter, that the public be excluded from the following parts of the meeting, namely item 16.

The public were excluded from the meeting 4pm.

The open section of the meeting resumed at 4.20pm.

**5. 6. 2013**

- 8 -

The Board Chairperson declared the meeting closed at 4.21pm.

**CONFIRMED THIS 5TH DAY OF JUNE 2013**

**ISLAY MCLEOD  
CHAIRPERSON**



## 8. COASTAL PATHWAY CONSULTATION

<b>General Manager responsible:</b>	General Manager Strategy and Planning, DDI 941 8281
<b>Officer responsible:</b>	City Planning Unit Manager
<b>Author:</b>	Mark Rushworth, Senior Planner

### PURPOSE OF REPORT

1. This report is to provide feedback on the Coastal Pathway draft Concept Plan. It sets out details of the submissions received from the public consultation undertaken in March and April 2013 and recommendations on the need for hearings. It also provides feedback on staff discussions with the Stronger Christchurch Infrastructure Rebuild Team (SCIRT) on the issues, opportunities and cost of giving effect to the draft Concept Plan as part of any proposed earthquake recovery works over the next 12 months. Finally it provides details on a potential implementation programme.

### EXECUTIVE SUMMARY

2. At its meeting on 14 February 2013, the Council adopted the draft Coastal Pathway Concept Plan for formal community consultation. City wide consultation took place between 27 March and 17 April 2013. In total 409 submissions were received. Overall 85% indicated support for the pathway concept, 8% did not support the plan and 7% did not indicate their position. Of those that indicated support, the main reasons were that it would: be an asset for the city; attract tourists; boost the local economy and promote physical fitness. The main reasons for not supporting the pathway were that it should not be a high priority compared to housing rebuilds and road repairs, and that it was too expensive/over elaborate. The Redcliffs and Sumner Beach sections were most frequently identified as priority areas. The dangerous conditions for cyclists and pedestrians at Moncks Bay were also identified as a priority issue. Seventy nine submitters questioned why the route did not follow the waterfront all the way, notably at Beachville Road Redcliffs.
3. At this stage only high level analysis of submissions has been undertaken. The reason for this is to allow the Council to have an overview of public response to the draft Concept Plan prior to adoption of the Three Year Plan. More detailed analysis of submissions can be undertaken, and used to inform potential amendments to the Concept Plan. This can be reported to a future meeting, should Council wish to progress with this project.
4. Twenty two per cent of submitters have indicated that they would like the opportunity to be heard if hearings are held. However, only three of these indicated general disagreement with the coastal pathway. A further nine did not indicate support or opposition to the pathway overall. Given the high level of support for the concept plan, current resource availability and the opportunity for further consultation, should the project progress to detailed design, it is not considered necessary to hold hearings.
5. Details of the submissions analysis are set out in **Attachment 1**.
6. Whilst there are some synergies between the coastal pathway and infrastructure repairs, the pathway is a discrete project. Staff have reviewed with SCIRT the potential and implications for incorporating elements of the concept plan into the infrastructure rebuild programme. Provision for the pathway width has already been made in the Causeway, Main Road three laning and Beachville seawall sections, as well as Ferrymead bridge. This will ensure that opportunities to deliver the pathway are facilitated via the infrastructure repairs, and that the potential for pathway specific works is not precluded. There is a risk that fully integrating the pathway with the infrastructure repairs will cause delays and knock on effects for the wider SCIRT programme. However, work for the pathway could be sequenced to follow on from the SCIRT works and tie in with compliance with resource consent conditions.

## 8 Cont'd

7. Consideration has been given to the potential for staging delivery of the pathway. This has taken the following into account:
  - Other capital projects requiring integration
  - Sequencing/staging priorities
  - Elements required to progress each stage eg: investigations, design, consents, construction, and the associated timelines
  - Cost breakdown.
8. The scale of the project means that the pathway would need to be developed in stages. Two main options have been identified for programming: 1) commence at the western end utilising the platform created through the SCIRT works between Ferrymead bridge and Redcliffs; 2) prioritise accessibility and safety for the section between Redcliffs and Sumner around Moncks Bay and Shag Rock Reserve. The first option is preferred due to its short term buildability and cost. **Attachment 2** sets out details of the preferred programme and the aspects involved for developing the various stages.
9. The Coastal Pathway Group has been progressing external funding opportunities. An application has been lodged with the Christchurch Earthquake Appeal Trust. This will be considered at a Trust meeting on 29 May. Should the Coastal Pathway Group be successful in attracting funding, and Council decide to progress with the project, a Memorandum of Understanding or legal agreement would be required between the two parties to determine how the funding and delivery would be administered.

**FINANCIAL IMPLICATIONS**

10. \$50,000 has been allocated in the 2012/13 Annual Plan for a coastal path study. This sum has been used to fund the development of the concept plan through the engagement of landscape design consultants. Staff resources have been provided through the budget for the Phase 2 of the Ferry Road/Main Road Master Plan. The Coastal Pathway Group contributed to the cost of the initial community consultation in 2012.
11. At present there is no funding for the implementation of the Coastal Pathway, and even if endorsed by the community and the Council, funding will need to be identified and approved before any commitment to implementation can be given. The \$18 million capital price tag identified in the draft Concept Plan is preliminary, and excludes a number of elements. Potentially the real world costs, including provision for consenting, inflation, local labour charges and more difficult ground/working conditions such as around the inter tidal zone could increase the capital construction cost by up to 45%. The total cost of the project could therefore be around \$27 million. Confirmed costs would only be available following detailed design the Council will therefore need to ultimately make a decision on funding implementation. As noted earlier the Coastal Pathway Group has indicated that it will seek funding from third party sources. Whilst this might be substantial, the community and Council are still likely to be the major funders of any implementation and be responsible for on going maintenance. The final issue/unknown is one of timing. It would certainly be possible to progressively implement the concept over a number of years, and over a series of logical steps, as indicated in **Attachment 2**. While this may spread the funding it may not make the project any more affordable.
12. Accordingly there are a significant number of affordability constraints to implementation. This project is in the unfunded section of the draft Three Year Plan (TYP). Council will need to, as part of the TYP, determine its commitment to implementing the concept. As part of any final decision the Council will need to consider the cost and timing of implementation.

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

13. Yes, see above.

8 Cont'd

**LEGAL CONSIDERATIONS**

14. None arising at this stage. Consideration of property issues and consenting process will need to be considered at future stages.

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

15. Yes.

**ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS**

16. The Coastal Pathway project is provided for within Activity Management Plan 1.0 City and Community Long Term Policy and Planning.

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

17. Yes, see above.

**ALIGNMENT WITH STRATEGIES**

18. The Coastal Pathway is consistent with a number of strategies including the Christchurch Transport Strategic Plan and the Public Open Space Strategy.

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

19. Yes.

**CONSULTATION FULFILMENT**

20. Preparation of the draft concept plan commenced with community consultation in September and October 2012. Approximately 450 people participated in the series of public workshops. City wide consultation on the draft concept plan was undertaken between 27 March and 17 April 2013. All property owners along the route were provided with a summary of the concept plan. Approximately 100 stakeholder groups, including residents associations, sports clubs and statutory agencies were also contacted and provided with a copy of the concept plan. Three drop in sessions were held – Saturday 6 April (at three locations along the route: McCormacks Bay; Beachville Rd, Redcliffs and the Esplanade, Sumner), Wednesday 10 April (Papanui Service Centre) and Thursday 11 April (Beckenham Service Centre). It is estimated 85 people attended these sessions. Copies of the documents were also available at all open Council libraries and service centres and on the Council's web site.
21. Staff attended a hui with the Ngāi Tūāhuriri Rūnanga and Mahaanui Kurataiao Limited (MKT) on 21 March. Formal submissions have been received from Ngāi Tūāhuriri Rūnanga and Te Hapū o Ngāti Wheke (Rāpaki) Rūnanga. Both Rūnanga have indicated conditional support, subject to the matters raised in their submissions being appropriately acknowledged and included in the final document, in the implementation programmes to be established, and in the structures and experiences, and information and other components of the programme. They consider it is a matter of ensuring that the forward progress is culturally appropriate, authentic and inclusive for and of Ngāi Tahu, that the tangata whenua interests are recognised and provided for, and that tangata whenua values are protected from the adverse effects of development.

**8 Cont'd**

22. Some residents in the Beachville Road area have expressed concern that the summary document was misleading because it did not contain full information about the concept for Redcliffs Park and Beachville Road. The summary document was primarily intended to raise general awareness of the project. It indicated where the full information was available, and that drop in sessions were taking place to allow people to view the information and discuss the concept with Council staff. The feedback form also had a specific question on the naturalisation of Redcliffs Park and road realignment which drew attention to these issues. There have been a number of submissions on these aspects of the concept plan which indicates that the consultation process has been successful in raising awareness and providing an opportunity to submit feedback.

**STAFF RECOMMENDATION**

It is recommended that the Hagley/Ferrymead Community Board recommends that Council:

- (a) Receive the report.
- (b) Note the level of support for the Coastal Pathway draft Concept Plan, and resolve not to hold hearings on submissions.
- (c) Receive the Summary of Consultation Responses report (**Attachment 1**).
- (d) Have regard to the Coastal Pathway consultation feedback as part of the considerations of submissions on the Three Year Plan.

**CHAIRPERSON'S RECOMMENDATION**

For discussion.

8 Cont'd

**BACKGROUND**

Summary of Submissions

23. Four hundred and nine submissions were received by the close of the consultation period. Provisional analysis is provided in **Attachment 1**. The key findings are: 72% agreed with the route. Approximately 70% agreed with the design features of the pathway such as construction materials and methods; signage and interpretation; connections; lighting; water and beach access.
24. A number of sections of the pathway have received more specific attention in the feedback. These include:
  - Scott Park – potential impact on water sports users.
  - Redcliffs Park – concern at potential loss of playing fields (26 submissions).
  - Beachville Rd west – concern at implications of potential road closure (47 submissions).
  - Beachville Rd east – design of linear park.
  - Redcliffs – waters edge route.
  - Moncks Bay – potential impact of boardwalk on beach, views and access.
  - Shag Rock Reserve – need for a safe cycle and pedestrian link between Redcliffs and Sumner.
  - Esplanade – scope for improvements: planting/landscaping, seating, resurfacing, improved beach access/ramps.
25. Whilst a number of submitters have indicated that they disagree with aspects of the draft route, the general thrust of submissions is that they support the coastal pathway in principle. It is considered that amendments to the concept plan can be achieved in a way that would largely address the concerns about specific sections. Subsequent design stages would allow for specific issues to be addressed in more detail. This will normally include further community consultation.
26. Further analysis of the submission points is required in order to prepare a detailed response and potential amendments to the concept plan. This can be undertaken if Council decides to proceed with the project.
27. Twenty one submissions have also been received on the Three Year Plan relating to the Coastal Pathway.
28. Eighty nine submitters (22%) have indicated that they would like the opportunity to be heard if hearings are held. However, only three of these have indicated general disagreement with the coastal pathway. A further nine did not indicate support or opposition to the pathway overall, their comments were primarily related to the potential closure of Beachville Road and potential impacts on Redcliffs Park.
29. In normal circumstances, Council would consider hearing submissions on a plan of this nature in order to maintain community confidence and encourage ownership of the plan. In considering whether to hold hearings staff have taken into account the following matters: The extent and nature of consultation undertaken to date. The number and proportion of submitters wishing to be heard. The level of support for the concept plan. Future opportunities for community consultation.
30. Staff have also had regard to the following:
  - Availability of resources: A Hearings Panel of elected representatives would need to be appointed. Considerable resource has already been allocated to the Three Year Plan process. It is understood that there is little time available in the Council schedule between now and the elections.

## 8 Cont'd

- Alignment with the Three Year Plan process: Council needs to confirm its work programme and funding for the period 2013/14 – 2015/16 before the end of June 2013. Failure to include the coastal pathway within the Three Year Plan would cause delay to implementation. The next opportunity to programme projects being the Long Term Plan review in 2016.
- Expediency: Endorsing the concept plan quickly will provide more certainty in relation to integration with infrastructure repairs and provide a context for development of the Main Road Master Plan. It will provide confidence to external funding agencies being approached by the Coastal Pathway Group. It will also provide property owners and the community with more confidence and certainty for the rebuild in this part of the city.

31. In the current circumstances it is considered appropriate to forego the hearing of submissions.

SCIRT Integration

32. The context within which SCIRT has been operating is the repair of what was broken, and returning levels of service to pre September 2010 levels. They have a challenging programme to deliver that by December 2016. The infrastructure rebuild programme is not a one stop shop for capital delivery. SCIRT can, however, look for maximising opportunities along the way but if the fundamental objectives are potentially impacted through betterment works this will need to be carefully considered.
33. It should be noted that Council is only one client in the infrastructure rebuild (together with Canterbury Earthquake Recovery Authority and New Zealand Transport Agency) and it is necessary to reach best for programme decisions that all three clients buy into. So even if Council agree the funding and want the projects to go ahead at the same time the other clients may not agree if the primary SCIRT objectives and ability to achieve them is impacted.
34. Meetings have taken place with SCIRT staff to clarify the timing of their programme along the coastal pathway route.
35. Some works in Main Road have been completed eg wastewater pipeworks, wastewater pressure pipes, and water supply pipes.
36. Other projects planned are:
- Main Road 3 laning including Seawall and pathway through Scott Park – Construction Start (CS) September 2014; Construction Finish (CF) July 2016
  - Causeway Seawall – CS April 2013, CF Sept 2013
  - Causeway Road/Culverts/Bridge – CS July 2013, CF November 2013
  - Main Road (East end of Causeway-Clifton Terrace intersection and including Beachville Road and Seawall) – CS Sept 2014, CF July 2016
  - Main Road/Marriner Street (Clifton-Summer township) – CS Dec 2014, CF August 2015
37. Potential cost savings for the pile driving and services conduits could be achieved (possibly in the region of 15% - 25%), if the designs and funding was immediately available and planned for inclusion in the SCIRT works. There would be minimal savings for other items as most have shallow foundations and the rip-rap is of less concern.
38. Any delays to the infrastructure repairs to enable further integration of the pathway will have knock on effects for the wider SCIRT programme. This has implications for the overall timing and cost of the city's infrastructure repairs. The lead in times for completing detailed design and consenting for the pathway would be the major cause for delay. These are indicated in **Attachment 2**.
39. Works to deliver the coastal pathway will constitute more than 'betterment', and should be considered a discrete project in its own right. However, some of the SCIRT projects will provide the base for the pathway in Mt Pleasant, Causeway, and Beachville seawall sections. The additional pathway works could be sequenced to follow on from the SCIRT works and tie in with compliance of resource consent conditions.

## 8 Cont'd

Implementation Programming Issues

40. There are a number of steps that need to be progressed prior to construction commencing. Funding will need to be secured. Investigations and detailed design are required, including more specific community consultation. Consent needs to be obtained such as for works in the coastal marine area. Procurement for materials and construction needs to be established. Whilst some of these can occur simultaneously, it is clear that there will be a lead in time prior to construction. Where possible, the fastest track could be to commence the pathway in the areas where SCIRT repair works have created the base conditions. However, as noted above there are implications for trying to fully integrate the projects.
41. In terms of the potential staging or sequencing of development a range of issues have been taken into account in considering how the coastal pathway could be implemented. The main issues are set out below:
- Ease of construction – the engineering and consenting issues vary across the route of the pathway. The opportunities and scope for integration with other projects and SCIRT infrastructure repairs.
  - Timing – the duration of works and alignment with other projects.
  - Cost – the potential to spread the costs of construction over a number of years by staging the design and construction. This does not change the overall affordability of the project, but it allows for more effective fiscal management.
  - Community priority – safety and access between Redcliffs and Sumner has been identified as a specific issue. Whilst it would be desirable to address this as soon as possible, there are a number of complicating factors. These primarily relate to uncertainty over how the rock fall issue at Shag Rock Reserve/Peacocks Gallop could impact on the road, and consequently an adjacent pathway, and the complexity of designing and building a board walk along the eastern shore of Moncks Bay. These factors weigh against this section being prioritised for early construction.
42. There are two main competing approaches to programming construction: 1) prioritising the areas where SCIRT is creating the base conditions, essentially between Ferrymead bridge and Redcliffs. This would provide the most bang for buck in the short term. 2) prioritising accessibility and safety for the section between Redcliffs and Sumner around Moncks Bay and Shag Rock Reserve. This would enhance connectivity between the two suburbs, which has been identified by some locals as an important consideration, especially in the current circumstances where the two suburbs are interdependent, for example Redcliffs school is temporarily relocated to Sumner.
43. Taking the broad range of issues into account, it is considered that a pragmatic approach to staging is to prioritise the short term works between Ferrymead and Redcliffs. The medium term would focus on completing the western end to Redcliffs, and the eastern end of the pathway between Sumner and Scarborough. The longer term would be the central more complex section between Redcliffs and Sumner. Further details are provided in **Attachment 2** and **Attachment 3**.

External Funding

44. The Coastal Pathway Group has been pursuing external funding opportunities. An application has been lodged with the Christchurch Earthquake Appeal Trust, and an initial meeting was held on 23 April 2013. Based on this, further information has been requested from the Group which will be present in a report to the Earthquake Appeal Trust board on the 29 May 2013. The Coastal Pathway Group has received \$20,000 from Canterbury Community Trust which it is using to employ a coordinator for six months. The coordinator will have a large role in making the funding applications/presentations. The Group is currently preparing a fundraising plan, and they anticipate a number of further applications depending on the outcome of Council's approval of the Concept Plan. The Coastal Pathway Group recognise that any funding they attract is unlikely to be the majority of funding required.

**8 Cont'd**

45. Should the Coastal Pathway Group be successful in attracting funding, and Council decide to progress with the project, a Memorandum of Understanding or legal agreement would be required between the two parties to determine how the funding and delivery would be administered.



# The Christchurch Coastal Pathway

Draft Concept Design and Feasibility Report

## **Summary of Consultation Responses**

27 March – 17 April 2013

5. 6. 2013

- 18 -

ATTACHMENT 1 TO CLAUSE 8 CONT'D

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## **Executive Summary**

409 submissions were received on the proposal document.

### **Overall support for the project**

85% of the submissions indicated overall support for the concept of the Coastal Pathway. The most frequently cited reasons for supporting the project were that it would be a great asset for the city, would attract tourists and boost the local economy and would promote physical fitness.

The most frequently cited reasons for not supporting the project were that it shouldn't be a high priority compared with housing rebuilds and road repair and that it was too expensive and/or too elaborate.

### **Prioritisation**

The Redcliffs and Sumner Beach sections were most frequently selected as high priority areas. Moncks Bay was cited most often in the comments as a priority due to the currently dangerous conditions for pedestrians and cyclists.

### **Route and other features**

72% of submissions either agreed or strongly agreed with the proposed route. 41% of the submissions that selected "disagree" or "strongly disagree" indicated that they disagreed with the route because it did not follow the coast for its full length. In total, 79 submissions (19%) included comments supporting a fully coastal route compared with 9 submissions (2%) that supported diverting the route into Redcliffs Village.

There was approximately 70% approval for the features of the pathway including lighting, seating, planting, etc. however there were a number of concerns and suggestions about the detailed design and implementation of these elements particularly along Beachville Road and the Esplanade.

### **Area specific concerns**

The main concern for the Mt Pleasant section was concern over conflicts between pathway and water sports users in Scott Park.

Some concerns were expressed about level of exposure on the Causeway in the McCormack's Bay section and the suggestion was made to bring the pathway around the interior of the Bay. There were also concerns about the ecological impacts of the pathway in terms of infilling and loss of feeding grounds for birds.

There were a number of issues and concerns raised about the proposed changes at Beachville Road. These centred around the potential closure of one end of Beachville Road, the naturalisation of a section of Redcliffs Park, a number of design details at Beachville Reserve, parking and safety issues.

While 60% of submitters ticked agree or disagree for the Redcliffs Park naturalisation and road realignment, 19% opposed the changes- the highest percent of disagree and strongly

disagree responses for any of the quantitative questions. 47 submissions (12%) included comments opposed to closing the western end of Beachville Road while 4 submissions supported it. 27 submitters opposed the naturalisation of Redcliffs Park in their comments.

Comments on Moncks Bay highlighted the urgent need to address pedestrian and cycle safety and expressed a desire that the pathway not reduce the area of the beach to the east of the yacht club.

68% of submitters agreed or strongly agreed with Esplanade improvements. 13 comments suggested that the current Esplanade was adequate but there were a number of suggestions for improvements particularly planting and landscaping upgrades, more and/or better seating, resurfacing (especially smooth surfacing for skaters, cyclists and barefoot swimmers), and improved ramps and beach access particularly for older and/or disabled visitors.

#### **Further investigations/consultation**

Suggestions were made for more detailed investigations into the ecological impacts of the pathway and for an archaeological assessment. Six submitters wanted to see better integration and incorporation of Māori cultural values in the plan.

#### **Submitters who wished to be heard and primary concerns**

89 submitters indicated that they wish to be heard. Only three of these submissions indicated general disagreement with the Coastal Pathway project as a whole. Their concerns are primarily with the expense of the project compared with other possible Council priorities and the potential negative environmental effects of reclamation in the estuary particularly on feeding grounds for birds.

Another nine submitters who wish to be heard did not indicate support or opposition to the overall pathway. Their concerns are primarily about the potential closure of Beachville Road, changes to Redcliffs Park and Beachville Reserve, improvements to the Esplanade and the need for better incorporation of Māori cultural values into the plan.

## 1. Methodology

This report summarises data received from public submissions on the Christchurch Coastal Pathway Draft Concept Design and Feasibility Report. Public consultation on the proposed Coastal Pathway was open between 27 March and 17 April. Submissions were gathered online (68%), by mail (25%), email (6%), and through the three drop-sessions (1%).

The submission form (attached) included a series of quantitative questions asking respondents to rank their support for various aspects of the plan (route, materials, lighting, etc.) on a five point Likert scale. The results from these questions are available in sections 5 and 6.

The form also included several qualitative questions allowing open-ended responses on the route, pathway feature and possible upgrades to the Esplanade. Common themes and topics were extracted from these responses and the number of submissions making similar comments were tabulated. Results from this analysis have been broken down by relevant section of the pathway and are discussed in sections 7 through 12.

Due to technical issues with the Have Your Say website, the full version of the submission form was not available for the first day of the submission period. The first nine submissions were based on an abbreviated form which simply asked whether respondents supported the pathway or not and then allowed them to write an open response.

For consistency, later submissions using the full form were also categorised broadly as support, do not support or not indicated. Further discussion of the methodology for this categorisation and analysis of overall support for the pathway is available in section 3.

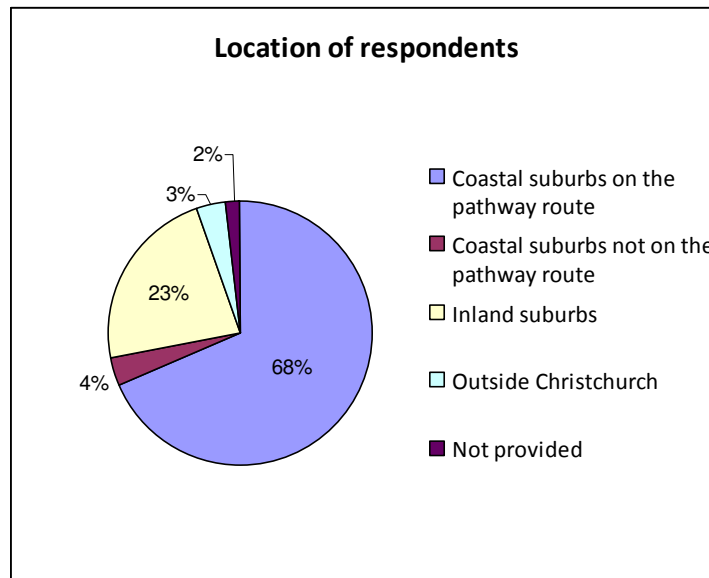
The results of and recommendations based on this analysis must be approached with some caution as the sample was not randomly selected and group or organisation submissions were not given additional weighting.

**2. Submissions returned and profile of respondents**

409 submissions were returned including 11 late submissions most received within two days of the closing date. Submissions received after 22 April 2013 are included in the qualitative comment section where new issues were raised but are not included in the quantitative analysis.

**Location**

**Figure 1 Respondents by location**



The majority of respondents lived in suburbs along the proposed pathway (primarily in Sumner and Redcliffs) but a number of submissions (23%) came from inland suburbs in Christchurch. Some submissions were also received from other towns and cities in New Zealand (Dunedin, Auckland, Keri Keri and Alexandra) and from abroad (Singapore, the UK, the US, Australia and Canada).

**Gender**

50% of respondents were female and 43% male. 3% of submissions were sent jointly by couples or families and 4% were from organisations or the gender of the respondent was otherwise not indicated. This is reasonably consistent with Christchurch averages (52% female, 48% male).

**Age**

Age Group	% of Respondents
Not indicated	9%
Under 18	2%
18-24	15%
25-34	13%
35-49	32%
50-64	22%
65+	19%

13.5% of people in Christchurch are over 65 and 18.8% are under 15 so the sample slightly overrepresents older age groups. Future consultation on more detailed design aspects of the coastal pathway could target younger audiences (secondary schools and colleges) to help balance the results.

### **Ethnicity**

<b>Ethnicity</b>	<b>% of Respondents</b>	<b>Christchurch average</b>
Not indicated	11%	
European/Pakeha	78%	75.4%
Māori	2%	7.6%
Pacific peoples	.2%	2.7%
Asian	.9%	7.7%
Other	7%	13%

The sample underrepresents Māori, Pacific peoples and Asians. These groups could be targeted in further consultation at the detailed design stage.

### **Interests**

Respondents were also asked which activities they would like to participate in on the pathway and had the option to tick walking, cycling, fishing, bird-watching, viewing the scenery or to write in another activity. The percent of submitters who ticked each activity (in order of popularity) are:

<b>Interest</b>	<b>% of Respondents</b>
Walking	86%
Cycling	71%
Enjoying the scenery	69%
Bird watching	42%
Fishing	22%
Skating/Skateboarding/Scootering	7%
Boating/Kayaking/Waka ama	6%
Social activities (markets, cafes, events, people watching, playing with kids)	6%
Running	5%
Other water sports (windsurfing, paddleboarding, surfing, kitesurfing)	3%
Swimming	2%
Dog walking	2%
Picnicking/Barbecues	2%
Education	.5%

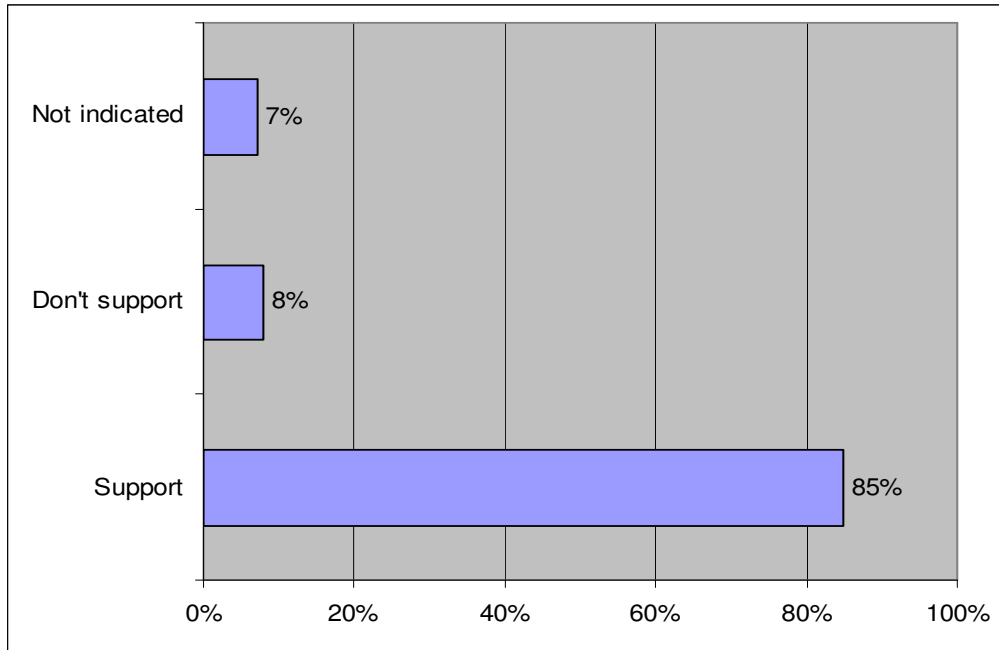


**Organisations and businesses submitting on the Coastal Pathway Plan**

8010 Urbanists  
Abbott House Sumner B&B  
Bicycle Ventures Ltd  
Braille Signs Ltd.  
Canterbury District Health Board  
Canterbury Yachting Association  
Chaplin Crooks Architects  
Christchurch Beautifying Association  
Christchurch Coastal Pathway Group  
Christchurch Estuary Association Inc.  
Coffee Culture Sumner  
Concerned Redcliffs Residents Groups  
Diamond Harbour Community Association  
Ecosolutions Ltd  
Ferrymead Bays Football Club  
Groundswell Sports Ltd  
Living Streets Otautahi/Christchurch  
Mahaanui Kurataiao Ltd (MKT) on behalf of Ngāi Tūāhuriri Rūnanga  
Mt Pleasant Homestay B&B  
Mt Pleasant Memorial Community Centre and Residents Association  
Mt Pleasant Yacht Club  
New Zealand Historic Places Trust  
New Zealand Institute of Architects (NZIA)  
Redcliffs Community Shed  
Redcliffs Environmental Association  
Redcliffs Residents Association  
Rough and Milne Landscape Architects Ltd  
Royal New Zealand Foundation for the Blind  
Spokes Canterbury  
Sustainable Otautahi Christchurch  
Urban Surf

### 3. Overall support for the project

Figure 2 Overall support for Coastal Pathway



Submissions were categorised as “support” if their comments directly indicated overall support for the plan or they gave mostly “agree” and “strongly agree” responses with no comments that would indicate a reason for the whole pathway not to go ahead.

Submissions were categorised as “do not support” if the submitter ticked primarily “disagree” and “strongly disagree” responses and either made no comments or made comments giving reasons for the pathway not to go ahead (i.e. too expensive or Council should have other priorities).

Submissions were categorised as “not indicated” where submitters ticked primarily “disagree” or “strongly disagree” but from their comments it was clear that their concerns were area-specific and did not indicate agreement or disagreement with the pathway as a whole.

The most frequently cited reasons for supporting the pathway were:

The pathway will:	# of submissions
be a great asset for Christchurch/improve local amenity	31
attract tourists and boost the economy	30
promote physical fitness	25
strengthen the community	19
provide stress relief/other mental health benefits	12
improve pedestrian and cyclist safety	12
reduce car use and carbon emissions	10
provide ecological benefits (habitat creation, etc)	4
provide an opportunity to memorialise earthquake victims	3
attract people back to live in the area	2
provide an alterative evacuation route	1

Examples of comments supporting the pathway:

[CP45] The Christchurch Coastal Pathway will reinvigorate an area devastated by the earthquakes and add much needed amenity value to the area. It will increase opportunities for physical activity, assisting in alleviating depression and loneliness, which are much in evidence in the post-quake period. It will provide people a safe, enjoyable route to walk from Mt Pleasant to Scarborough. The proposed route through Redcliffs village will assist that community to recover from the earthquakes, and provide increased patronage to the businesses there.

[CP22] There is no other project for Christchurch that excites me more than this.

The most frequently cited reasons given by those who did not support the pathway overall were:

The pathway:	# of submissions
shouldn't be a high priority compared with [housing rebuild, road repair, other potential pathways, etc.]	23
is too elaborate. A simpler or more natural connection would be sufficient.	16
will be too expensive to build	15
will have negative environmental effects (particularly for bird feeding grounds)	12
requires an unacceptable amount of infilling of the estuary	7
will be too expensive to maintain	2
does not follow an attractive route (too cold, windy, exposed)	2
will increase noise, litter and anti-social behaviour	1

Examples of comments opposing the pathway:

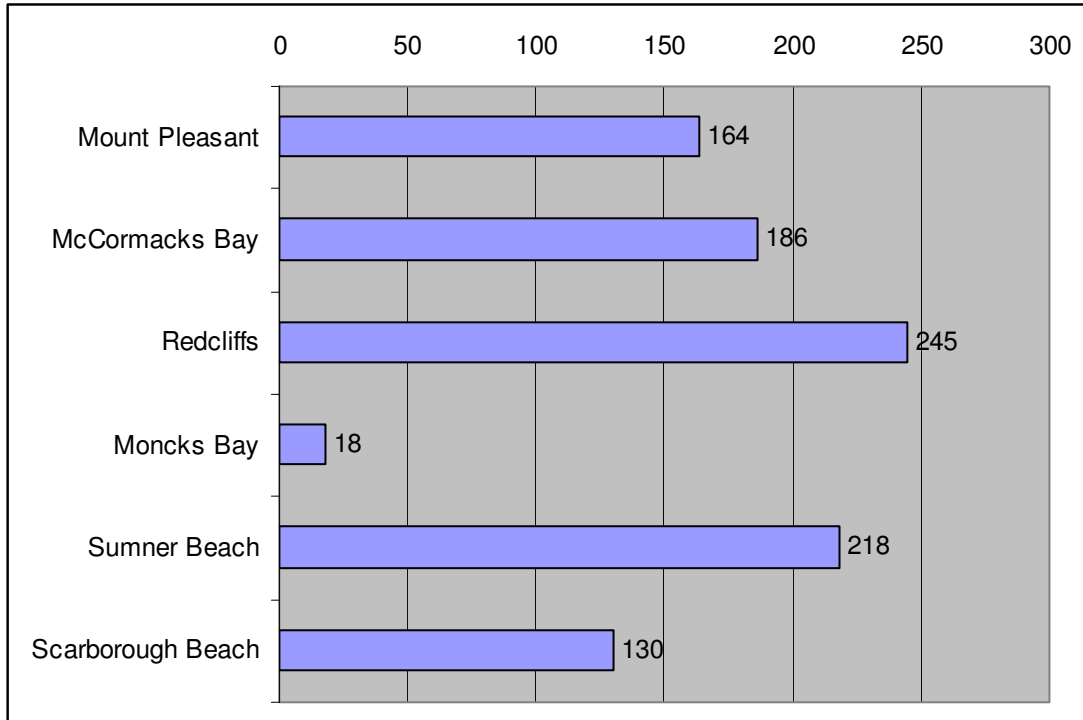
[CP173] It is of limited use and serves only a selective community, yet makes bold claims of wider benefits to the city and region.

[CP196] Think Council should spend monies on core business, before spending money on 'think big' projects. Would recommend Council fixes footpaths within the area first so that people are able to walk around the district, i.e. Mt Pleasant Rd footpath is terrible... People travel all over the world to watch birds and experience such ecosystems. This should be celebrated and enhanced. Instead this development is going to encroach on this fragile ecosystem and negatively impact on wildlife that don't have other estuaries to go too. In-filling the estuary floor, especially along the causeway will be significantly detrimental to the ecosystem

#### 4. Prioritisation

Respondents were asked to tick which sections of the pathway they considered the most important.

**Figure 3 Number of respondents that identified each section as a priority**



Unfortunately, due to an error, the Moncks Bay section was not included on the feedback form. It was written in by 18 submitters, however. A number of submitters also ticked all of the boxes or a group of adjacent boxes. If the number of submitters who ticked Redcliffs and Sumner Beach are assumed to have intended also to tick Moncks Bay there would be an additional 161 ticks for Moncks Bay for a total of 179.

63 submissions selected all five sections as high priority. Several respondents wrote numbers in the boxes to indicate priority rather than ticking them. Those responses were recorded as selecting all five sections but the top priority was also recorded as a comment indicating that section as a top priority (see below).

21 submissions selected everything except the Scarborough section. One submission explained that it felt the Esplanade improvements should be a significant project in its own right.

**General comments on timing and prioritisation**

	# of submissions
The sooner the better.	15
Build the pathway now and come back to the issue of coastal bypass in Redcliffs later.	10
Provide a basic pathway first and then add extras later.	8
Do the whole project at once, not piece by piece.	7
Stage and fund each section properly rather than doing the whole pathway quickly and cheaply.	1

**Sections identified in comments as being the top priority**

The priority should be:	# of submissions
Moncks Bay because it's the most dangerous section at present	12
The Esplanade because it's the easiest	11
To establish a continuous connection	9
Ferrymead to Sumner first, then improve the Esplanade.	7
Mt Pleasant/McCormack Bay because the work can be combined with SCIRT repairs	7

## Examples of comments on prioritisation:

[CP152] To me on safety grounds the area between Sumner and Redcliffs is the main priority. Currently the path is unsafe and threatening to all but car/bus/truck users, and is the only part of the proposed pathway where there is no separate path for use by pedestrian traffic.

[CP176] The Christchurch Coastal Pathway Group is willing and organised to raise funds towards the Pathway's capital costs. However, private fundraising and grant seeking are unlikely to secure the majority of funding required to build the pathway. CCPG therefore requests that in recognition of the importance of this project to our local community\* and the substantial future benefits to our city at large, the Council allocate appropriate funding to the pathway to enable it to be built within a three to five year period.

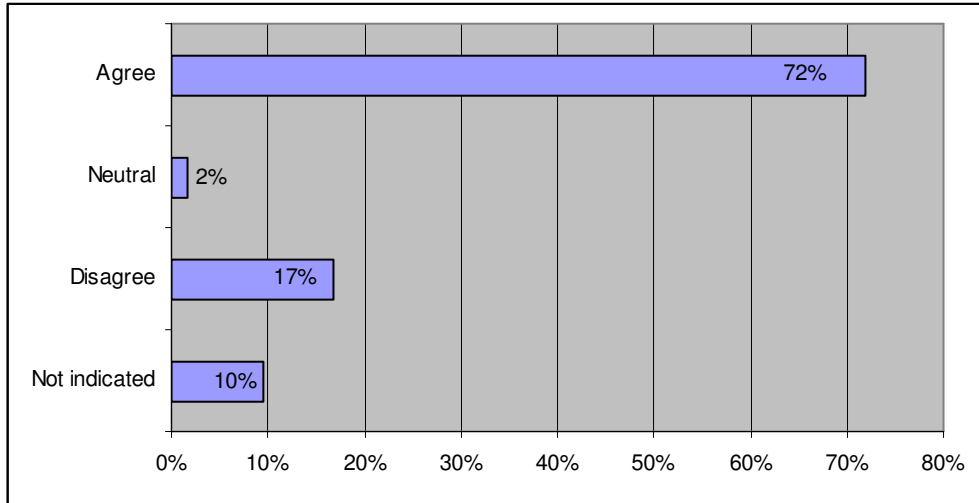
\*In 2012 the Hagley Ferrymead board nominated the Christchurch Coastal Pathway as its top priority project for the ward.

[CP234] The full development of individual experiences along the way may have to be prioritized if funding is an issue. Possibly each community should be able to develop one experience each in the first available funding round as a means of drawing public use.

[CP244] In terms of priorities I will always support this long before a sports stadium which tends to encourage people to sit down, make poor food choices and watch rather than do sport.

**5. Route**

**Figure 4 Support for proposed route**



**Overall support and coastal bypass issue**

A strong majority of submissions either agreed or strongly agreed with the proposed route. 28 of the 68 the submitters who selected “disagree” or “strongly disagree” (41%) indicated that they disagreed with the route because it did not follow the coast for its full length.

In total, 79 submissions (19%) included comments expressing a desire for the pathway to follow the coast. Nine submissions (2%) supported diverting the pathway through Redcliffs village instead of going behind houses.

[CP37] the diversions around "private property" with houses built blocking access to the estuary (is this legal?) are going to cause unhappiness and possible chaos, especially with foot traffic being diverted off Beachville Road around the Redcliffs shopping area. Can you imagine what will happen when walkers of all ages - fast and slow, pushchairs, cyclists, rollerbladers, dogs on leads, children on scooters and wobbly bikes all get pushed from a 4m designated pathway to a 2 - 2.5 metres urban footpath immediately next to a heavy traffic road? Also we will be forced to walk on a footpath past residential houses where safety issues arise with residents backing out of their driveway into an oncoming possibly continuous flow of walkers, children, pushchairs, cyclists etc (as above).

[CP255] do NOT bring the extra traffic (cycle/pedestrian) back to the worst bottle-neck on the whole pathway. There will be accidents and deaths if you bring that volume of foot and cycle traffic back into the Redcliffs shopping area.

Several submissions saw the value of providing an option through Redcliffs Village while still offering the coastal connection, perhaps with limited access hours.

[CP99] A secondary walk through Redcliffs Village would also be an excellent idea as the water edge walkway made need to be narrow in places, unsuitable for cycling and, local residents may, for security reasons, request the walkway be closed during hours of darkness... such a closure would also reduce the expense of providing lighting

[CP112] Should be an option for walkers (not cyclists) to go along estuary edge at south-east end of Beachville Road to the tram shelter, along foreshore in line of council owned land. To

respect the foreshore character of this area I would suggest a structure that was only accessible at low or mid tide, for instance along the riprap - which needs repair following the earthquake anyway. This would provide some privacy for the estuary edge residents while still allowing some access for walkers. At present the riprap is unstable, damaged and incomplete

Other alternatives:

[CP298] Suggest a pontoon based pathway that is placed on the water and in front of the redcliffe houses so we do not have to wait to litigate with the home owners.

[CP197] The two areas where residents views and privacy are a concern, could be navigated by a tunnel with viewing windows into the water.

[CP396] If there is strong opinion that the path should go in front of homes, then it should occur over a long time frame (50-100 years) where the Council buys land that comes up for sale, puts a covenant on the path in front of the waterfront property and then sells it back to the public. Then new buyers are fully aware that over the course of time the coastal pathway would exist in front of their properties.

### **Ecological impact**

Three submissions expressed concern that the proposed route (particularly over the Causeway) extends too far into the Estuary and will disturb wildlife, affect the tidal flow, increase erosion and restrict boat access.

### **Future linkages**

Eleven submissions suggested that the route was not long enough and should extend to New Brighton, Lyttelton, around the coast to the south or into the CBD.

[CP237] Somehow we also need a "dream" of such a coastal walkway around the Inner Harbour - from Lyttelton through to Governors Bay Teddington and out around to Orton Bradley and Diamond Harbour. For example from Sandy Bay through to Governors Bay a wonderful 15 minute coastal walk, ditto from Lyttelton "almost" through to Rapaki. Perhaps Faulkner's track, with elevated views, from Governors Bay to Living Springs could be developed...then down again to Allandale and, via boardwalk, out to Teddington. If ever some sort of pathway reopens between Sumner and Lyttelton - walkway, cycleway, or eventually road way...there would be a magical "loop". ...and bring opportunities for re integrating the harbour communities and the city.

Links were also suggested to the Avon River pathway, the Heathcote riverbank, Linwood Avenue, the Head to Head walkway and other side tracks.

[CP390] We would also like investigations to begin into extending the pathway along the Estuary edge/Humphries Drive, leading to New Brighton and also the Linwood canal route into the CBD.

Three submissions suggested that the pathway begin in Ferrymead possibly with parking on the former Mobil site.

[CP252] I am very disappointed that the Pathway does not have a strong start and finish. There should be a park with lots of activities on the west side of Ferrymead Bridge and at the

Scarborough end there should be a more interactive conclusion or reason for making the journey.

[CP390] We would like to see the pathway continue around the water's edge in Scott Park, and over the bridge to the ex-Mobil site in Ferrymead which would be the perfect spot for a bike/skate park.

Other potential pathway linkages:

[CP136] There must be links and signage to existing side tracks to encourage walkers to explore and do more than promenade up and down e.g. to Captain Thomas's track, Flowers track

[CP175] Spokes works with the Christchurch to Little River Rail Trail Trust. That group is considering extending their Trail from Little River to Diamond Harbour, across to Lyttelton by ferry from where users can chose to either ride over Evans Pass (if and when it becomes usable by bikes) and along the proposed pathway or through the tunnel using the bikes on buses facility. The bus riders may also chose to make a side trip to Sumner along the pathway, visit Ferrymead or proceed back to town. Continuation of the path along the barrier between the settling ponds and the estuary could provide a link into the proposed Avon riverside park and pathway. The proposed Coastal Pathway will form a valuable part of such a route.

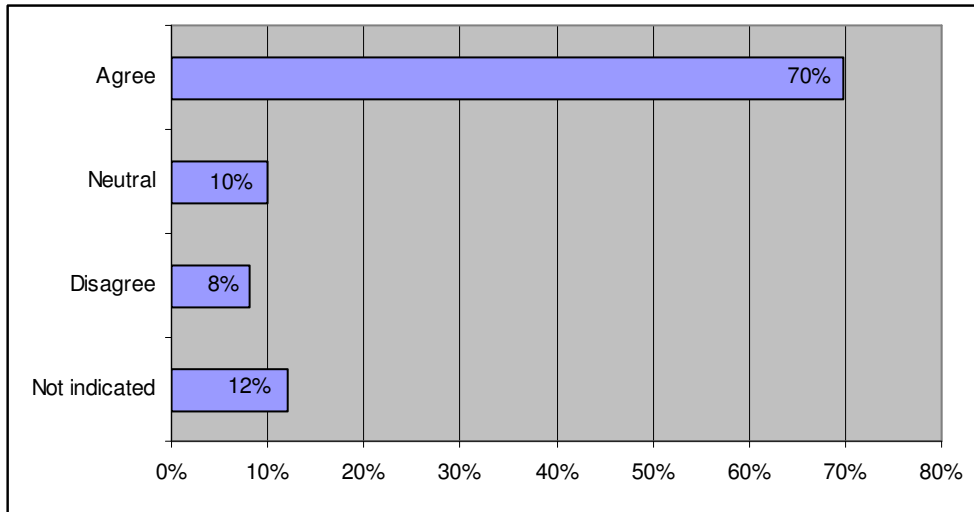


**6. Features and materials**

Comments in this section were based on submissions requesting particular features or materials along the entire length of the pathway and do not include similar comments made for specific areas of the path such as Beachville Road or the Esplanade. Area specific comments can be found in sections 7-12.

**Construction materials and methods**

**Figure 5 Support for construction materials and methods**



Among submitters who disagreed or strongly disagreed with the materials the most frequent concerns were the desire to see more natural, sustainable and/or local materials used and the suggestion that concrete would be better than asphalt because it is more durable. In total 8 submissions supported more natural or sustainable materials and 5 objected to asphalt. One submitter suggested that enzyme pavement should be investigated.

Seven submitters wanted the pathway built to last.

Two submitters requested continuous smooth surfaces for the length of the path to encourage skating, scooters, etc. A number of other submitters suggested this feature for sections of the pathway, particularly the Esplanade (see section 12).

Three submitters emphasised the important of no-slip ramps. Another submission expressed concern at the noise generated by traffic on boardwalks and suggested that the design seek to minimise this.

Two submitters, including MKT, had concerns about the use or extent of rip rap revetment:

[CP257] Rip rap construction only in limited area (i.e. Moncks Bay Yacht Club). Vertical retaining walls along causeway, Beachville Road, Moncks Bay, to ensure as much channel is maintained as possible. There has been a huge loss of usable water already for yachts.

[CP409] Ngāi Tūāhuriri Rūnanga urge Christchurch City Council to review its current approach to reclamation within the Coastal Pathway Concept Design and Feasibility Report to ensure that appropriate consultation and responses on this matter can be achieved. This would require areas for proposed reclamation to be clearly identified and consulted on.

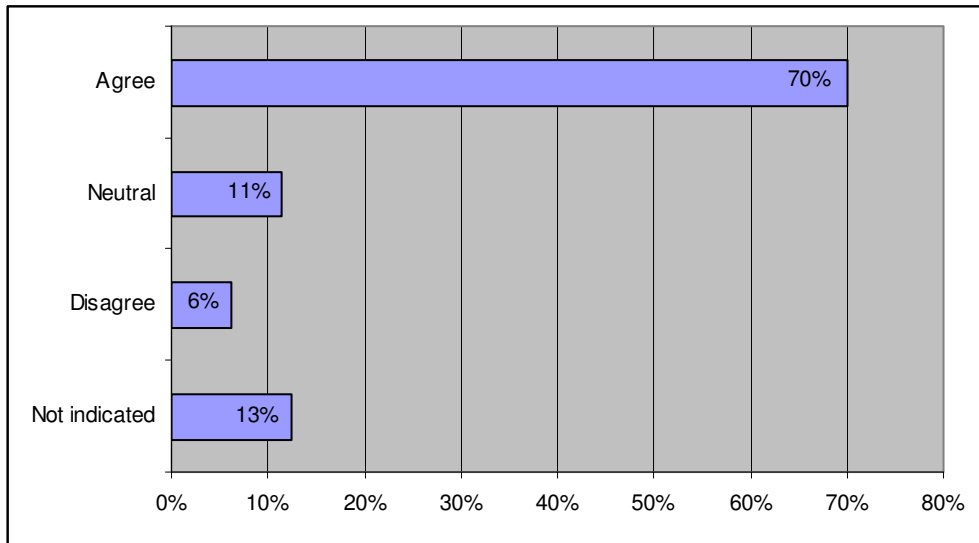
Te Ngāi Tūāhuriri Rūnanga opposed resource consent application CRC132235 for the reclamation of land between Scott Park and McCormacks Bay on which the Pathway will be located and have questioned the suitability of this consent being processed under an Order in Council given a large component of the proposed activity is not solely earthquake repairs.

It is important to note that all the responses made by Ngāi Tahu to date have been generated in response to urgent consent processes for the causeway and seawall earthquake repair. These were formulated design and construction scenarios that Rūnanga were asked to respond to, no alternate options were identified or assessed. The tangata whenua response was therefore constrained to proposals before it.

This is important as the statements identified in section 1.6 of the Coastal Pathway Report could be conceived as agreement to any and all reclamation or rip rap proposals. This is not the case.

**Wayfinding and interpretation**

**Figure 6 Support for wayfinding and interpretation**



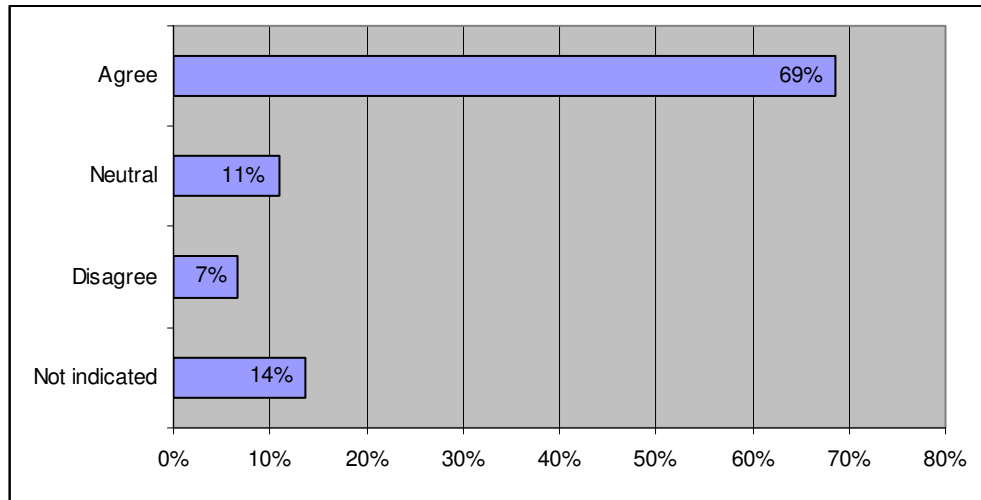
The most frequent comment (17 submissions) concerning wayfinding and interpretation was support for signage interpreting local history, Māori heritage and culture and natural features.

Three submissions asked that signs be kept to a minimum to avoid clutter and a further three submissions suggested that signage use natural materials and be unobtrusive.

Two submissions also pointed out the need for clear directional signage where the route was diverted from the coast.

**Transport connections**

**Figure 7 Support for transport connections**



Four submissions suggested the need to provide parking along the entire route. Five suggested providing additional parking in Ferrymead. There were additional parking and traffic generation concerns specific to the Redcliffs area (see section 9).

Three submissions were concerned with the connection through Ferrymead Bridge and stressed the need to protect commuter cyclists through this area. 28 submissions supported some form of cycle separation from traffic and/or pedestrians. Two asked for better facilities for kids and hobby cyclists. One submitter suggested that the pathway be designated for commuters during peak hours on weekdays and for “slow cycling/pedestrians/families” at other times.

[CP236] I agree with the proposal to plant visual shelter belts between the vehicular traffic and the pathway. It would be better though if the cycling lane would also be on the coastal side of these plant belts - so to better separate cyclists from cars.

Living Streets Otautahi/Christchurch and the Canterbury District Health Board both recommended the commuter cycle path be widened from 1.5 to 1.8m to comply with standards recommended by the NZTA.

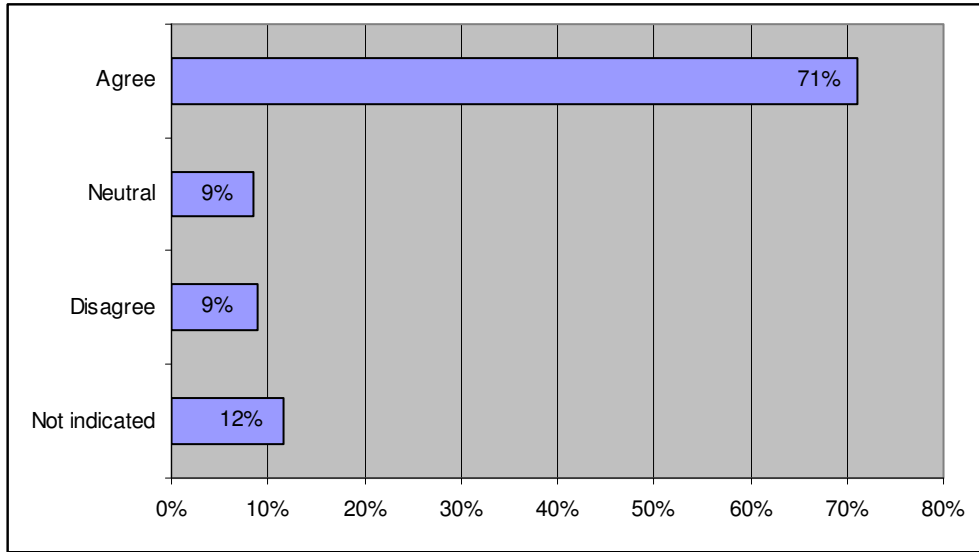
Two submissions asked for more cycle racks and one pointed out the need for Council to coordinate with Environment Canterbury to provide more busses with bicycle racks servicing the route.

Five submissions stressed the importance of improved bus links along the route and one suggested reinstating the tram running from the city to Sumner.

One submission pointed to the need for better provision of pedestrian crossings along the whole route. Better crossings at either end of McCormack’s Bay or opposite the new Mt Pleasant Community Centre were also requested. Another crossing was requested connecting Barnett Park with the pathway and another submitter requested traffic lights outside Redcliffs.

**Lighting**

**Figure 8 Support for lighting**

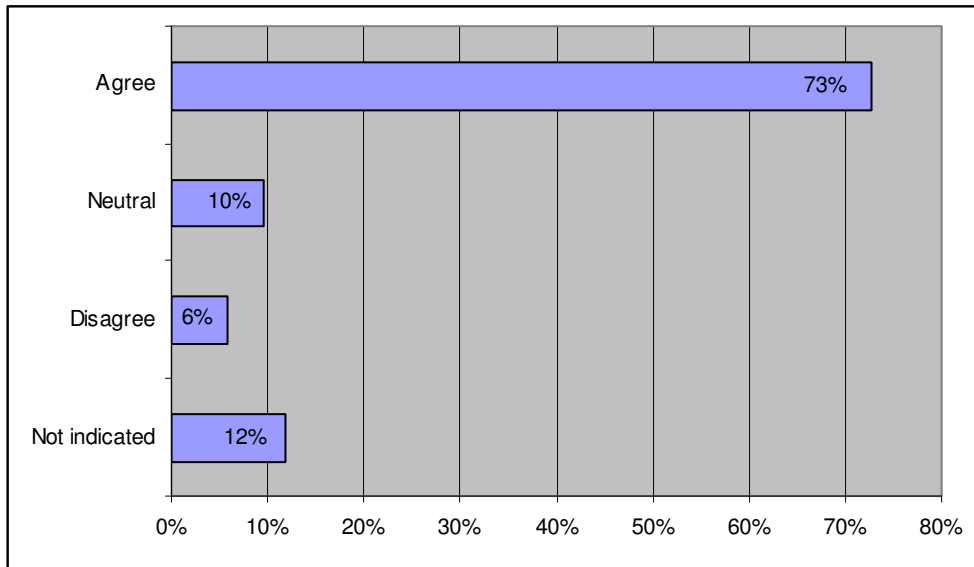


For comments addressing lighting along the whole pathway, the most common concern (expressed in 11 submissions) was to avoid light pollution either by limiting the amount of additional lighting, using subdued or downward directed lighting, or using motion-sensitive lighting. There was another suggested for solar powered lighting. There were additional concerns about added lighting along the Beachville Road section of the pathway (see section 9).

Five submitters requested better lighting and one suggested retaining the existing lighting along the path.

**Pathway furniture**

**Figure 9 Support for pathway furniture**



Seven submissions requested more seating along the length of the pathway. Respondents suggested that seating be sheltered or covered, be arranged in social groupings, use natural materials, have a unique character and be vandal-proof.

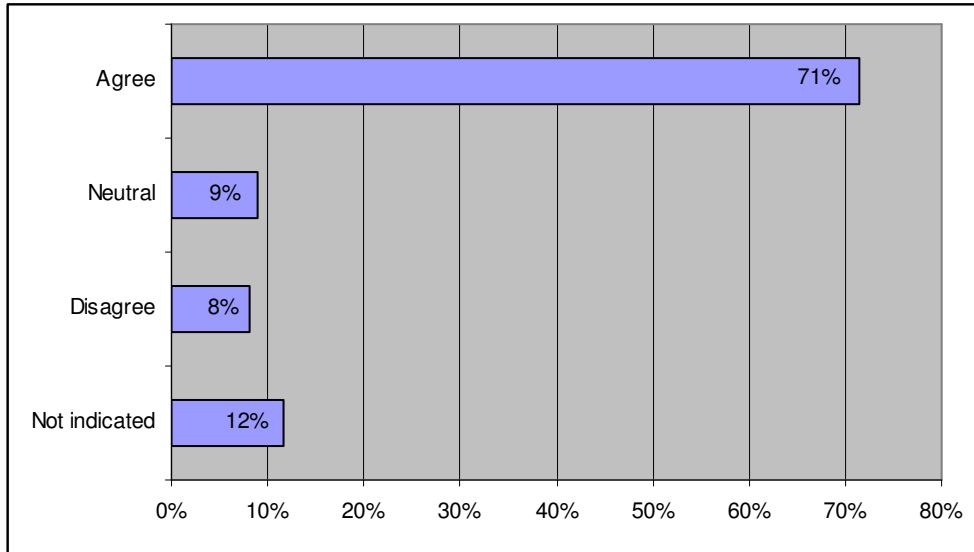
[CP234] Not just single bench seating but intermittent semi-circular arrangements to enhance social interaction

Another submitter suggested incorporating local volcanic rock in the furniture design.

The Canterbury District Health Board stressed the importance of contrasting colour selection and placement of furniture to aid the visually impaired. The Royal New Zealand Foundation for the Blind also submitted detailed recommendations on design features to better accommodate blind and low vision users.

**Planting**

**Figure 10 Support for planting**



Eight submissions supported better planting along the route, particularly to provide shade and shelter. This was seen particularly as a concern along the Causeway (see section 8).

Eight submissions suggested incorporating more native planting but three submissions objected to this.

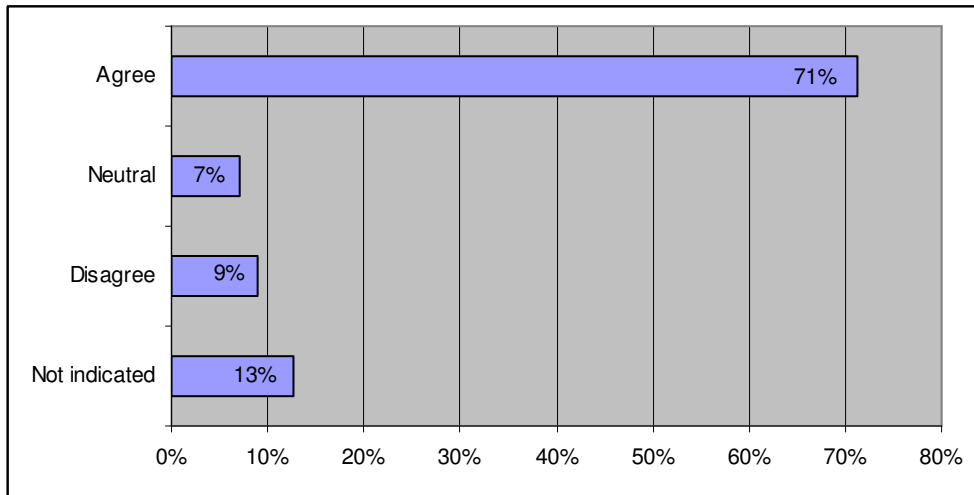
There were additional concerns, particularly at Beachville Road (see section 9) and at the Esplanade (see section 12) that plantings be low and not obstruct views of the ocean for residents and visitors.

[CP257] Limited planting preferred so as not to detract from the natural environment... the water is the feature in this area, not a native forest.

[CP266] We think it would be nice to use Norfolk Pines selectively along the Causeway and Beachville Road. They are very much a coastal tree, and even when mature you are still able to see the view THROUGH them, they do not inhibit the view and they offer a lovely perspective to the surroundings and beyond.

**Water/beach access**

**Figure 11 Support for water/beach access**



Nine submissions supported more water and beach access points along the length of the route.

There were site specific-concerns at Scott Park (see section 7) and Redcliffs (see section 9). Further requests for access at the Esplanade are covered in section 12.

**Pathway width**

Five submissions expressed concern that the pathway was generally too wide, particularly in terms of infill required and/or ecological effects. Twelve submissions stressed the need for adequate width to provide for the needs of different users.



**Other suggested features or policies**

A number of other features for the pathway were also suggested in addition to the above and excluding suggestions specifically for the Esplanade. They include:

	# of submissions
More and/or upgraded public toilets including unisex parents' toilets	10
Fitness equipment	8
More water fountains or water bottle refill stations	6
Clearer dog rules and signage particularly around leads and waste removal	5
Better dog facilities (bins, water stations)	5
Regular viewing platforms	4
Barbecues	4
Hire kiosks for kayaks/paddleboards/boats, etc. Can be dropped off along the route.	3
Banning or restricting fishing	3
Separate lanes for runners and walkers	2
Banning skateboards	2
Refreshment stops	2
More fishing access points	2
Bike share	1
Artworks along the whole route	1
Sensory garden/tactile planting	1
More ecological features/naturalisation	1
Power points for events, food vans	1
Better shade and wind protection along the whole route	1
Half-court basketball surfaces	1
Vantage points for observing yacht races	1
Lighting effects on cliffs behind Redcliffs	1
A taonga house	1

More detailed suggestions:

[CP271] There is a Council-owned property at 86 Beachville Rd which is currently occupied by earth-quake damaged council flats. This would be a fantastic sunny and sheltered site for a major stopover point for the walkway - as well as providing a passive local greenspace for residents.

[CP396] Council flats on Beachville would be a great "break space" and park.

## 7. Mount Pleasant section (01A-B)

While five submissions suggested that the pathway follow the coast in Scott Park, there were 16 submissions from respondents who were concerned about conflicts between water sports users carrying or setting up their equipment in the park and cyclists and pedestrians potentially following the water's edge.

[CP105] When the sailboats and windsurfers launch it is often in very windy conditions and there are times when it is difficult to predict what will happen with your equipment. I would like to see the pathway follow in front of the Cob Cottage but keeping approx 15 -20m back from the waters edge, this would give a great rigging area (grassed with taps for wash down, outdoor showers) for the boats/windsurfers and safe access to the water. Parking at Scott Park for the water users needs to be taken into consideration which probably needs to be relatively close to the boat ramps so that boats, kayaks and windsurfers can be unloaded close to the rigging area and boat ramps.

[CP296] it will be very unsafe for all kind of users in Scott Park. As I understand Scott Park will be predominantly used by water users whom will be rigging up their boats/windsurfs/ perhaps kites close to their cars on the car park area. With full gear in strong wind they will have to cross 7m highway full of pedestrians and cyclist. Because I'm involved in all those activities I can easily imagine myself as a cyclist (going fast as ~40km/h on the bike path thinking I have the right of way) trying to avoid collision with a windsurfer who's just started crossing MY way. Being in the position of a windsurfer or kitesurfer concerns me even more. Trying to lay down my 30m long lines towards water and having crazy cyclist or running children, dogs across my lines, I won't be very pleased and it shall expose pedestrians to serious injuries.

[CP407] During the high points of the water users (sailing, windsurfer and Sea Scout) seasons, during the summer, the park is busy with up to 100 or more people with their cars, trailers and equipment at the park, including bigger or smaller yachts and club rescue boats, boards and Scout skiffs manoeuvring around the park to rig and to get to and from launching ramps. Water craft are by nature, unwieldy things on land and not simple to manoeuvre. A pathway through the centre of this concentration of water-users is going to create a significant conflict and a lot of ill-feeling between water-user and pathway-user groups, and worse, create a significant hazard to walkers and most particularly cyclists.

Two submissions felt that Scott Park needed to be included in master planning for the pathway.

One respondent suggested restoring Cob Cottage with tea rooms. The New Zealand Historic Places Trust offered to provide design advice and historic narrative to highlight the significance of the building.

Another submission asked that Mortens Jetty be re-established.

One submitter was concerned about the jetty in section 1b because of the safety issues and potential conflict between fishing and sailing, windsurfing and kitesurfing. Also:

[CP147] The bend in the river allows for a buoy to be located close to shore, this means deep water for sailors and exciting viewing for spectators. The jetty will stop this completely.

Connections to Ferrymead and providing a more definitive starting point for the pathway were also a concern:

[CP34] I would like to offer two specific suggestions regarding the Coastal Pathway proposal:

1. That an extension to the pathway be constructed under the new Ferrymead Bridge against/attached to the western abutment of the Bridge. This would enable cyclists and walkers to safely travel under the bridge from the northern to the southern side of the bridge and either continue on the tow path track or safely join city bound traffic if cycling via Ferry Rd back towards town.

2. That the developers of the sites previously occupied by the Mobile Service Station and the High Rise apartment at Ferrymead be approached and encouraged to erect restaurant/cafe facilities on their site rather than solely shops. This site could also be used to provide parking for people walking the pathway.

Another option would be to do a land swap with the developers to enable a cafe to be built next to the Heathcote with a deck over looking the Heathcote/Estuary. Tidal View Rd could be fully or partly re-routed behind the cafe/s. This would allow the cafes to be built close to the Estuary.

## 8. McCormacks Bay section (02A-B)

Five submitters felt that the currently proposed route along the Causeway would not be popular as the section is too cold, exposed and/or dominated by traffic. Three submissions suggested additional tree planting along the causeway to provide more shelter. One submitter suggested introducing curves into the path where possible to break the monotony.

One submitter was concerned that the cycleway was positioned next to the pathway along the causeway:

[CP85] This would be a potentially serious mistake because of the speed differential between cyclists in the cycle lane and the walkers and low-speed cyclists, who would be right next to them on the coastal pathway (and possibly stepping into the cycle lane to go around other walkers, etc.). It is possible to cycle along the causeway at 50kmh in a norwester. Please keep the cycle lane on the road and the walkers well away from it.

Nine submitters suggested that the pathway should go around the inside of McCormacks Bay as this route would be more sheltered and interesting. Two additional submissions suggested both routes be developed to offer interest and variety. Another submitter wanted to see this path around McCormack's Bay kept natural.

There were additional concerns about ecological effects in this area, particularly the need to protect the significant cockle bed near the causeway culvert which is used as a godwit feeding ground. Five submitters suggested that the naturalisation proposed for Redcliffs Park should be developed in McCormacks Bay instead. Another submitter suggested removing unsightly trees and replacing them with wetland vegetation species.

Several submitters preferred to retain the 1:2 seawall edge or a vertical tidal retaining wall to reduce the need for reclamation and provide a safer environment for sailing.

[CP196] 1. The wall should be straight up and down, or if it must it should be stepped (with narrow footprint). The proposed rip-rap wall is going to cover feeding grounds, encourage people to walk (or let their dogs run) on the estuary floor, scour out surrounding floor bed, cover roosting area etc. The pathway features are an environmental nightmare for feeding birds, especially as some of the area along the causeway has become very important feeding areas after the earthquakes covered traditional feeding sites with liquifaction.

One submitter expressed concern that the wetland was at risk from uplift shallowing:

[CP32] Flow into that bay needs improving to ensure continued high quality of wetland and an increase in bird species using the wetland and the hill gully corridor.

Another respondent suggested that the replacement culverts need to be larger.

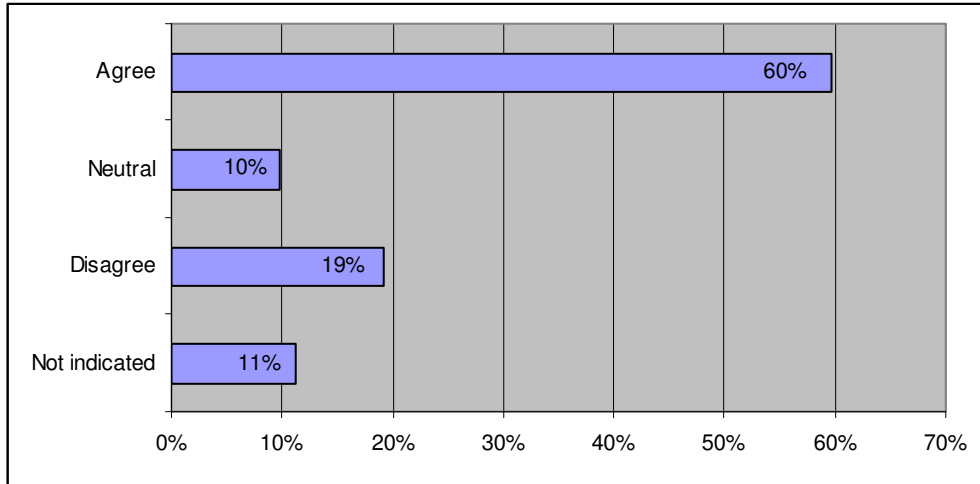
Two submitters did not want to see the pathway encroach on the little beach at McCormacks Bay.

A suggestion was made to design the pathway to better allow cars to pull over when emergency vehicles need to pass. Another submitter suggested provision along the causeway for parked vehicles and equipment so that yacht races could continue to be conducted from this area.

**9. Redcliffs section (03A-C)**

There were a number of issues and concerns raised in the comment sections of the submissions about the proposed changes at Beachville Road. These centred around the potential closure of one end of Beachville Road, the naturalisation of a section of Redcliffs Park, a number of design details at Beachville Reserve, parking and safety issues.

**Figure 12 Support for Redcliffs Park naturalisation and road realignment**



**Beachville Road closure**

47 submissions opposed closing the western end Beachville Road while 4 supported it. The most frequently cited reasons were that access was needed for emergency vehicles, that the current arrangements provided an alternative escape route and that the closure would put too much pressure on the intersection in Redcliffs Village.

[CP70] In the case of a tsunami [Beachville Road] would be a direct route to safety for many people. To even think of putting another road through Redcliffs Park is madness... why put in a new road when there is a perfectly good road already there? If [Beachville Road] was closed it would put so much pressure on Celia Street a "slow" road and there would be chaos on the busy intersection at Beachville and Main Roads which is overloaded already.

[CP72] Fire ambulances would take too long to go via Main Road and down Celia Street especially when there are a number of elderly people living in that area. The power lines run from the substation at 7 Main Road across the western end of the park to Celia St and Beachville Road and then underground for that area. The cost to remove same would be enormous. The Redcliffs School... has this route for all their buses for swimming, outings, etc. The buses come around the foot of The Rock and wait on the foreshore in the mornings to go up Celia St and turn onto Main Road because it is not possible to turn outside the school.

5 submissions supported option 2 (rerouting the road through Redcliffs Park) while 19 opposed it. 26 submitters felt strongly that Redcliffs Park should not be altered. Eight submitters suggested as a compromise that Beachville Road might be narrowed or turned into a slow road on the west end.

[CP171] the road should be slowed to 30k by signage, narrowing, and the (earthquake related) replacement of the bitumen surface with pervious paving. Parking on the seaward side of the road should be restored, and the pathway should pass between this parking and a

new beach, rebuilt bastion, and grassed area. The natural rocky reef at the west end of the beach will be retained. Shade tree planting may be appropriate. This solution will retain existing amenities, add a new beach, create new linkage between the park and the Estuary, and save at least \$2M of the current estimated cost. [diagram of alternative proposal provided]

Another submitter suggested widening Beachville Road between #55 and 77 as large vehicles can't pass at the moment.

### **Redcliffs Park naturalisation**

27 submissions opposed the estuary edge park and 11 submissions supported it. Two submissions supported limited naturalisation as long as the road was retained.

26 respondents did not want to see Redcliffs Park altered stressing the need to retain two sports fields and the fact that it was a well-used facility for families with children.

[CP65] We have enough wetlands and bird sanctuaries. Improve beach access. Keep and develop Redcliffs Park for activities for children.

[CP71] Winter sees hundreds playing sport at Redcliffs Park. You intend halving its size and again eliminating the parking. There is enough space for a slow road, a walking path and extensive planting at a fraction of the cost while retaining the bulk of the park and some parking.

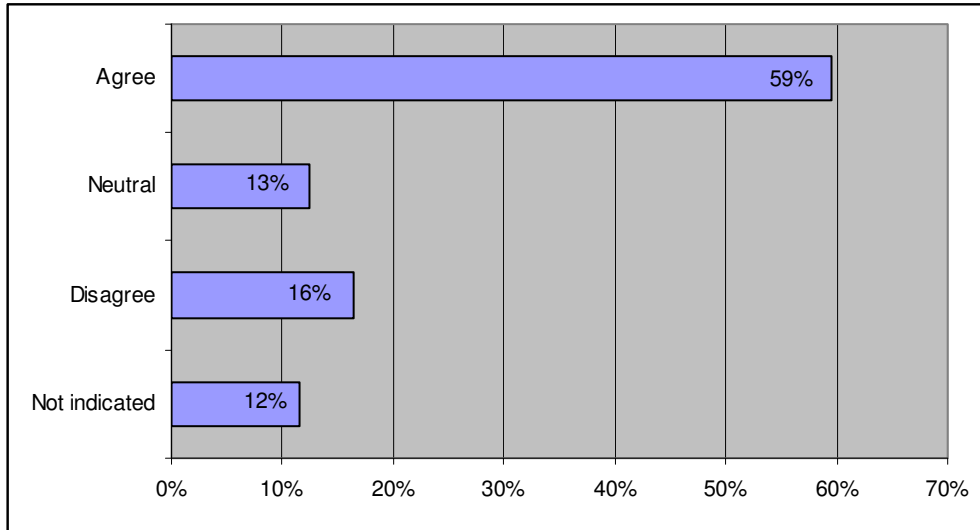
11 submissions requested that access for boats and kayaks in this area be retained or improved. Another respondent suggested a kayaking challenge course be constructed.

[CP371] I like the Redcliffs naturalisation concept, with the proposed road closure. However, it would be great if the naturalised bay included access to a beach.

An alternative suggestion to the naturalisation was:

[CP32] The Redcliffs Park naturalization is shown as a wetland marsh area. At present there are two small beaches, a shingle one at the west end and a sandy one by the jetty. If feasible, these beaches need to be considerably extended and preferably rather than a marshy wetland a shoreline play area suitable for children to use and small boats launched be built. The launching ramp needs easy vehicle access and parking nearby.

Figure 13 Support for Beachville Road linear park



**Beachville Reserve Features**

Nine submitters felt that the proposed pathway was too wide in this area and seven requested that a simple walking path would be more appropriate along the Beachville Road section.

11 submissions requested that the open lawn character of Beachville Reserve be retained as far as possible and that the area remain grassy and uncluttered. Three submissions suggested additional shelter from the wind be provided and two requested more benches and tables in the picnic area.

Three submissions suggested more planting in the Reserve for shade or shelter but 16 respondents did not want to see trees or other plantings that would block views. One submitter preferred planting on the north side of the road but not the south to prevent shading of houses. Two submissions did not see the need for swales, particularly where this reduced the amount of open space available.

Eight submitters in their comments opposed the linear bike park for children proposed in Beachville Reserve and five submissions supported it. An additional four submissions expressed opposition to a skate park. Two submitters suggested adding a play area for children in Beachville Reserve.

There seemed to be some confusion in the comments around the proposal for the linear park. Some submitters used “linear park” to refer to all of Beachville Reserve rather than the specific proposal for a children’s bike park. One submitter suggested that not enough detail was provided to comment meaningfully on this aspect of the proposal:

[CP185] A linear park can be many different things and the consultation documents do not give sufficient details. I have put above that I neither agree nor disagree with the linear park. If it is just a park with walkway and seating that would be fine but a skateboard area within a linear park not fine. A toddler’s bike park ok but something for an older age group doesn't seem like the right place.

Two submitters suggested that the linear bike park would be more appropriate in Barnett Park or Redcliffs Park where it would be out of the way of walkers and runners. There was

also a suggestion that children would prefer an oval track with ramps on either end to add excitement.

Two submitters asked for improved beach access and one asked for a boat launch however four respondents stressed that the current is swift in this area and that water play should not be encouraged as historically several people have drowned.

Three submitters preferred rebuilding the seawall to rip rap revetment arguing that the sloped design would encourage antisocial behaviour and encourage children to jump into the water. Similar concerns were raised in the 11 submissions opposing fishing and/or viewing platforms in the area although one submission supported a fishing platform on the eastern end of Beachville Reserve and two submissions supported more viewing platforms.

One submitter requested that the existing steps at the Beachville Road sea wall at the south east end should be replicated.

Eight submitters expressed concern that the pathway would increase noise, litter and anti-social behaviour and would reduce privacy for local residents. Respondents were particularly concerned about fishing being encouraged in the area resulting in additional odour, mess and danger from hooks.

Light pollution was another concern with 11 submissions stating that additional lighting was not necessary or desirable along Beachville Road. Another reason given was that lighting would attract additional night-time activity to the area further disrupting the enjoyment of local residents.

### **Traffic and Parking**

Three respondents felt that the pathway would have negative traffic and parking effects on Beachville Road and another four submissions stressed that parking for residents and in the village needed to be retained or reserved. One submission requested bollards in the new Beachville Road development to keep vehicles from parking on grassed areas.

Several submissions pointed out that Redcliffs Park/Beachville Road is a logical starting point for people intending to visit only part of the pathway and that additional parking would need to be provided there.

Another submitter felt that losing parking near the boat ramp through the naturalisation of Redcliffs Park would have a negative effect on the community.

There was also concern expressed that introducing additional traffic in the area would have a negative effect on houses and properties because:

[CP202] We have 3 properties on Beachville Road and a geologist's report has indicated that there is in excess of 40m of sand and silt material under our properties. All three houses were badly affected by major liquefaction and lateral spreading during the earthquakes... I do not object to the beautification and addition of the walkway and cycleway along Beachville Road, but believe that heavy traffic will damage properties in this area.



## 10. Moncks Bay section (04A-B)

The most frequent comment with respect to Moncks Bay was the concern expressed by nine submitters that the narrow strip of beach on the east side of the yacht club should not be impinged on by the pathway. One resident did not want to see the walkway raised as it would obstruct views and impede easy access to the beach.

Additional comments on pedestrian and cycle safety are included in section 4 in the discussion on prioritisation.

Another two submitters felt that the pathway was too wide in general through this section, one suggested that it changes the area too much and three submitters were eager to protect water access for boats. One submitter wanted to see a wider walkway with benches for fishing.

One submission suggested adding public toilets at the yacht club as this is a frequently used area and one submission suggested the need for railing on the pathway to protect against falling into the road. Another submitter did not want to see the boat shed rebuilt as it obstructs views and creates a traffic hazard.

One submitter suggested Council purchase the Sea Scouts property:

[CP396] Discuss with Sea Scouts a way of purchasing their property on Main Road in Moncks Bay which is a memorial site (plus would link with land in front of the first few homes - and a crossing point over Barnett Park and parking)

## 11. Sumner Beach section (05A-B)

One submitter requested better water and beach access at Shag Rock, pointing out that the steps and ramp are damaged. Another submitter pointed out that unless the tide is out at Shag Rock Reserve, there is no really safe place to walk.

[CP131] The area by Shag Rock is a complete embarrassment and needs urgent attention. You actually run out of footpath and are encouraged to walk along the road. What about the danger for young Mums with buggies and young children. Very bad management not to have attended to this area earlier.

One submitter felt that the upper path at Shag Rock was costly and not necessary at this stage.

Three submitters supported the viewing platform at Shag Rock but two felt it was unnecessary and that a low platform with seating and shade or a jetty would be sufficient.

One submitter suggested a picnicking/BBQ area around the proposed new surf club.

Several submissions identified the Cave Rock area as a priority:

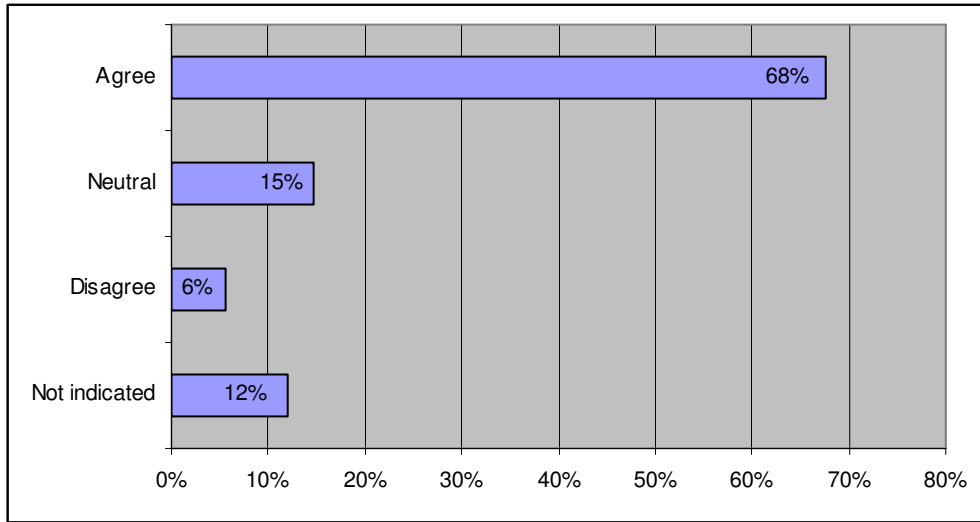
[CP174] The treatment of Cave Rock needs urgent management – decision on how to control access to a dangerous area while at the same time preserving its beauty and historical nature... The walk around the Lifeboat area and access to the causeway there needs upgrading

[CP271] The walkway through the cave of Cave Rock needs to be reopened as soon as possible. It was for generations a highlight of visits to the beach.

Other submissions on the Cave Rock area suggested that the power poles and fences be removed.

**12. Scarborough Beach/Esplanade section (06A-B)**

**Figure 14 Support for Esplanade enhancements**



There were 13 comments that the current Esplanade is adequate and a further 11 submissions suggesting a general tidy up or better maintenance of generally scruffy planting and piles of rocks.

Other suggestions for improvements to the Esplanade include:

	# of submissions
Planting/landscaping improvements	28
More/better seating (e.g. social arrangements)	27
Resurfacing	25
Ramps for bikes, pushchairs, prams, wheelchairs, etc.	23
Improved beach access	22
Smooth surfacing for skating, cycling, pushchairs, barefoot swimmers and surfers, etc.	18
Better lighting	14
Art features (e.g. trail of sculptures, art on sea wall, painted pathways)	12
Improve the sea wall	12
Swimming pool	10
Salt water bath	10
Better links to Sumner Village	8
Separated cycle lanes	6
Skate park	6
Remove or replace trees with low planting to let sun in and improve views	6
Ecological features (bird sanctuaries, lizard habitat, etc.)	4
Tidal pools	4
More native planting	4
Farmer’s market/art stalls for local artists	4
Picnic tables	4

Playground upgrades in Scarborough Park	4
More shelter/wind protection	4
"Fast lane" for cyclists/rollerbladers/etc.	3
Performance space (band rotunda, amphitheatre, shelter for buskers)	3
Viewing platforms	3
Better facilities for dogs (water, bins)	3
Showers/foot washes	2
Close off Esplanade Road to vehicle traffic and replace with outdoor seating or picnicking areas	2
Remove the sea wall	1
More rubbish bins	1
Relocate existing seating and rubbish bins	1
Pontoon to swim to	1
More parking	1
More bike stands/surfboard stands	1
Keep the Scarborough to Cave Rock walkway natural	1
Improvements to planting around the Clock Tower	1
Extend the proposed pathway beyond the café and park towards the lifesaving club	1
Stormwater treatment/swales	1
No signs on shore side of wall	1
Higher sea wall to protect from tsunamis	1
Upgrade Scarborough tea room	1

More detailed suggestions:

[CP136] 1. Resurface in tastefully coloured asphalt to lift the greyness e.g. very pale green 2. There needs to be renewed and more imaginative planting on the seaward side + raise boulder wall to stop seaweed and debris blowing across at high tides. 3. Clock tower/memorial needs to be titivated e.g. metal reinforcing of concrete cap has been exposed and is rusting. Grey concrete could be coloured to match/reflect 1. and link it in to the project.

[CP271] Near Menzies St over the last 50 years the rock rubble has gradually sunk about 2metres, allowing storm seas to wash onto the promenade, and carrying rocks with it. Rock needs to be added to restore the design level of the rock protection. This work is needed also to help protect Sumner from storm surges and Tsunamis.

[CP402] Please look at Sidney, BC Canada. 10 beautiful works of art are along their esplanade. Once sold another artist has an opportunity to install his/her work. No cost to the city.

One submitter expressed concern about the economic viability of rebuilding the salt water baths:

[CP177] I have serious reservations about the proposed site for a number of reasons... Historical records show that a previous saltwater bath on this site proved a dismal, costly failure.

### 13. Suggestions for future investigations/consultation

Two submissions suggested that more evidence was required to support claims of ecological gain for the estuary.

[CP196] Report mentions importance of wildlife, but doesn't illustrate how it is going to enhance ecosystem, for example the lighting options, how will this effect roosting birds? Riprap wall and proposed ramps will encourage people to enter the estuary bed, how will they stop dogs chasing godwits? If people walk along there, I will be taking my dog. Will the rocks scour bed, like Sumner? How will people be watching birds if recreational users are disturbing them?

Is the estuary not going for Ramsar status anymore? How will this development effect getting this status? There is no mention/consideration of this in the report and there needs to be. Would have thought if the estuary was declared a Ramsar site, then you would generate more economic benefits (through visitors) than a walkway, why is this not calculated as part of the proposal?

Six submitters wanted to see Māori cultural values better incorporated into the proposal.

[CP289] Better and clearer representation of Ngai Tahu cultural values is important considering the huge significance of the area, including Te Rae Kura (redcliffs kainga), Rapanui (Shag Rock), Tuawera (cave Rock), Ohikuparapara (Sumner beach) and the traditions and values associated with these sites. Further designs and development should be clearer about these sites and look at ways to appropriate recognise and provide for both traditional and contemporary uses for these areas. The proposal for Te Rae Kura park is supported and should reference the significance of the area as a kainga/great place to live and local food species, including patiki (flounder) and other kaimoana (shellfish) that were gathered there and a still present. Efforts should be made to clean up this area with a long term vision of allowing for both recreational and mahinga kai use. The addition of a culturally appropriate artwork/sculpture in regards to Rapanui should be explored with local Ngai Tahu artists to recognise its symbolism as a canoe stern post and its importance for Ngai Tahu migration and settlement traditions. Having facilities for loading on and off water craft would also be important, particularly for the use of waka ama (outrigger canoes)

[CP120] Where is the inclusion of the pre European connections to the pathway? There are some very important cultural landmarks eg: Rapanui (Shag Rock) which have significant importance to mana whenua and must be included to add value to the pathway experience

The submission from Mahaanui Kurataiao Ltd (MKT) on behalf of Ngāi Tūāhuriri Rūnanga included a number of suggestions for better integrating cultural values with future drafts of the plan and with the pathway itself including specific material to be added in the introduction, recognition of manawhenua and their history, a tangata whenua strategy to identify cultural experiences and relationships particularly for Rapanui/Shag Rock, Te Rae Kura/Redcliffs Park and Tuawera/Cave Rock, correct place name identification, use of native and taonga species, protecting water quality and restoring ecosystems and mahinga kai.

MKT suggested that the current structure of the draft, in its focus on earthquake recovery and memorialisation, misses out on the opportunity to express the wider environmental, social and cultural importance of the landscape. A proposed alternative structure is proposed and text for inclusion provided.

The New Zealand Historic Places Trust suggested that an archaeological assessment be undertaken before the pathway proceeds to the final design stages.

The Christchurch Coastal Pathway Group felt that the current draft did not sufficiently emphasise the potential for the pathway to memorialise the Canterbury earthquakes.

The Redcliffs Residents Association asked that future drafts take into account the Redcliffs Village Structure Plan.

Six submitters from Beachville Road did not feel that residents of that area had been sufficiently advised of the impacts of the pathway on them, particularly in terms of the road closure and changes to Redcliffs Park. They requested that future consultation in the detailed design phase engage more directly with the local community.

## 14. Submitters who wish to be heard and primary concerns

89 submitters indicated that they wish to be heard. Only three of these submissions indicated general disagreement with the Coastal Pathway project as a whole. Their concerns are primarily with the expense of the project compared with other possible Council priorities and the potential negative environmental effects of reclamation in the estuary particularly on feeding grounds for birds.

### Issues of concern for submitters who wish to be heard and oppose the pathway as a whole

ID#	Primary concerns/decisions requested
CP72	Don't alter Redcliffs Park; don't close Beachville Road; walkway too wide; path would not be popular (too windy/exposed)
CP157	Pathway shouldn't be a priority compared with road repair, facilities rebuild; pathway is too elaborate
CP222	Pathway shouldn't be a priority compared with road repair, facilities rebuild; too much infilling of estuary; negative impacts on godwit feeding grounds

Another nine submitters who wish to be heard did not indicate support or opposition to the overall pathway. Their concerns are primarily about the potential closure of Beachville Road, changes to Redcliffs Park and Beachville Reserve, improvements to the Esplanade and the need for better incorporation of Māori cultural values into the plan.

### Issues of concern for submitters who wish to be heard and did not indicate support or opposition to the pathway as a whole

ID#	Primary concerns/decisions requested
CP48	Supports bypassing coast at Redcliffs village
CP49	Supports improvements to the Esplanade, includes suggestions
CP50	Supports improvements to the Esplanade
CP88	Do not close Beachville Road; Do not naturalise Redcliffs Park; Path should go along Beachville Road not behind houses
CP163	Absence of Māori cultural values
CP164	Don't alter Redcliffs Park; path too wide; don't close Beachville Road, trees should not obstruct views; consult with Redcliffs residents on the detailed design
CP171a & b	Alternative proposal for Redcliffs Park; design suggestions for Beachville Reserve; width of pathway; consult with Redcliffs residents on the detailed design
CP241	Oppose closing Beachville Road; opposed altering Redcliffs Park; oppose any loss of parking in Redcliffs Village and Moncks Bay
CP352	Consult with Redcliffs residents on the detailed design; preserve beach at Moncks Bay

**Coastal Pathway potential staging and implementation programme.**

## Technical Priority Status

	Short term	Ready to proceed
	Medium Term	Further integration with projects required, not urgent
	Long Term	Complex & costly, longer term

✓ Completed

✗ Not Required

Sequence	Stage	Elements & Timeframes				Estimated Capital Cost \$	Related Projects	Comment
		Investigations	Design	Consents	Construction			
1	Strategic design palette	✗	3 months	✗	✗	\$40,000	<p>Suburban Centres Master Plans – Sumner, Ferry/Main Rd.</p> <p>Estuary Edge Master Plan, including Scott Park review.</p> <p>Cycle Design Guidelines / Major Cycle Routes programme</p> <p>Greenspace Sign Manual.</p> <p>Various Council design guides and standards</p>	<p>A design philosophy is required prior to commencement of construction to ensure that a coherent approach is achieved for street furniture, signage, lighting, landscaping (hard &amp; soft).</p> <p>Need to ensure continuity of cycleway Level of Service with major cycleways programme city wide and design guidelines being approved by Council</p>
2	Causeway	✓	3-4 months	✓	3-6 months	1,750,000 – 2,540,000	SCIRT Causeway repair.	SCIRT Causeway repairs start: April 2013



## ATTACHMENT 2 TO CLAUSE 8 CONT'D

							Estuary edge Master Plan.	
3	Scott Park	4 months	2 months	×	3 months	220,000 – 320,000	Scott Park review.  Ferrymead bridge construction and Main Rd three laning.	Need to ensure continuity of connections with Ferrymead bridge construction and yet to be determined outcomes of Ferry Road Master Plan for cycle and pedestrian facilities.  Integrate with review of Scott Park facilities.  Three laning provides an alternative route adjacent to the road, providing scope for initial connectivity.
4	Mt Pleasant	✓	2-4 months	Ecan	4-6 months	810,000 – 1,180,000	Three laning.	Application for 3 Laning consent Includes width for pathway, but further consent would be required for pier. Estimated SCIRT start date Sept 2014
5	Beachville Rd west	9 months	3 months	?	3 months	380,000 – 550,000		
6	Beachville Rd east - Seawall	✓	3 months	Ecan	4 months	1,100,000 – 1,600,000	SCIRT repair.	Seawall design & consent to be finalised. Estimated SCIRT start date Sept 2014.
Sub Total						4,300,000 – 6,230,000		
7	Redcliffs village	9 months	2-3 months	×	4 months	530,000 – 770,000	Main Road Master Plan.  SCIRT repair	Community consultation required as part of investigations, and needs linking with the Main Road Master Plan.
8	Sumner Memorial walk	4 months	4 months	Ecan	9-12 months	2,360,000 – 3,420,000	Sumner Master Plan.	Consideration of heritage issues for 'Peace Lights'.  Geotech investigations and working in the inter tidal zone.
9	Scarborough	6-9 months	3 months	Ecan	4 months	520,000 –	Sumner Master Plan.	Primarily enhancements to

## ATTACHMENT 2 TO CLAUSE 8 CONT'D

	Beach – Esplanade					750,000	Facilities Rebuild – Scarborough Pool	existing esplanade.  A reasonable pathway already exist. This is not considered an initial priority, but labelled as part of the Coastal Pathway it could be an early 'success'.
10	Scarborough Beach – Lifeboat station	9 months	3 months	Ecan	3 months	690,000 – 1,000,000		
11	McCormacks Bay	2 months	6 months	*	3 months	850,000 – 1,230,000	Estuary edge Master Plan.  Main Rd Master Plan  Facilities rebuild – community centre	Not a principal part of the route.  Need to integrate with other projects.  Potential to explore further enhancement of the natural environment.  Requires expert advice on route and design to mitigate wildlife impacts.
Sub Total						4,950,000 – 7,170,000		
12	Beachville Rd – Redcliffs Park	9-12 months	4 months	Ecan	4-6 months	2,590,000 – 3,760,000	Rock fall – Main Rd/Moa Bone Cave	Uncertainty about road alignment due to rock fall issues.  Implications of road closure and impact on park need to be better understood.  Alternative approach to estuary edge naturalisation may lessened impacts on Redcliffs Park and road.  Alternative to enhance existing boating facility.

## ATTACHMENT 2 TO CLAUSE 8 CONT'D

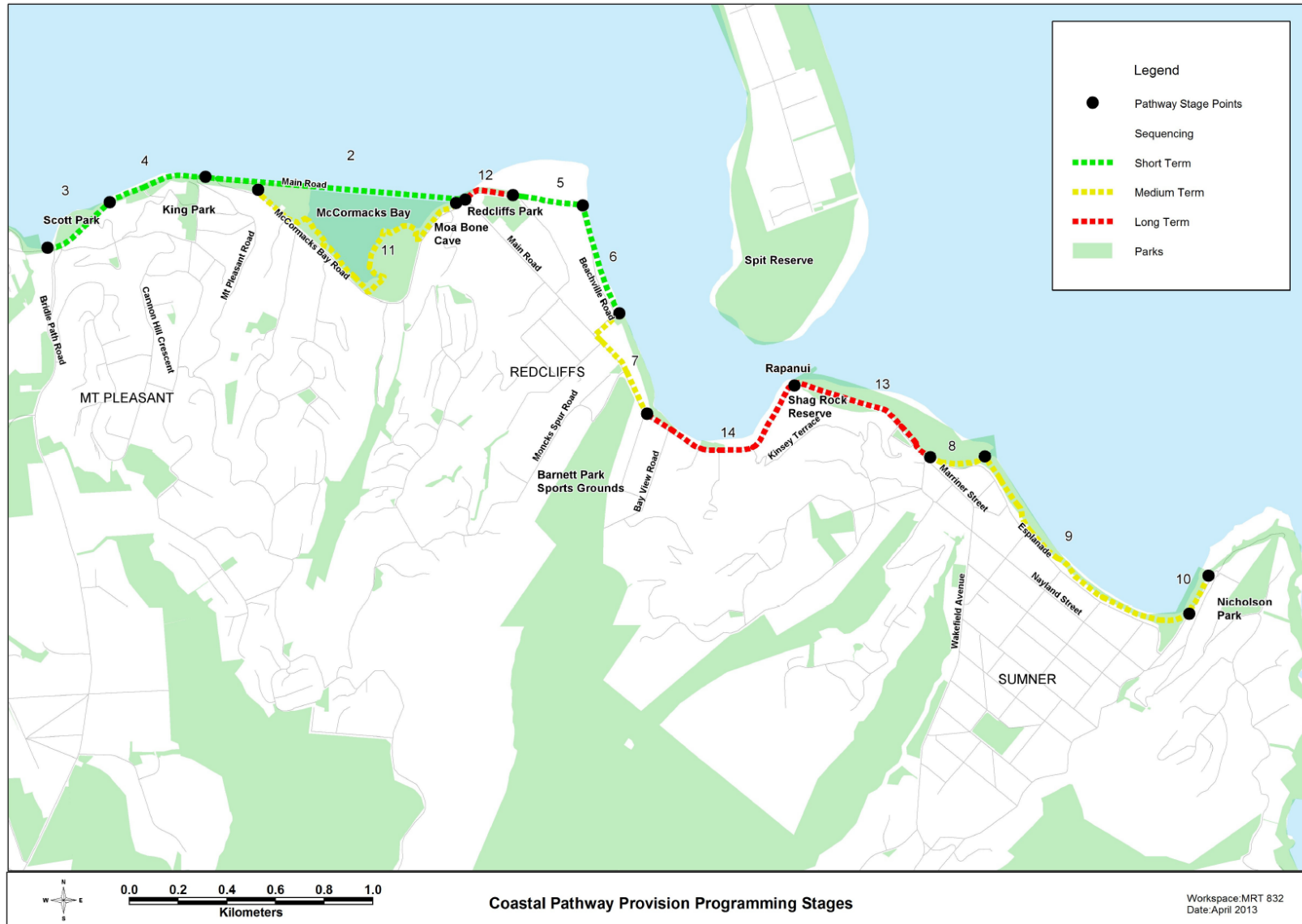
								<p>Need to explore options for Beachville / Main Road / McCormacks Bay Road intersection re safety issues and continuity with Coastal Pathway / Major Cycle Route</p> <p>Interim scheme may be required to link Causeway &amp; Beachville Rd sections.</p>
13	Sumner Beach	12 months +	6 months	Ecan/CCC?	9 months	4,220,000 – 6,120,000	Rock fall – Shag Rock reserve / Peacocks Gallop.	<p>Road alignment may be affected giving uncertainty about final route.</p> <p>Potential for section adjacent to car park to be advanced before Shag Rock reserve / Peacocks Gallop.</p> <p>High cost and uncertainties over roading/rock fall issues indicate that this is not suitable for early start.</p>
14	Monks Bay	12 months +	6 months	Ecan	9 months	2,880,000 – 4,180,000	<p>Rock fall – Shag Rock reserve / Peacocks Gallop.</p> <p>Yacht club and boat shed rebuild (private)</p>	<p>Complex engineering and construction working from the water.</p> <p>Need to co-ordinate with the yacht club plans for redevelopment.</p> <p>Potential for first section from Tram Stop to Yacht club to be progressed in advance of eastern boardwalk.</p> <p>Design and construction are likely to be lengthy. Together with uncertainties over</p>

5. 6. 2013

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ATTACHMENT 2 TO CLAUSE 8 CONT'D

								roading/rock fall issues indicate that this is not suitable for early start.
Sub Total						9,690,000 – 14060,000		
Total						18,940,000 – 27,460,000		



**9. PROPOSED ROAD NAMING**

<b>General Manager responsible:</b>	General Manager Regulation & Democracy Services, DDI 941 8462
<b>Officer responsible:</b>	Unit Manager Environment Policy & Approvals
<b>Author:</b>	Bob Pritchard

**PURPOSE OF REPORT**

1. The purpose of this report is to obtain the Hagley/Ferrymead Community Board's approval for one new road name

**EXECUTIVE SUMMARY**

2. The approval of proposed new road name is delegated to Community Boards.
3. The Subdivision Officer has checked the proposed names against the Council's road name database to ensure it will not be confused with names currently in use.

A further stage of the Business Zone subdivision, which will extend Kennaway Road, and will create one new cul de sac. Two names have been submitted by the applicant company in order of preference for the new road: "Vaila Place" is the first preference. Vaila is an island in the Shetland Islands. It was from here that the Thomson Clan immigrated to Stewart Island in the 1860's. Mr Thomson is a Director of the company carrying out the subdivision. The second preference is "Aspiring Place", directing one's hopes and ambitions towards achievements.

**FINANCIAL IMPLICATIONS**

4. There is no financial cost to the Council. The administration fee for road naming is included as part of the subdivision consent application fee, and the cost of name plate manufacture is charged direct to the developer.

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

5. Not applicable.

**LEGAL CONSIDERATIONS**

6. Council has a statutory obligation to approve road names.

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

7. Yes. There are no legal implications

**ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS**

8. Not applicable.

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

9. Not applicable.

**ALIGNMENT WITH STRATEGIES**

10. Not applicable.

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

11. Not applicable.

**9 Cont'd**

**CONSULTATION FULFILMENT**

12. Where proposed road names have a possibility of being confused with names in use already, consultation is held with Land Information New Zealand and NZ Post.

**STAFF RECOMMENDATION**

It is recommended that the Hagley/Ferrymead Community Board consider and approve the proposed road names as submitted.

**CHAIRPERSON'S RECOMMENDATION**

For discussion.

**9 Cont'd**

**BACKGROUND (THE ISSUES)**

13. There are no issues

**THE OBJECTIVES**

14. Approval by the Community Board of the road names proposed in this report

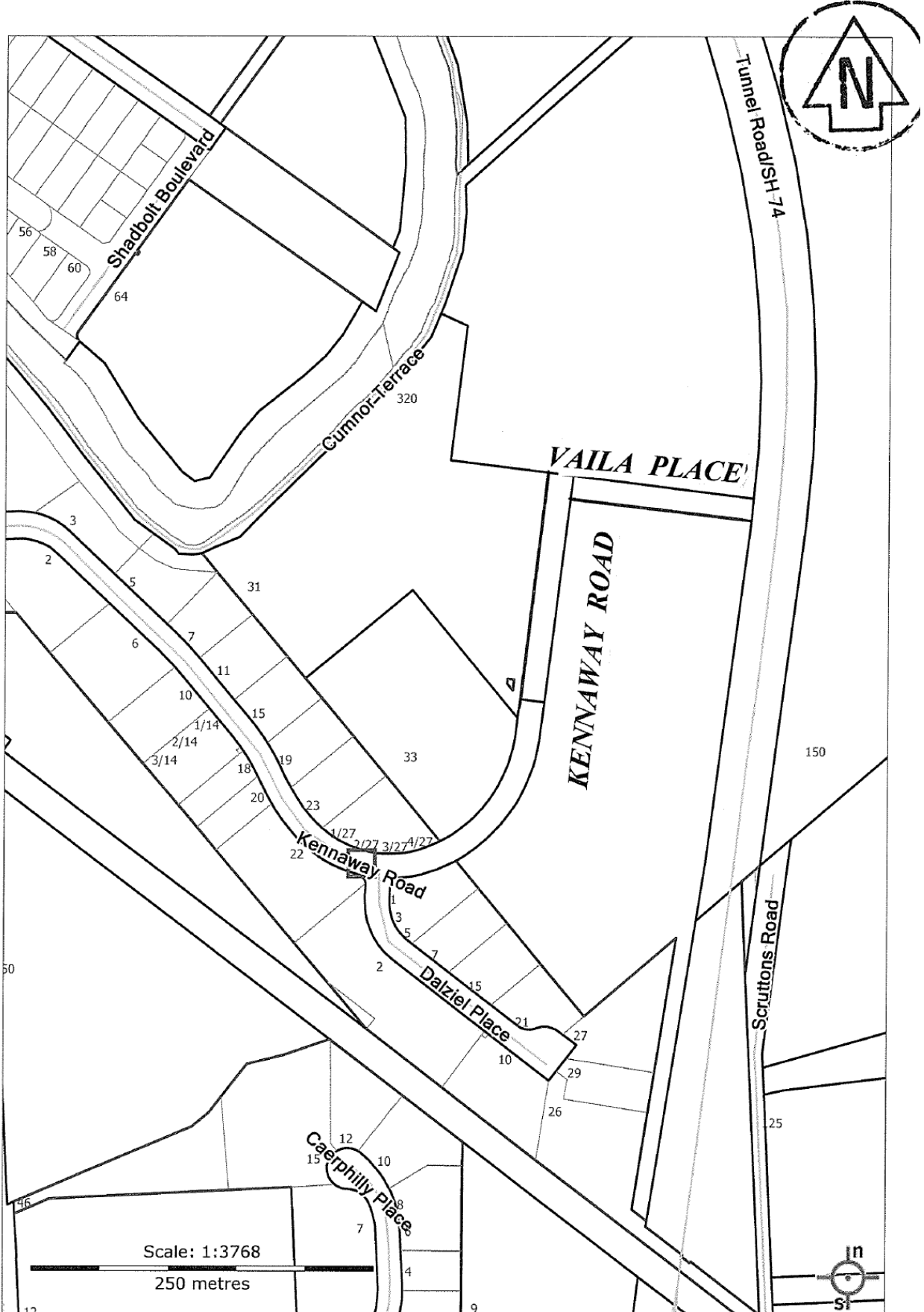
**THE OPTIONS**

15. Decline the proposed names and require alternative names to be supplied.

**THE PREFERRED OPTION**

16. Approve the name Vaila Place, or if preferred by the Board, Aspiring Place.





10. COMMUNITY BOARD ADVISER'S UPDATE
11. QUESTIONS UNDER STANDING ORDERS
12. ELECTED MEMBERS' INFORMATION EXCHANGE
13. RESOLUTION TO EXCLUDE THE PUBLIC

Attached

## ATTACHMENT TO CLAUSE 13

WEDNESDAY 5 JUNE 2013

## HAGLEY/FERRYMEAD COMMUNITY BOARD

## RESOLUTION TO EXCLUDE THE PUBLIC

*Section 48, Local Government Official Information and Meetings Act 1987.*

I move that the public be excluded from the following parts of the proceedings of this meeting, namely item 13.

The general subject of each matter to be considered while the public is excluded, the reason for passing this resolution in relation to each matter and the specific grounds under Section 48(1) of the Local Government Official Information and Meetings Act 1987 for the passing of this resolution are as follows:

GENERAL SUBJECT OF EACH MATTER TO BE CONSIDERED	REASON FOR PASSING THIS RESOLUTION IN RELATION TO EACH MATTER	GROUND(S) UNDER SECTION 48(1) FOR THE PASSING OF THIS RESOLUTION
14. PROPERTY PURCHASE	) GOOD REASON TO ) WITHHOLD EXISTS ) UNDER SECTION 7	SECTION 7(2)(i)

This resolution is made in reliance on Section 48(1)(a) of the Local Government Official Information and Meetings Act 1987 and the particular interest or interests protected by Section 6 or Section 7 of that Act which would be prejudiced by the holding of the whole or relevant part of the proceedings of the meeting in public are as follows:

ITEM	REASON UNDER ACT	SECTION	PLAIN ENGLISH REASON	WHEN REPORT CAN BE RELEASED
14.	Enable any local authority holding the information to carry on, without prejudice or disadvantage, negotiations (including commercial and industrial negotiations).	7 (2)(i)	Property is subject to confidential negotiation.	When settlement and signing of the Licence to Occupy are concluded.

**Chairperson's Recommendation:** That the foregoing motion be adopted.

### Note

Section 48(4) of the Local Government Official Information and Meetings Act 1987 provides as follows:

- “(4) Every resolution to exclude the public shall be put at a time when the meeting is open to the public, and the text of that resolution (or copies thereof):
- (a) Shall be available to any member of the public who is present; and
  - (b) Shall form part of the minutes of the local authority.”