

# **CHRISTCHURCH CITY COUNCIL AGENDA**

**THURSDAY 31 JULY 2014**

**9.30AM**

**COUNCIL CHAMBER, CIVIC OFFICES,  
53 HEREFORD STREET**



## CHRISTCHURCH CITY COUNCIL

**Thursday 31 July 2014 at 9.30am**  
**in the Council Chamber, Civic Offices, 53 Hereford Street**

**Council:** The Mayor, (Chairperson).  
Councillors Vicki Buck, Jimmy Chen, Phil Clearwater, Pauline Cotter, David East, Jamie Gough,  
Yani Johanson, Ali Jones, Raf Manji, Glenn Livingstone, Paul Lonsdale, Tim Scandrett and  
Andrew Turner

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**1. APOLOGIES**

**2. DECLARATION OF INTEREST**

Members are reminded of the need to be vigilant to stand aside from decision making when a conflict arises between their role as a member and any private or other external interest they might have.

**3. CONFIRMATION OF MINUTES - COUNCIL MEETING OF 26 JUNE 2014 AND 17 JULY 2014**

Attached.

**4. DEPUTATIONS BY APPOINTMENT**

- 4.1 The Christchurch Songpa-gu Sister City Committee – Introducing the five visiting Christchurch Songpa-gu scholarship winners led by a Songpa principal as part of the CCC, Christchurch Educated, Education NZ & Songpa Office initiative to promote education opportunities in Christchurch.
- 4.2 Representation from the Ministry of Education and Christchurch Girls High School regarding item 15.1, Report from the Joint Chairpersons of the Riccarton/Wigram, Fendalton/Waimairi and Hagley/Ferrymead Community Boards regarding Matai Street East – new Cycle Path and Cycle Pedestrian Signalised Crossings.

**5. PRESENTATION OF PETITIONS**

**6. REPORT OF THE CHIEF EXECUTIVE (TO BE SEPARATELY CIRCULATED)**



**MINUTES****MINUTES OF A MEETING OF THE CHRISTCHURCH CITY COUNCIL  
HELD AT 9.30AM ON THURSDAY 26 JUNE 2014**

**PRESENT:** Lianne Dalziel, The Mayor, (Chairperson).  
Councillors Vicki Buck, Jimmy Chen, Phil Clearwater, Pauline Cotter, David East, Jamie Gough, Yani Johanson, Ali Jones, Glenn Livingstone, Paul Lonsdale, Raf Manji, Tim Scandrett and Andrew Turner.

**1. APOLOGIES**

Nil.

**2. DECLARATION OF INTEREST**

Nil.

**3. CONFIRMATION OF MINUTES****COUNCIL MEETING OF 22 MAY, 28 MAY, 5 AND 12 JUNE 2014**

It was **resolved** on the motion of Councillor Livingstone, seconded by Councillor Turner, that the open minutes of the Council meeting held on 22 May, 28 May, 5 and 12 June 2014 be confirmed.

**4. DEPUTATIONS BY APPOINTMENT**

- 4.1 Phil Elmev addressed the Council regarding item 15 Area Wide Mitigation.
- 4.2 Amanda Dewar on behalf of Enterprise Holmes Ltd and Kintyre Estates Ltd addressed the Council on item 16 Broomfield Common exchange of Reserve
- 4.3 Mark Christinson on behalf of Andrew Mason from Memorial Avenue Investment Limited addressed the Council regarding item 27 Memorial Avenue Investment Limited Site (MAIL) – Avonhead
- 4.4 Professor Bagchi on behalf of the Avonhead Community Group addressed the Council on Item 27 Memorial Avenue Investment Limited Site (MAIL) – Avonhead.

The council dealt with the agenda in the following order.

**15. AREA WIDE MITIGATION**

The Mayor moved, seconded by Councillor Buck that the Council:

*15.1 Receive this report.*

*15.2 That the recommendations set out in the 8 May report stand, namely:*

*15.2.1 Agree not to adopt or further investigate the establishment of Area Wide Mitigation policy or programme for red zone properties in the Port Hills at risk from rockfall.*

*15.2.2 Note the continued availability of the individual Rockfall Protection Structures policy as per the Council's December 2012 resolution."*

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The motion when put to the meeting was declared a **tie** on electronic vote No. 1 by 7 votes each, the voting being as follows:

**For (7):** The Mayor and Councillors Buck, East, Gough, Jones, Manji and Scandrett.

**Against (7):** Councillors Chen, Clearwater, Cotter, Johnanson, Livingstone, Lonsdale and Turner.

The Council adjourned from 10.50 am to 11.05 am.

**5. PRESENTATION OF PETITIONS**

Nil.

**26. RESOLUTION TO BE PASSED – SUPPLEMENTARY REPORTS**

It was **resolved** on the motion of Councillor Clearwater, seconded by Councillor Scandrett, that the reports be received and considered at the Council meeting of 26 June 2014.

**6. REPORT OF THE CHIEF EXECUTIVE**

It was **resolved** on the motion of the Mayor, seconded by Councillor Scandrett, that the report be received and agreed to put the Sumner Road project public information process for up to two months.

It was **resolved** on the motion of Councillor Clearwater, seconded by Councillor Scandrett Resolved to make a grant of \$20,000 from the 2013/14 Metropolitan Discretionary Response Fund to the Mayor's Welfare Charitable Trust Fund, to be applied solely towards assistance for flood affected individuals and families with the fund being effective from 26 June 2014 under administration of the Strategic Initiatives Manager.

Councillor Gough left the meeting at 12.05 pm

**7. COUNCIL RESOLUTION TRACKER**

It was **resolved** on the motion of the Mayor, seconded by Councillor Buck, that the report be received.

**8. REPORT OF THE FINANCE COMMITTEE MEETING OF 3 JUNE 2014**

**(1). PERFORMANCE REPORT FOR THE NINE MONTHS TO 31 MARCH 2014**

It was **resolved** on the motion of Councillor Manji, seconded by Councillor Turner, that the Council:

- 1.1 Receive the report.
- 1.2 Approve the 2013/14 budget changes relating to the Wastewater Growth Programme capital programme.
- 1.3 Approve the changes to the 2013/14 capital budget as detailed in paragraph 9.2. of the agenda.
- 1.4 Approve the recommended changes to Levels of Service as detailed in Appendix 1C of the agenda.



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**(2). EARTHQUAKE CLAIMS UPDATE AS AT 30 APRIL 2014**

It was **resolved** on the motion of Councillor Manji, seconded by Councillor Turner, that the report be received.

**(3). VBASE LIMITED DRAFT STATEMENT OF INTENT 2014/15**

Councillors Lonsdale and Scandrett declared an interest in item 8.3

It was **resolved** on the motion of Councillor Manji, seconded by Councillor Turner, that the Council accept the draft statement of intent for Vbase Limited.

It was **resolved** on the motion of Councillor Manji, seconded by Councillor Turner, that the report as a whole be adopted.

**9. REPORT OF THE HOUSING COMMITTEE MEETING OF 10 JUNE 2014**

**(1.) FACILITIES REBUILD SOCIAL HOUSING PROGRAMME STATUS UPDATE**

It was **resolved** on the motion of Councillor Livingstone, seconded by Councillor Cotter, that the Council

Receive the report and that written financial reports be included in the agenda of every monthly Housing Committee meeting

That staff request EECA to assess Council old, cold social housing units that would benefit their free insulation programme and that EECA and CEA work together to expedite the progress

It was **resolved** on the motion of Councillor Livingstone, seconded by Councillor Cotter, that the report as a whole be adopted.

**10. REPORT OF THE COMMUNITY COMMITTEE MEETING OF 10 JUNE 2014**

**(1). FACILITIES REBUILD PLAN: BISHOPDALE COMMUNITY CENTRE AND LIBRARY REBUILD – OPTION RECOMMENDATION**

**(3). FACILITIES REBUILD PLAN: REPAIR OF THE OPAWA / ST MARTINS TOY LIBRARY**

**(4). FACILITIES REBUILD PLAN: OPTIONS FOR THE REBUILD OF A COMMUNITY FACILITY IN THE SPREYDON - HEATHCOTE WARD**

It was **resolved** on the motion of Councillor Johanson, seconded by Councillor Clearwater, that items 1, 3 and 4 be the subject of a separate prioritisation report at a future Council meeting.

**(2). FACILITIES REBUILD PLAN: NORTH BEACH COMMUNITY CRECHE**

It was **resolved** on the motion of Councillor Johanson, seconded by Councillor East, that the Council:

- 2.1 Agree to sell part of the former Crèche building to the Spencerville Residents Association for \$1 (one dollar).
- 2.2 Agree to demolish the balance of the building and improvements, level and grass the site pending further discussion on a future strategy.
- 2.3 Pursue an insurance claim for the full value of repairs (refer paragraph 5.2 of the report) plus associated project and engineering costs.

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**(5). FACILITIES REBUILD PLAN: DEMOLITION AND REPLACEMENT OF THE WOOLSTON MEMORIAL TO FALLEN SOLDIERS PAVILION**

It was **resolved** on the motion of Councillor Johanson, seconded by Councillor Scandrett, that the Council:

- 5.1 Agree to the demolition of the Woolston Memorial to Fallen Soldiers noting the retention and reinstatement of the original timber frontage.
- 5.2 Agree to the building of a new pavilion facility on the same site by no later than 30 March 2015 noting the ANZAC centenary commemorations.
- 5.3 Request staff report back to the Community Board and the Council with completed conceptual design, scheduling, cost estimation and community consultation.
- 5.4 Agree that Council officers provide regular updates to the Hagley/Ferrymead Community Board.
- 5.5 Agree that the remaining insurance proceeds from the existing pavilion are used in the building of the proposed new facility, together with the additional funding sourced from the Neighbourhood Parks Buildings renewals to align with Earthquake repairs budget.
- 5.5 Allocate \$206,721 from the Building and Infrastructure Improvement Borrowing Allowance towards this project.

**(6). HISTORIC PLACES FUND**

It was **resolved** on the motion of Councillor Johanson, seconded by the Mayor, that the Council:

- 6.1 Retain the Historic Places Fund and maintain the balance at \$750,000. By dropping the fund from ~\$2.5m, and returning approx \$1.75m to working capital, this would help with the current years' operating deficit.
- 6.2 Agree the Historic Places Fund is available to:
  - 6.2.1 Both listed and non listed heritage places of significance to the community
  - 6.2.2 Heritage places subject to threat of demolition, including demolition by neglect, district wide
  - 6.2.3 Community groups (trusts) or private owners who can not access other funding sources.
- 6.3 Direct officers to prepare detailed policy and operational guidelines to support the fund as a tool for heritage protection.
- 6.4 Request officers report back to Council prior to December 2014.
- 6.5 Request an urgent memo clarifying the status of the Sydenham Heritage Trust loan, clearance of the site, and any other related issues.

**(7). HERITAGE CONSERVATION POLICY REVIEW**

It was resolved on the motion of Councillor Johanson, seconded by Councillor Cotter, that the Council:

- 7.1 Note that the Heritage Conservation Policy has been largely superseded by the Heritage Incentive Grant policy guidelines.

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7.2 Agree that to develop a Heritage Strategy by the end of 2014 and refer the .

It was **resolved** on the motion of Councillor Johanson, seconded by Councillor Cotter, that the report as a whole be adopted.

**11. REPORT OF THE REGULATION AND CONSENTS COMMITTEE MEETING OF 17 JUNE 2014**

**(1). TRAFFIC AND PARKING BYLAW AMENDMENT 2014**

It was **resolved** on the motion of Councillor East, seconded by Councillor Scandrett, that the Council:

- 1.1 That the proposed Christchurch City Council Traffic and Parking Amendment Bylaw 2014 meets the requirements of section 155 of the Local Government Act 2002, in that:
  - 1.1.1 The Council determines an amendment bylaw is the most appropriate way of addressing the perceived problems; and
  - 1.1.2 The Council determines the proposed amendment bylaw (subject to the outcome of the special consultative procedure) is the most appropriate form of bylaw; and
  - 1.1.3 The Council determines the proposed amendment bylaw gives rise to some implications under the New Zealand Bill of Rights Act 1990 but that the proposed amendment bylaw is not inconsistent with that Act.
- 1.2 Resolve that it commence the special consultative procedure in order to adopt the Christchurch City Council Traffic and Parking Amendment Bylaw 2014.
- 1.3 Resolve that the attached Statement of Proposal (which includes the proposed Bylaw) and Summary of Information be adopted for consultation.
- 1.4 Resolve that public notice of the consultation be given in *The Press and Christchurch Star* newspapers and on the Council's website at the start of the consultation period, and that public notice of the proposal be given in community newspapers distributed in the Christchurch district area, as close as possible to the start of the consultation period; and
- 1.5 Resolve that the consultation documents be made available for public inspection at Council Service Centres, Council Libraries and on the Council's website during the consultation period, and authorise staff to determine the specific persons and/or organisations to whom the Summary of Information will be distributed as a basis for general consultation; and
- 1.6 Resolve that the consultation period be from 14 July 2014 to 15 August 2014.
- 1.7 Resolve that a hearings panel be appointed to hear submissions, deliberate on those submissions and to report back to the Council on the final form of the Bylaw in September to October 2014.
- 1.8 That the Council note that the review of the Traffic and Parking Bylaw 2008 will be brought forward from the 2016/2017 year.

**(2). PARKS AND RESERVES BYLAW 2008 REVIEW 2014**

It was **resolved** on the motion of Councillor East, seconded by Councillor Scandrett, that the Council, in relation to the proposed Christchurch City Council Parks and Reserves Bylaw 2014:

- 2.1 Receives the section 155 report on the current Parks and Reserves Bylaw 2008;

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- 2.2 Resolve that the proposed Christchurch City Council Parks and Reserves Bylaw 2014 meets the requirements of section 155 of the Local Government Act 2002, in that:
- 2.2.1 A new bylaw is the most appropriate way of addressing the perceived problem; and
- 2.2.2 The proposed bylaw, subject to the outcome of the SCP, is the most appropriate form of bylaw; and
- 2.2.3 The proposed bylaw gives rise to some implications under the New Zealand Bill of Rights Act 1990 but that the proposed bylaw is not inconsistent with that Act;
- 2.3 Resolve that the **attached** Statement of Proposal (which includes the proposed Bylaw) and Summary of Information be adopted for consultation; and
- 2.4 Resolve that public notice of the consultation be given in *The Press* newspaper and on the Council's website at the start of the consultation period, and that public notice of the proposal be given in community newspapers distributed in the Christchurch district area, as close as possible to the start of the consultation period; and
- 2.5 Resolve that the consultation documents be made available for public inspection at Council Service Centres, Council Libraries and on the Council's website during the consultation period, and authorise staff to determine the specific persons and/or organisations to whom the Summary of Information will be distributed as a basis for general consultation; and
- 2.6 Resolve that the consultation period be from 14<sup>th</sup> July to 15<sup>th</sup> August 2014.
- 2.7 Resolve that a hearings panel be appointed to hear submissions, deliberate on those submissions and to report back to the Council on the final form of the Bylaw in October 2014.

**(3). WATER RELATED SERVICES BYLAW 2008, REVIEW 2014**

It was **resolved** on the motion of Councillor East, seconded by Councillor Cotter, that the Council, in respect of its review of the Water Related Services Bylaw 2008:

- 3.1 Receives the section 155 report on the current Water Related Services Bylaw 2008
- 3.2 Resolves that the proposed Christchurch City Council Water Supply, Wastewater and Stormwater Bylaw 2014 meets the requirements of section 155 of the Local Government Act 2002, in that:
- 3.2.1 A new bylaw is the most appropriate way of addressing the perceived problem; and
- 3.2.2) The proposed bylaw, subject to the outcome of the SCP, is the most appropriate form of bylaw; and
- 3.2.3 The proposed bylaw does not give rise to any implications under, and is not inconsistent with the New Zealand Bill of Rights Act 1990
- 3.3 Resolves that the **attached** Statement of Proposal (which includes the proposed Bylaw) and Summary of Information be adopted for consultation; and
- 3.4 Resolves that public notice of the consultation be given in *The Press* newspaper and on the Council's website at the start of the consultation period, and that public notice of the proposal be given in community newspapers distributed in the Christchurch district area, as close as possible to the start of the consultation period; and

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- 3.5 Resolves that the consultation documents be made available for public inspection at Council Service Centres, Council Libraries and on the Council's website during the consultation period, and authorise staff to determine the specific persons and/or organisations to whom the Summary of Information will be distributed as a basis for general consultation; and
- 3.6 Resolves that the consultation period be from 14 July to 15 August 2014.
- 3.7 Resolves that a hearings panel be appointed to hear submissions, deliberate on those submissions and to report back to the Council on the final form of the Bylaw in October 2014.

**(4). CRUISING BYLAW 2010 REVIEW 2014**

It was **resolved** on the motion of Councillor East, seconded by Councillor Lonsdale, that the Council, in relation to its review of the Christchurch City Council Cruising Bylaw 2010:

- 4.1 Determines that there is sufficient evidence to support a new Cruising and Prohibited Times on Roads Bylaw and commencing a special consultative procedure (as outlined below);
- 4.2 Resolves that the proposed Christchurch City Council Cruising and Prohibited Times on Roads Bylaw 2014 meets the requirements of section 155 of the Local Government Act 2002, in that:
  - 4.2.1 A new bylaw is the most appropriate way of addressing the perceived problem; and
  - 4.2.2 The proposed bylaw is the most appropriate form of bylaw; and
  - 4.2.3 The proposed bylaw gives rise to some implications under the New Zealand Bill of Rights Act 1990 but that the proposed bylaw is not inconsistent with that Act;
- 4.3 Resolves that the **attached** Statement of Proposal (which includes the proposed Bylaw) and Summary of Information be adopted for consultation; and
- 4.4 Resolves that public notice of the consultation be given in *The Press* and *Christchurch Star* newspapers and on the Council's website at the start of the consultation period, and that public notice of the proposal be given in community newspapers distributed in the Christchurch district area, as close as possible to the start of the consultation period; and
- 4.5 Resolves that the consultation documents be made available for public inspection at Council Service Centres, Council Libraries and on the Council's website during the consultation period, and authorise staff to determine the specific persons and/or organisations to whom the Summary of Information will be distributed as a basis for general consultation; and
- 4.6 Resolves that the consultation period be from 14 July to 15 August 2014.
- 4.7 Resolves that a hearings panel be appointed to hear submissions, deliberate on those submissions and to report back to the Council on the final form of the Bylaw in 10 & 12 September 2014.

**(5). URBAN FIRE SAFETY BYLAW REVIEW 2014**

It was **resolved** on the motion of Councillor East, seconded by Councillor Turner, that the Council, in relation to its review of the Christchurch City Council Urban Fire Safety Bylaw 2007:

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- 5.1 Determines that there is sufficient evidence to support revoking the current Urban Fire Safety Bylaw and commencing a special consultative procedure (as outlined below);
- 5.2 Resolves that the proposed Christchurch City Council Urban Fire Safety Bylaw 2014 meets the requirements of section 155 of the Local Government Act 2002, in that:
  - 5.2.1 A new bylaw is the most appropriate way of addressing the perceived problems; and
  - 5.2.2 The proposed new bylaw is the most appropriate form of bylaw; and
  - 5.2.3 The proposed new bylaw gives rise to some implications under the New Zealand Bill of Rights Act 1990 but that the proposed amendment bylaw is not inconsistent with that Act;
- 5.3 Resolves that the **attached** Statement of Proposal (which includes the proposed Bylaw) and Summary of Information be adopted for consultation; and
- 5.4 Resolves that public notice of the consultation be given in *The Press* and *Christchurch Star* newspapers and on the Council's website at the start of the consultation period, and that public notice of the proposal be given in community newspapers distributed in the Christchurch district area, as close as possible to the start of the consultation period; and
- 5.5 Resolves that the consultation documents be made available for public inspection at Council Service Centres, Council Libraries and on the Council's website during the consultation period, and authorise staff to determine the specific persons and/or organisations to whom the Summary of Information will be distributed as a basis for general consultation; and
- 5.6 Resolves that the consultation period be from 14 July to 15 August 2014.
- 5.7 Resolves that the Council appoint a hearings panel to hear submissions, deliberate on those submissions and to report back to the Council on the final form of the Bylaw in 10 & 12 September 2014.

It was **resolved** on the motion of Councillor East, seconded by Councillor Scandrett, that the report as a whole be adopted.

## 12. REPORT OF THE CHIEF EXECUTIVE AND EMPLOYMENT MATTERS COMMITTEE OF 4 JUNE 2014

It was **resolved** on the motion of Councillor Clearwater, seconded by Councillor Johanson, that the report be received and be released publicly by reporting to the Council in open meeting.

## 14. REPORT OF THE EARTHQUAKE RECOVERY COMMITTEE OF THE WHOLE MEETING OF 5 JUNE 2014

### (1.) PRESENTATIONS

It was **resolved** on the motion of Councillor Johanson, seconded by Councillor Gough, that the Council formally agree to enter into a Memorandum of Understanding with the Christchurch Youth Council, and that staff together with Councillors Johanson, Gough, Cotter and Lonsdale develop the Memorandum of Understanding and report back to the Council by the end of July 2014.

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**(2.) CHIEF EXECUTIVE REPORT - #11**

It was **resolved** on the motion of Councillor Scandrett, seconded by Councillor Chen, that the Council approve in principle proceeding to public and stakeholder engagement on Transport project 4 from An Accessible City– Manchester Street as part of the approved first phase programme projects and that the specific information be provided to the Hagley/Ferrymead Community Board and be circulated to all councillors .

**(3.) NATURAL ENVIRONMENT RECOVERY PROGRAMME QUARTERLY PROGRESS REPORT**

It was **resolved** on the motion of Councillor Clearwater, seconded by Councillor Livingstone, that the Council:

- 3.1 Receive this Natural Environment Recovery Programme Quarterly Progress Report for March 2014.
- 3.2 Endorse future quarterly reports on the Natural Environment Recovery Programme to come to the Council at the same time as it is provided to the Recovery Strategy Advisory Committee.

It was **resolved** on the motion of Councillor Clearwater, seconded by Councillor Livingstone, that the report as a whole be adopted.

**16. BROOMFIELD COMMON – EXCHANGE OF RESERVE**

It was **resolved** on the motion of Councillor Scandrett, seconded by Councillor Chen that the Council not commence any process under section 15 (2) of the Reserves Act 1977.

**13. CHAIRPERSONS REPORT OF THE ENVIRONMENTAL COMMITTEE MEETING OF 20 JUNE 2014****(1). RICCARTON PT HUB UPGRADE OF PASSENGER FACILITIES – SUPERSTOP DESIGNS**

It was **resolved** on the motion of Councillor Clearwater, seconded by Councillor Chen, that the Council:

- 1.1 Instruct staff to proceed to draft the concept plans, community consultation and the building and resource consents for the proposed passenger shelters for:
  - 1.1.1 Northern Kerb (inbound) – prepare a concept plan of the proposed Inbound Shelter with a single (road facing) cantilevered roof length 18 metres to replace the existing facility (refer Figure 6).
  - 1.1.2 Southern Kerb (outbound) – prepare a concept plan of the Option **A** Mini Lounge Shelter as suggested to an approximate length of 20 metres (refer Figures **2** and **3**). This is subject to a final agreement with Westfield New Zealand allowing the Council to lease the land in question and obtaining the relevant consents.
  - 1.1.3 Associated precinct works – prepare a concept plan of the new mid block pedestrian crossing (refer **Attachment 6** and Figure 1) paving, lighting, Wi-Fi and the extension of the bus stop lay by on the southern kerb to accommodate three buses.
- 1.2 Request that staff ensure that the concept plans of the stops, the shelters, seating, signs (including wayfinding), the SmokeFree signs and Metro branding are coordinated with the new central city exchange and superstops.

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- 1.3 Request that staff report back to a joint meeting of the Environmental Committee and the Riccarton / Wigram Community Board to recommend to the Council within three months with detailed designs for the passenger shelters and pedestrian crossing facilities to improve the Riccarton Public Transport Hub. This process will also include the results of the community consultation on the favoured options and will take place soon after the hearing panel (if required) to conform with Section 339 (1) of the Local Government Act 1974 for any objections received. Staff will also report on the progress of the building consent and resource consent applications.
- 1.4 Request that staff update the Environmental Committee in December 2014 on the progress for longer term PT Hub options at Riccarton, including the possible land swap option with Westfield New Zealand.
- 1.5 Delegate decision on the final design option for the superstop and associated street works to the Environmental Committee because of tight time-lines.

**15. AREA WIDE MITIGATION**

It was **resolved** on the motion of Councillor Johanson, seconded by Councillor Gough that the report be deferred to the 17 July Council meeting.

**28. HELMORES LANE BRIDGE**

It was **resolved** on the motion of Councillor Clearwater+, seconded by Councillor Scandrett, that the Council approve the recommended repair solution for Helmores Lane Bridge, Option 1, to retain the bridge as pedestrian and cycle access only (closing the bridge to light vehicles) and allow repairs to be programmed subject to the necessary consent.

**17. NOTICES OF MOTION**

Nil.

**18. RESOLUTION TO EXCLUDE THE PUBLIC**

At 3.59 pm it was **resolved** on the motion of Councillor Johanson, seconded by Councillor Lonsdale, that the resolution to exclude the public set out on pages 297 - 299 of the agenda and pages 822 and 844 of the supplementary agendas be adopted and that item 27 Memorial Avenue Investments Limited Site be considered in public excluded for the reason of section 7 (2) (i) of the Local Government Official Information and Meetings Act 1987.

It was **resolved** on the motion of Councillor Clearwater, seconded by Councillor Chen, that the public be readmitted at 5.14 pm.

**27. MEMORIAL AVENUE INVESTMENTS LIMITED SITE (MAIL) – AVONHEAD**

It was **resolved** on the motion of Councillor Turner, seconded by Councillor East, that the Memorial Avenue Investments Limited site remain in Phase 2 of the Draft Proposed Industrial



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**CONCLUSION**

The meeting concluded at 5.14 pm.

**CONFIRMED THIS 31<sup>ST</sup> DAY OF JULY 2014**

**MAYOR**



## MINUTES

**MINUTES OF A MEETING OF THE CHRISTCHURCH CITY COUNCIL  
HELD AT 9.30AM ON THURSDAY 17 JULY 2014**

**PRESENT:** The Mayor, (Chairperson).  
Councillors Vicki Buck, Jimmy Chen, Phil Clearwater, Pauline Cotter, David East, Jamie Gough, Yani Johanson, Ali Jones, Glenn Livingstone, Paul Lonsdale, Tim Scandrett and Andrew Turner.

**1. APOLOGIES**

An apology for absence was received from Councillor Manji.

It was **resolved** on the motion of Councillor Turner, seconded by Councillor Clearwater, that the apology be accepted.

**2. DECLARATION OF INTEREST**

Nil.

**3. DEPUTATIONS BY APPOINTMENT**

3.1 Taz Mukorombindo – Founder and CEO of Canterbury Business Association Update following a Deputation in February on the Christchurch International Hub Project addressed the Council.

3.2 Kevin Cawley – Lighting Designer ALD (Lond.) AssocIES – to Discuss Lighting Opportunities to provide significant benefits to the CBD addressed the Council.

The above two deputations were placed on the agenda following the cancellation of the Earthquake Recovery Committee of the Whole meeting in July 2014.

It was **resolved** on the motion of the Mayor, seconded by Councillor Buck, that the Strategy and Planning Committee consider the development of a masterplan and including a concept of exemplar or pilot sites for lighting opportunities and report back to Council in 3 months.

3.3 Paul Zaanen – The New Brighton Legacy Project addressed the Council regarding item 13.

The agenda was dealt with in the following order

**13. CHAIRPERSONS REPORT OF THE BURWOOD / PEGASUS COMMUNITY BOARD: MEETING OF 7 JULY 2014**

Andrea Cummings, Chairperson, joined the table for discussion of this item.

**(1.) NEW BRIGHTON LEGACY PROJECT**

It was **resolved** on the motion of the Mayor, seconded by Councillor East:

- 1.1 That the recommendation of the Community Advisory Panel be received.
- 1.2 That the Council approve the recommendation that an all weather hot salt water pool complex be the preferred legacy project for New Brighton.
- 1.3 That Council request that staff (Director Facilities and Infrastructure Rebuild) to develop a draft High Level Expression of Interest for a Hot Salt Water Pool, based on but not limited by the scope outlined in Section 1.3 of the SGL report entitled: Legacy Hot Salt Water Pool – New Brighton (July 2014).

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- 1.4 That the draft EOI be approved by the Mayor, Chief Executive, and Burwood Pegasus Ward Councillors and Chair of Burwood Pegasus Community Board, prior to its release.
- 1.5 That the EOI be explicit that in seeking Expressions of Interest the Council is not committed to accepting all or any development partners or options or proceeding with its own development.
- 1.6 That in addition to making the EOI publicly available that staff approach potential partner providers/users who may have the capability and interest in being involved in a Legacy Project for New Brighton.

**11. REPORT OF A MEETING OF THE BURWOOD/PEGASUS COMMUNITY BOARD:  
MEETING OF 3 JUNE 2014**

**(1.) RAWHITI DOMAIN – CHANGE OF CLASSIFICATION OF PART OF DOMAIN OCCUPIED BY ABOVE GROUND UTILITY STRUCTURES, AND TO GRANT EASEMENTS OVER ASSOCIATED UTILITIES IN THE BALANCE OF THE DOMAIN.**

Andrea Cummings, Chairperson, joined the table for discussion of this item.

It was **resolved** on the motion of Councillor Livingstone, seconded by Councillor East, that the Council:

- 1.1 Exercise the delegated authority of the Minister of Conservation to:
  - 1.1.1 Approve the changing of the classification of approximately 1,922 square metres of Pt Reserve 1579 SO 2573 of 35.9107 hectares contained in certificate of title 269402, which is part of Rawhiti Domain, from recreation reserve to local purpose (utilities) reserve as is shown on **Attachment 2**, being plan number 500986-1 on which principally the above ground structures are built.
  - 1.1.2 Approve the granting of the easements, as detailed in 5.2 above, and when doing so recognise that the usual considerations in terms of consultation requirements, and considering the Council's obligations under Section 4 of the Conservation Act 1987, did not occur, or need to occur under the Canterbury Earthquake (Reserves Legislation) Order 2011.

It was **resolved** on the motion of Councillor East, seconded by Councillor Livingstone, that the Chief Executive be asked to report back on item 5.1 in relation to the recent flooding event and that the report as a whole be adopted.

**12. REPORT OF THE BURWOOD / PEGASUS COMMUNITY BOARD: MEETING OF 16 JUNE 2014**

It was **resolved** on the motion of Councillor East, seconded by Councillor Livingstone, that the report be received.

At 11.10 the Council adjourned and resumed at 11.33 am.

**4. PRESENTATION OF PETITIONS**

Nil.

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**38. SUPPLEMENTARY AGENDA**

It was **resolved** on the motion of Councillor Scandrett, seconded by Councillor Turner, that the supplementary reports be received.

**5. REPORT OF A MEETING OF THE AKAROA/WAIREWA COMMUNITY BOARD:  
MEETING OF 15 MAY 2014**

**(1.) BIRDLINGS FLAT RESERVE – COMMUNITY HALL DEVELOPMENT AND RESERVE NAMING/CHANGE OF PURPOSE**

Pam Richardson, Chairperson, joined the table for discussion of this item.

It was **resolved** on the motion of Councillor Turner, seconded by Councillor Clearwater, that the Council:

- 1.1 Approve the location of a community hall building on the reserve at 157 Poranui Road, as approximately shown on the plan in **Attachment 1**.
- 1.2 Approve the name of Birdlings Flat Community Reserve for the reserve at 157 Poranui Beach Road, and Birdlings Flat Utility Reserve for the reserve at 7 Lake Terrace Road.

It was **resolved** on the motion of Councillor Turner, seconded by Councillor Scandrett, that the report as a whole be adopted.

**6. REPORT OF A MEETING OF THE LYTTELTON/MT HERBERT COMMUNITY BOARD:  
MEETING OF 21 MAY 2014**

Paula Smith, Chairperson, put in her apology for absence.

It was **resolved** on the motion of Councillor Turner, seconded by Councillor Clearwater, that the report be received.

**7. REPORT OF A MEETING OF THE SHIRLEY/PAPANUI COMMUNITY BOARD:  
MEETING OF 4 JUNE 2014**

Mike Davidson, Chairperson, put in his apology for absence.

It was **resolved** on the motion of Councillor Cotter, seconded by Councillor Jones, that the report be received.

**8. REPORT OF THE SHIRLEY / PAPANUI COMMUNITY BOARD: MEETING OF 18 JUNE 2014**

**(1.) SPENCER PARK CAMP – EXTENSION OF TERM AND VARIATION OF LEASE**

It was **resolved** on the motion of Councillor Cotter, seconded by Councillor Jones, that:

- 1.1 The term of the lease of the Spencer Park Camping ground to Christchurch Holiday Parks Limited is extended for three years to finally expire 1 April 2017.
- 1.2 The Council exercise the delegated consent of the Minister of Conservation to the lease extension.
- 1.3 The lease rental for the extended term is varied to provide for a fixed annual rent as detailed in the public excluded section of the report.

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- 1.4 The Corporate Support Unit Manager be authorised to approve and finalise the deed of variation of lease to amend the appropriate clauses of the lease to give effect to the new rental structure and to make provision for Council to inspect, repair/replace/close facilities as need is identified following engineering assessments. The authority of Council to the Corporate Support Unit Manager to also provide for such adjustments/abatement of lease rental as she deems justified in the event of temporary closure or otherwise of facilities that impact on the camp operation.

**(2.) GRASSMERE STREET/RUTLAND STREET SHARED PATHWAY**

It was **resolved** on the motion of Councillor Jones, seconded by Councillor Cotter, that the Council: (noting that the intention is to build the 13 major cycleway routes over 5 years)

- 2.1 Approve the Grassmere Street/Rutland shared cycle and pedestrian pathway project, including the bridge over the waterway, proceed to construction.
- 2.2 Approve that the stopping of vehicles be prohibited at any time on the south west side of Grassmere Street commencing at its intersection with Grants Road and extending in a north westerly direction for a distance of 22 metres.
- 2.3 Approve that the stopping of vehicles be prohibited at any time on the northwest side of Grants Road commencing at its intersection with Grassmere Street and extending in a south westerly direction for a distance of 20 metres.
- 2.4 Approve that the stopping of vehicles be prohibited at any time on the south east side of Grants Road commencing at its intersection with Grassmere Street and extending in a south westerly direction for a distance of nine metres.
- 2.5 Approve that the stopping of vehicles be prohibited at any time on the south west side of the Grassmere Street access lane to numbers 59 and 63 Grassmere Street commencing at the intersection of Grants Road and extending in a south easterly direction for a distance of six metres.
- 2.6 Approve that the stopping of vehicles be prohibited at any time on the north east side of Grassmere Street commencing at a point 668 metres south east of its intersection with Main North Road and extending in a south easterly direction for a distance of 18 metres.
- 2.7 Approve that the sealed path formed between Grants Road and Tomes Road be resolved as a shared path.
- 2.8 Approve removal of the trees identified on the 'Plan for Approval'.

Note: Staff to provide advice on the safety aspects of the connection of the cycleway to Rutland Street.

It was **resolved** on the motion of Councillor Cotter, seconded by Councillor Jones, that the report as a whole be adopted.

- 9. REPORT OF THE SPREYDON / HEATHCOTE COMMUNITY BOARD: MEETING OF 3 JUNE 2014**
- 10. REPORT OF THE SPREYDON / HEATHCOTE COMMUNITY BOARD: MEETING OF 20 JUNE 2014**

Paul McMahon, Chairperson, joined the table for discussion of these items.

It was **resolved** on the motion of Councillor Scandrett, seconded by Councillor Clearwater, that the reports of 3 June 2014 and 20 June 2014 be received.

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- 14. **REPORTS OF THE FENDALTON / WAIMAIRI COMMUNITY BOARD: MEETINGS OF 19 MAY 2014**
- 15. **REPORT OF THE FENDALTON / WAIMAIRI COMMUNITY BOARD: MEETING OF 3 JUNE 2014**
- 16. **REPORT OF THE FENDALTON / WAIMAIRI COMMUNITY BOARD: EXTRAORDINARY MEETING OF 6 JUNE 2014**

Val Carter, Chairperson, put in her apology for absence.

It was **resolved** on the motion of Councillor Gough, seconded by Councillor Lonsdale, that the reports of 19 May 2014, 3 June 2014 and 6 June 2014 be received.

- 17. **REPORT OF THE FENDALTON / WAIMAIRI COMMUNITY BOARD: MEETING OF 16 JUNE 2014**  
**(1.) ELECTED MEMBERS' INFORMATION EXCHANGE**

It was **resolved** on the motion of Councillor Gough, seconded by Councillor Lonsdale, to accept the request to consider a policy of regular carry forwards of Discretionary Response Funding to enable more strategic, long term and community focused projects to be achieved.

It was **resolved** on the motion of Councillor Gough, seconded by Councillor Lonsdale, that the report as a whole be adopted.

- 18. **REPORT OF THE HAGLEY / FERRYMEAD COMMUNITY BOARD: MEETING OF 4 JUNE 2014**
- 19. **REPORT OF THE HAGLEY / FERRYMEAD COMMUNITY BOARD: MEETING OF 18 JUNE 2014**

Sara Templeton, Chairperson, joined the table for discussion of these items.

It was **resolved** on the motion of Councillor Johanson, seconded by Councillor Lonsdale, that the Council has not approved consultation on the stopping of roads in the Hagley/Ferrymead Ward and request that an urgent report be prepared that covers the details of the proposal, the process and the funding model for referral to the Board and the Council.

It was **resolved** on the motion of Councillor Johanson, seconded by Councillor Lonsdale, that the reports of 4 June 2014 and 18 June 2014 be received.

- 20. **REPORT OF THE RICCARTON / WIGRAM COMMUNITY BOARD: MEETING OF 3 JUNE 2014**

It was **resolved** on the motion of Councillor Chen, seconded by Councillor Buck, that the report be received.

- 21. **REPORT OF THE RICCARTON / WIGRAM COMMUNITY BOARD: MEETING OF 17 JUNE 2014**

Mike Mora, Chairperson, joined the table for discussion of this item.

- (1.) CHRISTCHURCH SOUTHERN MOTORWAY PROJECT STAGE 1 - PROPOSED SPEED LIMIT CHANGES ON ADJOINING ROADS**

It was **resolved** on the motion of Councillor Buck, seconded by Councillor Chen, that the Council:

- 1.1 Be satisfied that the consultation undertaken by the Council in respect to the proposals to set speed limits on the roads contained within the report meets the requirements of Section 7.1 of The Land Transport Rule: Setting of Speed Limits Rule 2003.

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- 1.2 Resolve that pursuant to Section Five of Christchurch City Council Speed Limits Bylaw 2010, speed limits be revoked and set as listed below in clauses 6.2.1 - 6.2.27, and include the resulting changes in the Christchurch City Register of Speed Limits and Speed Limit Maps:
- 1.2.1 Revoke the 80 kilometres per hour speed limit on Halswell Junction Road from a point measured 50 metres from Springs Road southeast, generally to a point measured 140 metres northwest from Alvaston Place.
- 1.2.2 That the speed limit on Halswell Junction Road be set at 70 kilometres per hour from its eastern most intersection with the Christchurch Southern Motorway (SH 76) and extending in a south easterly direction for a distance of 121 metres.
- 1.2.3 That the speed limit on Halswell Junction Road be set at 80 kilometres per hour, from a point 121 metres south east of its eastern most intersection with the Christchurch Southern Motorway (SH76) and extending in a south easterly direction to a point 140 metres north west of its intersection with Alvaston Place.
- Note: The section of Halswell Junction Road from Springs Road to its eastern most intersection with the Christchurch Southern Motorway (SH76) is now State Highway and cannot be resolved by Christchurch City Council.
- 1.2.4 Revoke the 80 kilometres per hour speed limit on Wilmers Road, from a point measured 50 metres southwest of Awatea Road, southwest generally to a point measured 100 metres northeast from Halswell Junction Road.
- 1.2.5 Revoke the 70 kilometres per hour speed limit on Wilmers Road from Halswell Junction Road to a point measured 100 metres north easterly, generally along Wilmers Road.
- 1.2.6 That the speed limit on Wilmers Road be set at 80 kilometres per hour from a point 50 metres south west of Awatea Road and extending in a south westerly direction to a point 53 metres east of its intersection with Springs Road.
- 1.2.7 That the speed limit on Wilmers Road be set at 70 kilometres per hour from its intersection with Springs Road and extending in an easterly direction for a distance of 53 metres.
- 1.2.8 That the speed limit on Wilmers Road (the portion that is the continuation of the original alignment) be set at 80 kilometres per hour from its intersection with Wilmers Road (new alignment) and extending in a south westerly direction to its end.
- 1.2.9 Revoke the 80 kilometres per hour speed limit on Springs Road from a point 100 metres south of Halswell Junction Road southerly, generally, along Springs Road to Marshs Road.
- 1.2.10 That the speed limit on Springs Road be set at 70 kilometres per hour from its intersection with Halswell Junction Road (SH76) and extending in a south westerly direction for a distance of 83 metres.
- 1.2.11 That the speed limit on Springs Road be set at 80 kilometres per hour from a point 83 metres south west of its intersection with Halswell Junction Road (SH76) and extending in a south westerly direction to its intersection with Marshs Road.
- 1.2.12 Revoke the 80 kilometre per hour speed limit on Carrs Road, from Awatea Road south generally to Wigram Road.



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- 1.2.13 That the speed limit on Carrs Road be set at 70 kilometres per hour from its intersection with Wigram Road and extending in a northerly direction for a distance of 336 metres.
- 1.2.14 That the speed limit on Carrs Road be set at 80 kilometres per hour from its intersection with Awatea Road and extending in a southerly direction for a distance of 500 metres.
- 1.2.15 Revoke the 80 kilometre per hour speed limit on McTeigue Road, from Halswell Junction Road, east generally to Carrs Road.
- 1.2.16 That the speed limit on McTeigue Road be set at 80 kilometres per hour from its intersection with Halswell Junction Road and extending in a north easterly direction to its end.
- 1.2.17 Revoke the 80 kilometres per hour speed limit on Awatea Road, from a point measured 50 metres southeast of Wilmers Road, southeast generally to Wigram Road.
- 1.2.18 That the speed limit on Awatea Road be set at 80 kilometres per hour from a point 50 metres south east of Wilmers Road and extending in a south easterly direction to a point 165 metres north west of its intersection with Wigram Road.
- 1.2.19 That the speed limit on Awatea Road be set at 50 kilometres per hour from a point 165 metres north west of its intersection with Wigram Road and extending in a south easterly direction to its intersection with Dunbars Road.
- 1.2.20 Revoke the 70 kilometres per hour speed limit on Wigram Road, from Halswell Junction Road, to a point measured 100 metres north easterly generally from Dunbars Road.
- 1.2.21 That the speed limit on Wigram Road be set at 70 kilometres per hour from its intersection with Halswell Junction Road and extending generally in a north easterly direction to a point 64 metres south west of its intersection with Dunbars Road.
- 1.2.22 That the speed limit on Wigram Road be set at 50 kilometres per hour from a point 64 metres south west of its intersection with Dunbars Road and extending in a north easterly direction to a point 100 metres north east of its intersection with Dunbars Road.
- 1.2.23 Revoke the 80 kilometre per hour speed limit in Wigram Road, from a point 50 metres south westerly generally, from Hayton Road, south westerly generally to a point measured 100 metres north easterly generally, from Dunbars Road.
- 1.2.24 That the speed limit on Wigram Road be set at 50 kilometres per hour from its intersection with Awatea Road and extending in north easterly direction for a distance of 58 metres.
- 1.2.25 That the speed limit on Wigram Road be set at 80 kilometres per hour from a point 58 metres north east of intersection with Awatea Road and extending in a north easterly direction to a point 50 metres south west of its intersection with Hayton Road.
- 1.2.26 Revoke the 50 kilometres per hour speed limit on Aidanfield Drive commencing at its intersection with Wigram Road and extending in a south easterly direction for a distance of 110 metres.

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1.2.27 That the speed limit on Aidanfield Drive be set at 80 kilometres per hour from its intersection with Wigram Road and extending in a south easterly direction for a distance of 110 metres.

1.3 Resolve that the speed limit changes contained within this report come into force on 24 July 2014.

It was **resolved** on the motion of Councillor Chen, seconded by Councillor Buck, that the report as a whole be adopted.

At 12.17 pm the Council adjourned and resumed at 2.31 pm.

**22. REPORT OF THE FINANCE COMMITTEE: MEETING OF 1 JULY 2014**

**(1.) THEATRE ROYAL CHARITABLE FOUNDATION – ANALYSIS OF ANNUAL REPORT FOR THE YEAR ENDED 31 DECEMBER 2013**

It was **resolved** on the motion of Councillor Turner, seconded by Councillor Scandrett, that the report be received.

**(2.) EARTHQUAKE CLAIMS UPDATE AS AT 31 MAY 2014**

It was **resolved** on the motion of Councillor Turner, seconded by Councillor East, that the report be received.

It was **resolved** on the motion of Councillor Turner, seconded by Councillor Scandrett, that the report as a whole be adopted.

**23. RECREATION AND SPORTING HUB ON NGA PUNA WAI**

The Mayor deferred this item until the Council meeting on 31 July 2014.

**24. LICHFIELD STREET CAR PARK SUB-COMMITTEE: MEETING OF 3 JULY 2014**

It was **resolved** on the motion of Councillor Lonsdale, seconded by Councillor Scandrett that the report be received.

**25. AMENDMENTS TO THE OPERATIVE CITY PLAN - LAND REPAIR PROVISIONS**

It was **resolved** on the motion of the Mayor, seconded by Councillor Scandrett, that the Council instruct officers to advise the Canterbury Earthquake Recovery Authority (CERA) that the Council has been briefed on the review of the provisions managing land repair of category 8 land (i.e. land that is subject to increased vulnerability of liquefaction) and is satisfied with the nature of the proposed amendments as set out in Attachment One to this report.

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**26. AREA WIDE MITIGATION**

It was **resolved** on the motion of the Mayor, seconded by Councillor Clearwater, that the Council:

26.1 That Council receive this report.

26.2 That the recommendations set out in the 8 May report stand, namely:

“8.2.1 Agree not to adopt or further investigate the establishment of Area Wide Mitigation policy or programme for red zone properties in the Port Hills at risk from rockfall;

8.2.2 Note the continued availability of the individual Rockfall Protection Structures policy as per the Council’s December 2012 resolution.”

Councillor Johanson asked that his vote against this item be recorded.

**27. MINUTES OF A MEETING OF THE CHRISTCHURCH CITY COUNCIL SITTING AS THE HEARINGS PANEL TO HEAR SUBMISSIONS ON THE DRAFT ANNUAL PLAN 2014/15 OF 14 MAY 2014, 15 MAY 2014 AND 16 MAY 2014**

It was **resolved** on the motion of Mayor, seconded by Councillor Turner, that the Minutes of 14 May 2014, 15 May 2014 and 16 May 2014 be confirmed.

**28. MINUTES OF A MEETING OF THE CHRISTCHURCH CITY COUNCIL HELD AT 9.30AM ON 24 JUNE 2014 AND 25 JUNE 2014**

It was **resolved** on the motion of the Mayor, seconded by Councillor East, that the Minutes of 24 June 2014 and 25 June 2014 be confirmed.

**29. NOTICES OF MOTION**

Nil.

**30. RESOLUTION TO EXCLUDE THE PUBLIC**

At 3.22 pm it was **resolved** on the motion of the Mayor, seconded by Councillor Clearwater, that the resolution to exclude the public set out on pages 283 and 364 of the agenda be adopted.

**CONFIRMED THIS 31<sup>ST</sup> DAY OF JULY 2014**

**MAYOR**



**STRATEGY AND PLANNING COMMITTEE  
17 JUNE 2014**

**A meeting of the Strategy and Planning Committee  
was held in Committee Room 1, Civic Offices  
on 17 June 2014 at 1.03pm.**

- PRESENT:** Councillor Jamie Gough (Chairperson)  
Councillors Paul Lonsdale (Deputy Chairperson), Jimmy Chen, David East, Raf Manji and Andrew Turner.
- APOLOGIES:** Councillor Andrew Turner for lateness.

The Committee reports that:

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

**1. POLICY ON STRUCTURES ON ROAD AMENDMENT TO ACCOMMODATE BASE ISOLATION FOUNDATIONS ON PUBLIC ROAD LAND**

|                                     |   | Contact | Contact Details          |
|-------------------------------------|---|---------|--------------------------|
| <b>General Manager responsible:</b> | (Acting) General Manager, City Environment Group  | N       |                          |
| <b>Officer responsible:</b>         | (Acting) Unit Manager, Asset and Network Planning | Y       | Ron Clarke, DDI 941 5009 |
| <b>Author:</b>                      | Philip Basher, Transport Policy Engineer          | N       |                          |

**1. PURPOSE OF REPORT**

- 1.1 To enable the construction and/or retrofitting of base isolated building foundations, specifically zones of movement that could encroach into road space during significant seismic events.
- 1.2 To clarify the Council's policy position by incorporating into the Policy on Structures on Roads 2010 (**Attachment 1**) new text addressing the impact of base isolation foundations in relation to the possible use of public road space for building movement and/or foundation movement zones. This report has been prepared to ensure that a general policy is in place rather than relying on the current process which deals with each proposal on a case by case basis (**Attachment 2**) and requires a Council decision for each application.

**2. EXECUTIVE SUMMARY**

- 2.1 It is essential for the Council to review and update its Policy position to include the use of public road space to accommodate base isolation foundations in regard of the applications it is receiving for new builds and the retrofitting of existing buildings, particularly in the central city, when this technique is used to meet the earthquake building code.
- 2.2 The Council recognised the importance of this issue – this was reflected in its resolution from the 12 December meeting, agenda Item 26 (4) (**Attachment 2**):

"Establish a working party of two of any of **The Mayor or Deputy Mayor and the Chair of Strategy and Planning and Councillor East** to work with staff to review the Existing Structures on Streets Policy to incorporate changes to support rebuild and recovery and bring the Policy back to the Council at the earliest opportunity for adoption."

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- 2.3 The working party has been established (members being Councillors East and Gough) and is fully involved in drafting this report and the staff recommendations therein reflect its views.
- 2.4 The Christchurch Central Recovery Plan (CCDU 2013) includes amendments to the Christchurch City District Plan (Appendix 1) relevant to this issue in respect of development standards for the central City Business Zone related to building setback and continuity (**Attachment 3**) - see below:
- “(a) On sites in the area identified as the Core on Central City Planning Map 1 (attachment 3), buildings shall be built:
- (i) Up to a road boundary, except that where the lots fronts more than one road boundary, buildings shall be built up to all road boundaries of the lot; and
- (ii) Across 100 per cent of the width of a lot where it abuts all road boundaries (excluding access ways and service lanes), except that one vehicle crossing may be located on each road frontage of the site.
- (b) On sites outside the area identified as the Core on Central City Planning Map 1, buildings shall be built;
- (i) Up to a road boundary, except that where the lot fronts more than one road boundary, buildings shall be built up to all road boundaries of the lot; and;
- (ii) Across a minimum of 65 per cent of the width of a lot where it abuts all road boundaries (excluding access ways and service lanes).
- This Rule applies to the ground and first floor of buildings only.”*
- 2.5 As the planning rule specifies building to the public road boundary in the central city this entails basement foundations (at the very least to accommodate the movement in a significant seismic event) intruding into the public road space or subsoil space.
- 2.6 A resource consent is required in the central city if a building is to be set back from the road boundary, which can only be assessed against the following:
- 2.6.1 the extent to which buildings are of sufficient height to enclose the street taking into account the scale of surrounding buildings
- 2.6.2 the extent to which buildings are already aligned with the street frontage in the vicinity of the site, and the likelihood of future buildings on sites in the vicinity being aligned with the street frontage if they currently do not contain buildings
- 2.6.3 whether a setback is needed to enable high amenity private open space, and whether this will be integrated with public open space
- 2.6.4 the effect on adjacent activities and sites, on utilisation of the street, including by pedestrians, and on safe and efficient functioning of transport networks in not providing for continuity of building frontage
- 2.6.5 the principles of Crime Prevention Through Environmental Design (CPTED).
- 2.7 An encroachment into the public road subsoil leads to disruption of the public footpaths during construction and may also mean diverting underground services such as water and gas mains, sewer mains and lateral connections, telephone lines, electricity and other cables. There are also above ground structures such as street furniture and lighting that building movements over the public road boundary will impact these features, which may require relocation to enable the building movement zone.

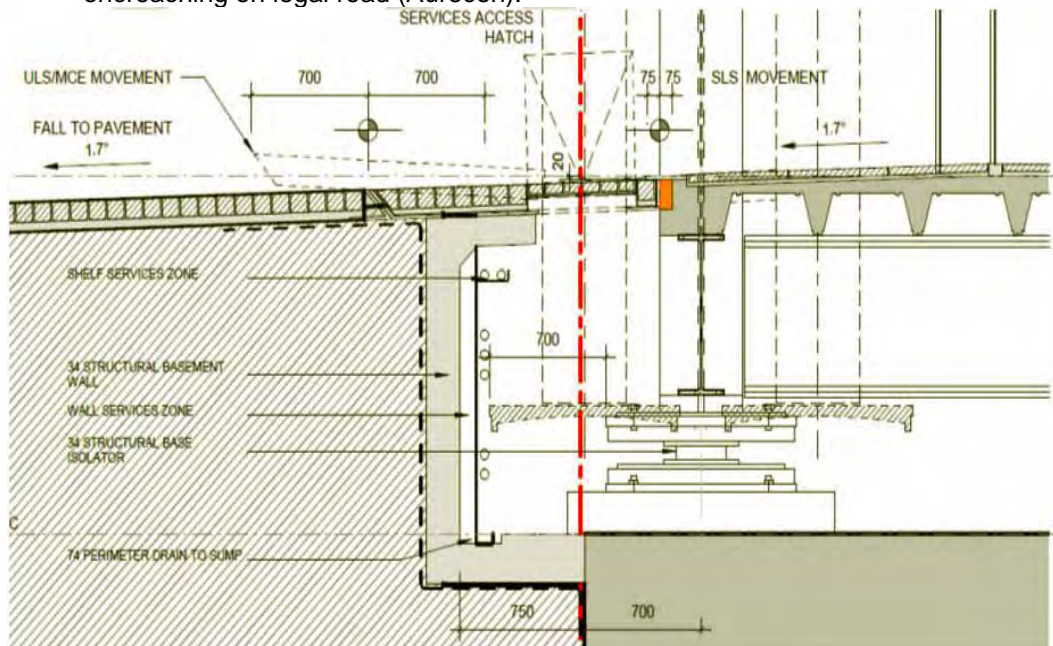
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- 2.8 Allowing the use of the public road space for structures either below the surface (subsoil) or in the air space above the road surface is governed by the Local Government Act 1974 and the Council's Policy on Structures on Roads 2010 (**Attachment 1**). If the Road Authority (the Council) is minded to allow the use of road subsoil then it is necessary for this to be governed by either a licence (up to 35 years) or a lease (35 years or more).
- 2.9 Base isolation foundations allow the movement of a building's foundation and the building itself in a significant seismic event. A base isolation foundation requires space in excess of the building's footprint (the movement zone) in order to accommodate the movement a powerful earthquake could generate. Potentially this could lead to movement in the adjacent footpath and injury risks to pedestrians. Several central city rebuilds use or propose the use of this engineering solution to meet the updated earthquake code, as are several repaired buildings (e.g. Art Gallery, etc.), and are also required to comply to the rules in the District Plan (**Attachment 3**). As outlined in 2.6 a resource consent is required to set back from the road boundary
- 2.10 As there are several technical issues to be addressed staff commissioned Aurecon for specialised structural engineering advice and to answer any questions arising (**Attachment 6**). There will be movements of either door access plates that move over the footpath or building movement over the footpath in a significant seismic event. Figure 1 shows an example of base isolated foundation with the zone of movement that encroaches onto legal road land.

Figure 1: An example of a Base Isolated Foundation also showing the zone of movement encroaching on legal road (Aurecon).



### 3. BACKGROUND

- 3.1 In terms of structures in the subsoil below the surface of the public road or airspace above the road surface local authorities have an expressed power to grant leases under Section 341 of the Local Government Act 1974:

“(1) Subject to section 357 (2) the Council may –

- (a) grant a lease to any person of the airspace or any part of the airspace of any road; or

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- (b) *grant a lease to any person of the subsoil or any part of the subsoil beneath the surface of any road;*

*Provided that no such lease shall be granted for any person that would be contravention of any provision of the Resource Management Act 1991."*

- 3.2 Section 357 (2) reads that the Council shall not authorise or suffer any encroachment on a road that would or might interfere with or in any way obstruct the right of the Crown, or any person so authorised by any Act to construct, place, maintain, alter, remove, or otherwise deal with any electric wires, telephone wires, telegraph wires, pneumatic tubes, or gas pipes on, over, or under the road, except with prior written consent of the Minister of the Crown, the person, or principal administrative officer of the body, who or which, is responsible for any such services or utilities.
- 3.3 Another issue is the term of any lease granted under Section 218(1) of the Resource Management Act 1991 that would provide that any lease of land (which is presumed to include road) for more than 35 years (including renewals) will constitute a subdivision requiring subdivision consent. Specific survey advice would be necessary as a deemed subdivision requires a survey plan in each instance.
- 3.4 Under the Local Government Act 1974 (section 357) there must be no interference with utilities installed in the legal road. Any such lease should contain an indemnity by the lessee in favour of the Council against the risk of damage.
- 3.5 The Council's Policy on Structures on Roads 2010 within the Activities Permitted under the Christchurch City Council Public Places Bylaw 2008, does not refer to the question of base isolation foundations on public road land, hence this report. Nevertheless the Policy document outlines the principles underlying it which impact on this matter as:
- 3.5.1 the effects on existing roads and the impact on any future road works are minimal
- 3.5.2 the structure over the road or encroaching on the road should not cause inconvenience or any safety issues to other road users
- 3.5.3 the road space is surplus to roading requirement generally
- 3.5.4 the public's rights of access to the road is not unreasonably affected
- 3.5.5 the potential impact of proposals on heritage sites and other significant historical and cultural sites
- 3.5.6 the potential impact of any proposals on views and sight lines along roads, including but not limited to views towards significant buildings and structures, and towards significant natural features such as the Port Hills.
- 3.6 Aurecon has been commissioned to provide specialist engineering based advice on base isolation foundations, the impact of movement in a significant seismic event, the impact on the legal road and measures to mitigate adverse impacts (**Attachment 6**).

**4. COMMENT**

- 4.1 Clause 8 of the Public Places Bylaw 2008 provides for operational policies such as this to be made by Council resolution. This would also cover amendments or additions to the policy. The proposed addition to the policy does not need to be separately consulted on. The Council simply needs to comply with the decision making requirements of the Local Government Act 2002 in relation to this decision, which includes identifying options, costs and benefits of the options and considering the views and preferences of persons who may be affected by the decision.



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- 4.2 Without the guidance of the amendment to the Council's Policy on Structures on Roads 2010, each application would be required to be considered on a case by case basis. There is a distinct financial advantage to buildings that use base isolation as they can create more commercial space by building to the road boundary. This advantage will need to be recognised in any fees particularly the annual rent which it is proposed will be set at a level to cover the Council's ongoing costs.
- 4.3 Considering the plans that have been provided to date for new builds and retrofits in the central city which raise the issue of using legal road subsoil to accommodate base isolation foundations there are three options:
- 4.3.1 **Option 1** – in all but exceptional circumstances (excluding the central city) include all base isolation foundations within the property the movement zone of typically plus/minus 400 to 750 millimetres within the private lot boundary. This would include a sacrificial zone horizontal cover at the access to the building from the street that may move or deform in a significant seismic event. All building movement is contained within the private lot. This would be the default position for Christchurch outside the central city zone.
- 4.3.2 **Option 2** – within the central city and exceptionally elsewhere build to the boundary of the road (within the private lot) all the base isolation foundation elements. This would allow the building to move out over the road boundary typically between plus/minus 400 to 750 millimetres movement zone in a significant seismic event. All in ground services would be protected from potential building movement, no structures on or under the road being interfered with or obstructed and if necessary diverted at the developer's expense, and allows full public use of the road outside significant seismic events.
- 4.3.3 **Option 3** – allow the construction of the base isolation foundations under the footpaths within the legal road. This is problematic for existing sub-surface infrastructure such as power, water, telecommunications, gas, etc, that could lie close to the property's boundary leading to their diversion. Furthermore not all buildings along a street will have base isolation therefore leading to the routes of underground services shifting for neighbouring buildings, leading to additional costs and maintenance issues. The building owner would be responsible for all the costs to divert the underground services, construct the vault and provide suitable and secure covers. There would also be the additional burdens on the Council and developer to determine if the use of the road subsoil should be licensed or leased. Options 2 and 3 would involve additional costs to both parties include the possibility of rental charge and subdivision costs to the landowner.
- 4.4 Staff consider that Option 3 is undesirable as it would involve additional cost and delay to both the Council and developers/landowners and could lead to aesthetic and streetscape anomalies. Option 2 would apply in the central City Zone and Option 1 elsewhere in the city.
- 4.5 In the cases of options 2 and 3 a licence to occupy the space would be required for the sub-surface base isolation foundations and/or the sub-surface vaults within the legal road for up to 35 years unless it is subdivided to allow for a longer lease. In practice the Council would not wish to subdivide off a public street; therefore it would only issue a licence for up to 35 years. As mentioned earlier the building owner would have to indemnify the Council against the risk of damage and will be responsible for all licence, rental, lease, valuation and legal costs.
- 4.6 The Council's Road Stopping Policy 2009 (**Attachment 4**) states that "if the land is to be leased a rent as determined by a registered valuer appointed by the Council." It is clear that this could apply to subsoil road land used to accommodate a base isolation foundation movement zone.

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- 4.7 It is also necessary to review the Council's options for charges and fees for the developer in respect of the use of road subsoil to accommodate base isolation foundations. Currently the Council levies the following charges (2013/14) which are revised annually:
- 4.7.1 Preparation/Transfer of lease document - \$366.00 (GST inclusive)
- 4.7.2 Preparation/Transfer of deed of licence document - \$366.00 (GST inclusive).
- 4.8 There are other costs which relate to the application and process of the request to occupy (lease or licence) the road subsoil, which are outlined in section 6.3. The costs of excavating the road subsoil, the construction of the vault, and remaking the footpath surface will accrue to the developer.
- 4.9 In addition we have to consider the question of the delegations for the licensing and/or leasing of the road subsoil. Currently the decision making authority in the Policy on Structures on Roads (**Attachment 1**) are delegated generally to the Chief Executive or a nominated manager, except in the case of essential service structures on the advice of the local Community Board. For airspace over roads to increase the floor area of a building or to provide a pedestrian and/or vehicular air bridge the decision rests with the Council as advised by the local Community Board. It is felt that in the case of the road subsoil encroachment the decision making authority should be delegated by the Council to the Chief Executive or a nominated manager.

**5. FINANCIAL IMPLICATIONS**

- 5.1 It is clear that there are financial implications for the Council in respect of development proposals incorporating base isolation foundations that require public road subsoil or building movement over road space in a significant seismic event. As outlined above (paragraphs 4.3 – 4.6) these should fall to the developer. However, it is almost impossible to estimate the annual impact of these costs, which are likely to decrease once the redevelopment of the city is underway.
- 5.2 Nevertheless, it is necessary to ensure, if the Council's Policy on Structures on Roads is amended, that there should be sufficient fees, charges and a process to determine the rental values for inclusion in the Long Term Plan, related plans and to cover the Council's initial and ongoing costs. The Staff Recommendation is given below.

**6. STAFF AND COMMITTEE RECOMMENDATION**

It is recommended that the Council approves the amendments to the Policy on Structures on Roads 2010 (**Attachment 5**) activities that are permitted under the Christchurch City Council Public Places Bylaw 2008, to bring them into line with the post earthquake building code in respect of the impact of base isolated foundations on legal road land:

- 6.1 Approves the amendments and addition of new section 3A to the Council's Policy on Structures on Roads 2010 in respect of applications to extend base isolation foundations and their ancillary vaults into the subsoil space of legal public road land, as follows (**Attachment 5**):
- 6.1.1 **Purpose**  
Add to the second bullet point "...(structures encroaching on **and under** roads)
- 6.1.2 **Scope**  
Also add: "Encroaching on **or under** roads, including:  
Retaining structures, carports, garages, parking platforms, access ramps, cable-car stations and **sub-surface vaults.**"

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**6.1.3 Definitions (Insert)**

“Seismic Movement Trench means any in-ground structure (self-supporting) for the purpose of creating seismic isolation void to enable movement of a building or its framing to move within during a seismic event. The structure would be provided with a permanent and safe access cover complying with the Council’s roading and planning policies and standards.”

“Subsoil Space means any part of the subsoil under the surface of the road.”

**6.1.4 Add new section**

**“3.2 STRUCTURES ENCROACHING ON THE SUBSOIL OF ROADS**

**Seismic Movement Trenches to accommodate the movement zone of adjoining base isolated structures (*Building Consent and Deed of Lease required*)**

**Scope**

In the post earthquake environment developers and landowners are utilising base isolation foundations to meet the new requirements of the earthquake code. This method is being used particularly in the central city. Base isolation foundations allow a building to move in accordance with the waves created by a earthquake, but uses technology that dampens and decelerates the actual tremors and therefore are more likely to reduce the risks of injury, damage and building failure.

Depending on the construction methodology and the District Plan rules base isolation foundations can extend into the public road subsoil to accommodate the zone of movement, and occasionally the elements of the foundations themselves.

**6.1.5 Policy Details**

The provision of intrusions in the form of below footpath vaults in the public road subsoil should not impede road users, particularly pedestrians. In order to accommodate this engineering innovation, minimise disruption to road users and facilitate the post earthquake rebuild the following will apply:

**Except for the central city zone** all base isolation foundations should be constructed within the property boundary to include the movement zone (plus/minus 400 – 750 millimetres) whenever feasible. This would include a sacrificial zone horizontal cover at the access to the building from the street that may move or deform in a significant seismic event. All building movement should be contained within the private lot.

**For the central city and exceptionally elsewhere** build to the boundary of the road (within the private lot) all the foundations including base isolation installations. This entails allowing a sacrificial zone horizontal cover at the building’s access that may move or deform across the adjacent road typically between plus/minus 400 and 750 millimetres in a significant seismic event. All underground services would be protected from potential movement, no structures on the road being interfered with or obstructed, and allows full public use of the road outside significant seismic events. Damage to the footpath should be minimised and the underground vaults should be covered to eliminate trip hazards. The exceptional circumstances may include but are not limited to the older suburban centres (e.g. Lyttelton, Merivale, Riccarton, etc.), heritage, historical and cultural sites, aesthetics and natural and pre-existing features. These applications would be considered on a case by case basis only and is likely to apply mainly to the central city. The relocation of underground services (e.g. gas, electricity, water, sewage, telecoms cables, etc.) must be carried out at the developer’s expense and must meet the standards applicable to the utility provider. “

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- 6.2 Delegate authority to the Corporate Support Unit Manager to negotiate and enter into leases to accommodate within the legal road the base isolation foundations (including the sub-surface voids) on terms and conditions acceptable to the General Manager. (The Policy's Delegations section (section 6) will be amended accordingly; **Attachment 5.**)
- 6.3 Adopt the following fees and charges in respect of licences for public road subsoil encroachments in respect of base isolation foundation developments:
- 6.3.1 Application fee of \$579 (GST inclusive) shall accompany an application for a licence or lease of the road subsoil space, to cover the administration and staff costs by the Council to evaluate the application.
- 6.3.2 Preparation/Transfer of deed of licence document - \$366.00 (GST inclusive).
- 6.3.3 The rent should be limited to a nominal sum, rather than set at a market rate, to cover the Council's ongoing costs. It is suggested that it is limited to \$370 (GST inclusive) per annum for each legal road frontage where subsoil space is occupied.
- 6.3.4 Other costs which may include, surveying, consents, public advertising, agents' fees, legal fees, valuation costs and additional staff time not outlined above will be paid by the applicant.
- 6.3.5 The costs of excavation, the vault construction and maintenance, and remaking the footpath surface will be paid by the applicant.
- 6.4 Request that staff provide information (paper and online) for developers and other stakeholders outlining the application process to obtain a licence to use legal road subsoil to accommodate the movement zone in respect of buildings utilising base isolated foundations.

**PART B - REPORTS FOR INFORMATION**

**2. DECLARATION OF INTEREST**

Nil.

**3. DEPUTATIONS BY APPOINTMENT**

Nil.

**COUNCIL 31. 7. 2014****Strategy and Planning Committee 17. 6. 2014****4. CENTRAL CITY RECOVERY QUARTERLY MEMO – JANUARY TO MARCH 2014**

The Committee **resolved** to receive this report for information.

**4.1 COMMITTEE CONSIDERATION**

The Committee requested that staff:

- 4.1.1 Report back to the next Committee meeting on Central City Residential Development Contributions Rebate progress.
- 4.1.2 Commence work on zero Development Contributions within the Central City and model its implications.
- 4.1.3 Commence work on other incentives to act as a catalyst for Central City development.

The meeting concluded at 2.05pm.

**CONSIDERED THIS 31ST DAY OF JULY 2014**

**MAYOR**



**POLICY ON STRUCTURES ON ROADS 2010**  
**ACTIVITIES PERMITTED UNDER THE CHRISTCHURCH CITY COUNCIL PUBLIC PLACES**  
**BYLAW 2008**

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## POLICY ON STRUCTURES ON ROADS

### 1. INTRODUCTION

Roads are first and foremost for vehicular and pedestrian use by the community at large, and only by exception will the Council consider applications for structures on or over roads, as set out in this policy.

Permitting structures on or over roads can contribute to a more flexible approach to building design that adds to the character of the city and its outlying areas. This policy presents a pragmatic approach to address some of the functional and service requirements generated by the public or individuals.

#### **Purpose**

The purpose of this policy is to enable Council to reasonably control the use of:

- Public road airspace and to protect the public from nuisance and inconvenience that may arise from these commercial activities (structures encroaching on airspace of roads).
  
- Public roads for private and commercial activities to occur without creating undue inconvenience to the public (structures encroaching on roads).

#### **Scope**

These policies apply to non-habitable structures:

Over roads, including:

- Verandahs in business areas
- Overbuildings which make use of the airspace of a road for architectural features including balconies, oriel windows, egress facilities and building service plants
- Overbuildings which make use of the airspace of a road for increasing floor area
- Overbuildings which make use of the airspace of a road for a pedestrian and/or vehicular air bridge

Encroaching on roads, including:

- Retaining structures, carports, garages, parking platforms, access ramps, and cable-car stations.
- Infrastructural structures.
- Other defined structures.

#### **General Approach**

In applying this policy the Council will ensure that traffic flow and personal safety is enhanced.

The costs of maintenance and removal of (1) structures for which permits or other authorisations are required, and (2) private letter boxes rests solely with the owner.

An approval given under this policy only allows the use of an airspace over or use of a road controlled by the Council. The applicant will also need to obtain any other consents, permits or authorisations that are required.

A written Council permit/consent/deed of licence/building consent will be issued for any authorisation granted under this policy.

#### **Principles of this Policy**

The following principles apply when considering applications under this policy:



- The effects on existing roads and the impact on any future road works are minimal.
- The structure over the road or encroaching on the road should not cause inconvenience or any safety issues to other road users.
- The road space is surplus to roading requirements generally.
- The public's rights of access to the road is not unreasonably affected.
- The potential impact of proposals on heritage sites and other significant historical and cultural sites.
- The potential impact of any proposals on views and sight lines along roads, including but not limited to views towards significant buildings and structures, and towards significant natural features such as the Port Hills.

**Definitions**

For the purpose of this policy:

|                                    |   |
|------------------------------------|---|
| ‘Air bridge’                       | means a structure providing a pedestrian and/or vehicle link.   |
| ‘ Airspace’                        | means any part of the airspace above the surface of the road.   |
| ‘Building consent’                 | means as defined in the Building Act 2004.  |
| ‘Cable-car station’                | means a station serving a cable car for goods and people.   |
| ‘Carport, garage/parking platform’ | means a structure that is used for parking a motor vehicle.   |
| ‘Information Bollards’             | means bollards installed by Council to provide information to visitors to the city.   |
| ‘Non habitable structures’         | means structures not authorised for living purposes.  |
| ‘Overbuildings’                    | means any structure which extends into the airspace over a road and include enclosed balconies.   |
| ‘Permit’                           | means a permit or approval issued by the Council under the Public Places Bylaw 2008 and in accordance with this policy  |
| ‘Poster Bollard’                   | means a bollard installed by a private company which has a contract with Council to promote events in the city.   |
| ‘Resource consent’                 | means as defined in the Resource Management Act 1991.   |
| ‘Road’                             | means the whole of any land vested in Council for the purpose of a road and includes access way and service lanes as defined in Section 315 Local Government Act 1974. <i>(A road includes the whole width of the road reserve, including areas set aside for use by vehicles, as well as areas set aside for pedestrians such as footpaths).</i> |
| ‘Retaining structures’             | means structural walls supporting land, driveways, walking tracks or steps.   |
| ‘Verandahs’                        | means structures suspended or cantilevered from buildings generally built on boundaries and include canopies, sun blinds and awnings.   |

**Alignment**

The policy gives effect to the Public Places Bylaw 2008.

The policy also allows the Council's decision making to be consistent with:

- Local Government Act 1974:
  - Section 319 General Powers of Council in respect of roads
  - Section 334 Erection of monuments etc
  - Section 339 Transport shelters
  - Section 341 Leases of Airspace or subsoil of roads
  - Section 344 Gates and cattle stops across roads
  - Section 357 Penalties for damage to roads
- The Christchurch City Plan
- The Banks Peninsula District Plan
- The Stock Control Bylaw 2008
- The Building Act 2004.

## 2. STRUCTURES ENCROACHING ON AIRSPACE OF ROADS

### 2.1. Verandahs in business areas (Building consent required)

#### Scope

Verandahs (which includes canopies, sunblinds and awnings) are usually provided by building owners to provide protection and comfort to pedestrians in adverse weather conditions and in shopping precincts. In the Central City it is a requirement for building owners to provide such facilities in defined locations (shown on planning map 39E of the City Plan.)

Verandahs are also present in strip shopping precincts in many suburban locations and this policy will continue to permit their replacement, and the construction of new verandahs in new developments where appropriate.

#### Policy Details

It is vital that the presence of verandahs does not effect road users, particularly drivers of motor vehicles. It is also equally important that these structures be permitted in locations where accidental damage by motor vehicles is unlikely, and for these reasons the following will apply:

- (a) A verandah will only be permitted where there is a physical barrier between the verandah and the carriageway; e.g. a kerb and channel between building and the carriageway, and where there is a footpath.
- (b) A verandah would normally be erected at a height of not less than 2.9 metres above the level of the footpath, creating a sufficient and comfortable environment for pedestrians, and taking into consideration the maintenance of significant streetscapes. It must extend from the supporting building to a distance of 500 millimetres inside a vertical line drawn from the face of the kerb to minimise the risk of the structure being damaged by larger motor vehicles travelling close to the kerb.

For consistency of verandah design it is vital that existing design requirements be preserved. The design requirements are:

- (i) The fascia must not be less than 300 millimetres nor more than 450 millimetres in depth.
- (ii) The roof covering of the verandah must be of weather resistant material and be provided with gutters and down pipes.
- (iii) Ceilings of verandahs must be lined with material compatible with adjacent buildings - also in colouring.
- (iv) A minimum lighting level of 5 lux under the verandah will be required to provide a level of safety to pedestrians during the hours of darkness.
- (v) Canopies, sun blinds and awnings are restricted to an area of less than 5 m<sup>2</sup> where there is no appropriate stormwater disposal system.

**2.2. Use of the airspace over roads for architectural features on buildings including balconies, oriel windows, egress facilities and building service plants. (Building consent required)**

**Scope**

Previous bylaws and building standards permitted the use of airspace over roads for the above architectural features. This has led to some interesting building facades that form the road scenes.

A minor intrusion into the airspace of roads for these features will have insignificant implications for road users, but any intrusions will require the input of the Council's Urban Design Panel, or other formally recognised advisory design panels or committees.

This policy will permit minor intrusions to the airspace of roads to create some flexibility for building owners in their building designs, the placements of building plants and services attached to buildings, for structural strengthening of buildings, recladding of buildings and any other minor modifications of buildings.

**Policy Details**

Airspace over roads is generally available for adjacent properties for the above mentioned features. The features must not be less than

- (a) 2.6m above existing footpath level; and,
- (b) 6.0m above existing road level.

In the past the following design parameters have been used to control minor intrusions:

- (i) Architectural features at a height of not less than 2.60m above the footpath level or 4.50m where no footway has been formed and constructed.
- (ii) The horizontal projection shall generally not exceed 1m.

**2.3. Use of the airspace over roads for increasing the floor area of a building (Resource consent, Building consent, and Deed of Licence required)**

**Scope**

The Council will not generally grant rights to airspace above roads for the sole purpose of creating additional floor space (for an overbuilding) unless there are exceptional circumstances, such as where there is a clearly demonstrated need for increased floor space that cannot be met in any other way (i.e. by expansion upwards, sideways or backwards, or by moving to another site). When considering a request to grant rights to use airspace over a road for this purpose, the Council must be satisfied that the policy details below are met.

**Policy Details**

1. The proposed overbuilding must:
  - (a) Act as a landmark.
  - (b) Provide an additional viewing point.
  - (c) Provide an opportunity for an architectural statement.
2. An application under this section of the policy will be considered in the following circumstances:
  - (a) Where the design and location of the structure will not cause excessive shading at road level, or block light and views from adjoining buildings.
  - (b) If there are already over-buildings close by, building further structures will not have an adverse cumulative effect.

3. The terms and conditions for using airspace over roads for increasing floor area will be negotiated by the Corporate Support Unit. The terms and conditions may include (without limitation):
  - (a) The use to which the structure can be put; and/or
  - (b) Design requirements which must be to the Council's satisfaction.

**2.4. Use of the airspace over roads for a pedestrian and/or vehicular air bridge. (Resource consent, Building consent, and Deed of Licence required)**

**Scope**

The Council will not generally grant rights to airspace above roads for the sole purpose of creating air bridges. When considering a request to grant rights to use air space over a road for this purpose, the Council must be satisfied that the policy details have been met.

**Policy Details**

1. Any proposal will need to meet a significant number of the following conditions or results:
  - (a) There are high levels of pedestrian traffic in the vicinity, some of which would be usefully diverted to an elevated walkway, without reducing the amount of pedestrian activity on the road to a level which detrimentally affects the vitality of existing activities on the road.
  - (b) A more direct link or a choice of routes between public buildings or places of interest (including car parking buildings) will be created.
  - (c) The new structure will act as a landmark.
  - (d) The new structure will provide an additional viewing point.
  - (e) The new structure will provide an opportunity for an architectural statement.
2. An application under this section of the policy will be considered in the following circumstances:
  - (a) Where the design and location of the structure will not cause excessive shading at road level, obstruction of footpaths or block light and views from adjoining buildings.
  - (b) Where joining buildings across the road will not result in excessively bulky built form.
  - (c) Where the structure can be joined to the host building/s in an architecturally sympathetic way.
  - (d) If there are already other air bridges or overbuildings close by, building further structures will not have an adverse cumulative effect.
  - (e) Where the alignment and location of the structure will not detract from views nor compromise the basic grid layout and urban form of the City Centre and the general openness of the road system.
3. The terms and conditions for a licence to occupy airspace will be negotiated by the Corporate Support Unit. The terms and conditions may include (without limitation):
  - (a) The use to which the structure can be put; and/or,

- (b) Design requirements which must be to the Council's satisfaction.

### 3. STRUCTURES ENCROACHING ON ROADS

#### 3.1 Retaining structures, carports, garages, parking platforms, access ramps, and cable-car stations. *(Resource consent, Building consent, and Deed of Licence required)*

##### Scope

Requests to build such non-habitable structures often arise from owners in the hill areas where the terrain is steep and difficult. A majority of these properties were created prior to 1974 when vehicle access to properties was not required for subdivisions.

There are also requests from owners to build retaining structures on roads to support their properties following landslips or potential landslips that have been identified.

Property owners have a legal right of access onto a legal road and for this reason driveways in the older hill suburbs are often supported by retaining structures built on a legal road.

Likewise, there are a number of properties having exclusive use of parcels of legal roads for carports, garages, parking platforms, access ramps, and cable-car stations. These have significant advantages to occupiers and at the same time help to ease on-road parking pressures on roadways. The garage sites have also been used as one of the tools to enable residential developments in difficult terrain.

Boat sheds are excluded from this policy.

##### Policy Details

1. Any proposal will need to meet the following criteria:

- (a) The structures do not cause any safety issues to any road users including pedestrians, cyclists and other commuters.
- (b) Legal right of access is maintained for individual property owners.
- (c) There is no conflict with the likelihood of future roadway widening or alterations.
- (d) The applicant is unable to construct the structure on his or her land because of the nature of the terrain.
- (e) The proposal is consistent with the provisions of the Christchurch City Plan Vol. 3, Part 13 Transport, or the Banks Peninsula District Plan Part VI, Chapter 35 Access, Parking and Loading.
- (f) The road environment, and any council or other utility services, are not unduly compromised with the presence of the structure.
- (g) The visual intrusion to the roadscape will have minimal effect on road users, and landscape mitigation measures must be provided when required.
- (h) Detached garaging is principally provided for storage of motor vehicles and other modes of transport.
- (i) Only one single garage site per residential allotment will be considered when that site does not front the occupier's property and a licence to occupy under such circumstances shall be terminated when alternative garagable space facilities complying with the rules

of the City Plan or District Plan have been achieved on the occupier's property.

2. If the Council is satisfied with the above criteria, the owner is required to:

- (a) Enter into a Deed of Licence to occupy legal road with the Council. Such licence will be transferable to future owners with the Council's consent.
- (b) Obtain resource and building consents as appropriate.

For Existing Structures:

- (a) An occupier of a structure on a road normally has a licence granted by the Council. The licence is transferable to future owners of the property with the Council's consent.
- (b) The licence to occupy a road for the purpose of a carport or garage shall be terminated when alternative garaging facilities, complying with the rules of the City Plan or District Plan, have been achieved on the occupier's property.

### 3.2 Essential Service Structures (Council authorisation required)

#### Scope

These structures include:

- (a) waste or water pump plants
- (b) waste container compounds
- (c) Council information bollards
- (d) stock underpasses
- (e) public bike stands
- (f) bus shelters
- (g) traffic mirrors
- (h) other utility structures

#### Policy Details

The locations of existing structures resulted from past actions of the Council and were placed for their practical function and convenience.

In determining the location of any new such structures, the following assessment matters must be satisfied:

- (a) Safety of all road users including pedestrians, cyclists and other commuters is not comprised.
- (b) Legal right of access is maintained for individual property owners and users.
- (c) There is no conflict with likely future roadway widening or alterations.
- (d) The proposal is consistent with the Council's activity management plans and long term council community plan.

In the event of concerns arising from existing structures, the structure will be assessed in terms of (a), (b), and (c) above.

Note: There are existing public utility infrastructures on roads (including telecommunication, electricity, gas and postal services). The placing and maintenance of such infrastructure is determined by statutory powers, exercised in consultation with local authorities.

### 3.3 Other Structures

#### Scope

These structures include

- Installations such as artwork, support structures for verandahs (which includes sunblinds, awnings and canopies), or buildings, outdoor advertising, commercial bike stands, and fences. (Permit required).
- Other structures for which Council has contracts or agreements for e.g. poster bollards, information stations, private bus shelters (*Adshels*). (Permit required).
- The provisions for gates and cattle stops encroaching onto the road reserve (providing access to a property or placed across a road), are determined by the provisions of Sections 344 and 357 of the Local Government Act 1974. (Permit required).
- Fences within a road corridor are generally not authorised. However, in exceptional circumstances written applications may be considered under Section 357 of the Local Government Act 1974. (Permit required).
- Private letter boxes in rural areas or where they are not adjacent to formed footpaths. No written permit is required unless its placement is in conflict with Policy Details (a) – (e) below.

#### Policy Details

In determining the location of such structures, the following assessment matters must be satisfied:

- (a) Traffic safety is not compromised.
- (b) Pedestrian movements and access to private properties are not unduly compromised.
- (c) There is no conflict with utility services.
- (d) There is no effect on entranceways.  
  
*[Note: The shifting of an existing letter box necessitated by a new entrance is the responsibility of the owner].*
- (e) Consultation has been carried out with building and business owners.
- (f) Issues arising in sensitive cultural and natural environments must be addressed e.g. adjacent to waterways, historical sites, indigenous sites, and heritage buildings.
- (g) Outdoor advertising must comply with the requirements of the City Plan Vol. 3 Part 10 Heritage and Amenities or the Banks Peninsula District Plan Part VI Chapter 34 Signs.
- (h) Fences within the road corridor will be considered on a case by case basis, and only where no other practical alternatives exist, or where public safety benefits are enhanced.
- (i) There is no other practicable option available.

### 4. Obtaining a Permit / Authorisation

Application forms can be obtained through Customer Services phone 941 8999 or downloaded from the Christchurch City Council website [www.ccc.govt.nz/policies/](http://www.ccc.govt.nz/policies/)

The application form sets out the information needed to accompany each permit (as appropriate) and where to send the completed application.

**5. Fees**

Fees and charges are set out in the Council's Schedule of Fees and Charges, which is available on request and can be found on the Council's website. The fees and charges are revised on an annual basis.

Permit fees may include the costs of permitting, monitoring and enforcement.

The Council reserves the right to charge rental fees for all commercial activities on a public road. The rent will be set at a level that reflects the location to ensure that businesses solely on private property are not unfairly disadvantaged.

The permit applicant must pay the full permit fee and supply all the required documentation before the permit will be issued.

**6. Delegations**

Decision making authority for the policy is to be exercised as follows:

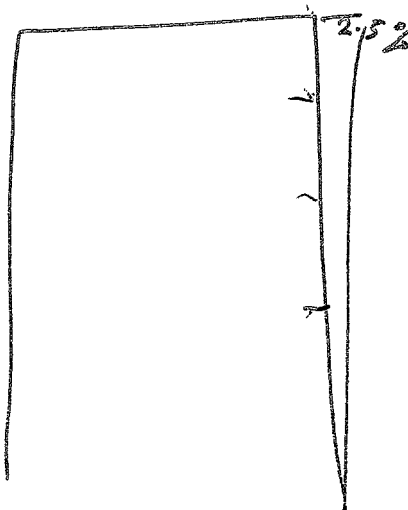
Clauses 2.1 and 2.2: The Chief Executive, or a nominated manager.

Clauses 2.3 and 2.4: The Council, advised by the relevant Community Board.

Clauses 3.1 and 3.3: The Chief Executive, or a nominated manager.

Clause 3.2: The Chief Executive, or a nominated manager, as advised by the relevant Community Board.

The delegations will be reviewed by the Council from time to time.






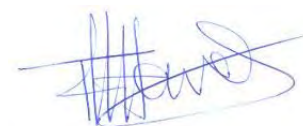


**STANDARD COUNCIL/COMMUNITY BOARD/COMMITTEE REPORT**

|   |                |  |   |                                    |   |
|---|----------------|--|---|------------------------------------|---|
| <b>Title of Report:</b>                     |                | Grand Chancellor Hotel Base Isolation Foundations Approval             |   |                                    |   |
| <b>Meeting of:</b>                          |                | Earthquake Recovery Committee of the Whole                             |   |                                    |   |
| <b>Date of Meeting:</b>                     |                | 05 December 2013   |   |                                    |   |
| <b>Date Required by Democracy Services:</b> |                | 21 November 2013   |   |                                    |   |
| <b>Community Board Consultation:</b>        |                | <b>Needed:</b>   | N | <b>Complete:</b>                   | Y |
| <b>Public Excluded</b>                      |                | N if <b>PUBLIC EXCLUDED</b> the section below <b>MUST</b> be completed |   |                                    |   |
| <b>REASON UNDER ACT</b>                     | <b>SECTION</b> | <b>PLAIN ENGLISH REASON</b>  |   | <b>WHEN REPORT CAN BE RELEASED</b> |   |
|   |                |  |   |                                    |   |
|   |                |  |   |                                    |   |
|   |                |  |   |                                    |   |

**No of Attachments (must be cited in report) :** None

**Description of Attachments:** 1.

|  |   |  |                  |
|--|---|--|------------------|
| <b>Confirmation of Statutory Compliance</b>  |   |  |                  |
| In accordance with Section 76 of the Local Government Act 2002, this report is approved as:  |   |  |                  |
| <ul style="list-style-type: none"> <li>(a) Containing sufficient information about the options and their benefits and costs, bearing in mind the significance of the decisions; and,</li> <li>(b) Is based on adequate knowledge about, and adequate consideration of, the views and preferences of affected and interested parties bearing in mind the significance of the decision.</li> </ul> |   |  |                  |
|  | <b>Name and title of signatories</b>                          | <b>Signature</b>   | <b>Date</b>      |
| <b>Prepared by</b>   | Richard Holland<br>Team Leader Network<br>Planning Greenspace |  | 08 November 2013 |
| <b>Approved by Finance Manager</b>   | Michael Day   |  | 12 November 2013 |
| <b>Approved by Acting Unit Manager</b>   | Ron Clarke<br>Asset and Network Planning                      |  | 13 November 2013 |
| <b>Approved by Acting General Manager</b>  | Terry Howes<br>City Environment Group                         |  | 4 December 2013  |

**HOTEL GRAND CHANCELLOR BASE ISOLATION FOUNDATIONS APPROVAL**

|                                     |   | Contact | Contact Details      |
|-------------------------------------|---|---------|----------------------|
| <b>General Manager responsible:</b> | Acting General Manager,<br>City Environment Group | N       |                      |
| <b>Officer responsible:</b>         | Acting Asset and Network<br>Planning Manager      | Y       | Ron Clarke, ext 5009 |
| <b>Author:</b>                      | Richard Holland                                   | N       |                      |

**1. PURPOSE OF REPORT**

- 1.1 The purpose of the report is to gain Council approval for a licence for Hotel Grand Chancellor to occupy public road space under the footpath for a structural foundation solution along the Cashel Street building length. This structure extends up to one metre underground and is required to allow for a base isolators movement zone in the event of a significant seismic event.
- 1.2 The hotel propose to build to the road boundary but on the first two floors have a 475 mm setback and fit the main foundation structural elements within the private lot space. However there will be movement of 700 mm of the building which will extend over the private lot boundary and onto the public road footpath space in the event of a significant seismic event. The footpath movement zone will have a moving cover which will likely protect the footpath surface from major damage.

**2. EXECUTIVE SUMMARY**

- 2.1 The Grand Chancellor fronting on 145 to 161 Cashel Street wish to rebuild the hotel on the same site but on foundations with base isolators and use part of the public road space under the footpath for movement rumble room. The hotel building will move up to 700 mm in all directions on the isolators including over the footpath where a flush finished footpath cover will pop out and move with the building.
- 2.2 Main structural foundations will be contained in the private lot. However the base isolators move like plates in a significant seismic event such as ultimate limit state and maximum considered event. These plates will move up to 700 mm and slide within a foundation case under the footpath.
- 2.3 The application has been through both the Urban Design Panel (UDP) and Joint Management Board (JMB) processes. The UDP process is a non-statutory process wherein the proposed building is assessed on its design merit by a panel of designers selected from pool of suitably qualified experts in the fields of design that are nominated by their respective institutes (eg. NZIA, NZILA).
- 2.4 The relevant rule regarding the siting of buildings in relation to a road boundary is outlined below (from Volume 3 part 3 of the City Plan). This rule was injected into the Plan via the Blueprint and Central City Recovery Plan process.

*Building Setback and Continuity*

*(a) On sites in the area identified as the Core on Planning Map 39I, buildings shall be built:*

*(i) Up to a road boundary, except that where the lot fronts more than one road boundary, buildings shall be built up to all road boundaries of the lot; and*

*(ii) Across 100% of the width of a lot where it abuts all road boundaries (excluding access ways and service lanes), except that one vehicle crossing may be located on each road frontage of the site.*

- 2.5 To comply with the City Plan if the building is set back from the boundary a variation to the Resource Consent is required to the Joint Management Board. In this instance only the two lower levels are set back 475 mm. The rest of the frontage is on the boundary.

- 2.6 Section 341 of the Local Government Act 1974 permits the Council to grant leases or licences of the subsoil of roads. The Council will need to approve a licence to occupy the public road space for the area occupied by the base isolation subsoil space beneath the surface of the road footpath. Section 357 of the Local Government Act 1974 requires the Council not to authorise or suffer any encroachment on a road that would obstruct infrastructure under or over the road. The proposed base isolation movement foundation case under the footpath could be used for the underground services such as power and telecommunications. Council's services for water and wastewater are outside the foundation structure. There will be no obstruction the free and unobstructed passage of vehicles and pedestrians lawfully using the road. Any such lease will also need to contain an indemnity given by the lessee in favour of Council against the risk of damage.
- 2.7 The Structures on Roads Policy 2010 does not cover this type of occupation, therefore it is proposed that a policy addition is brought to Council in order that this subsoil occupation can be covered within guidelines. There is some risk which is moderate to pedestrians with the footpath movement plate moving but only during a significant seismic event. The applicant will need to indemnify Council for that risk. The existing Policy has a section where Council reserves the right to charge rental fees for all commercial activities on a public road. If the movement on the base isolators was contained all within the private lot and not on public road there would be a lesser gross floor area to the building meaning that there is commercial advantage in the public road occupation.
- 2.8 Under section 218 (1) of the Resource Management Act 1991 a lease or licence for more than 35 years would trigger the need for a subdivision consent. Council staff would not be in favour of stopping the public road as an alternative to a licence, or to apply for a consent to subdivide the land. It is therefore recommended that any licence granted be for 35 years or less, on the basis that a new licence therefore would need to be issued by Council after 35 years.

**3. BACKGROUND**

- 3.1 The rebuild of the Hotel Grand Chancellor at 145 to 161 Cashel Street will be on a raft foundation with base isolation which allows the building to move in a significant seismic event. To maximise the space within the building and to comply with City Plan rule and also provide base isolation movement beyond the private lot occupation of the subsoil beneath the surface of the public road is required. The building will move 700 mm in all directions.
- 3.2 The building will also move out over the footpath in a significant seismic event. A plate system in the footpath will also move 1.7 metres into the footpath zone. A 2 metre clear footpath zone will be unaffected during any movement to allow free unimpeded access for pedestrians should there be any changes in the footpath movement plate.
- 3.3 Sewer, water and storm water services remain the public road space, but other services can be relocated within the base isolation movement foundation case under the footpath and inspection hatches integrated into the footpath. Minor seismic events are accommodated with a small 75 mm expansion joint at the glazing line.

**4. COMMENT**

- 4.1 Council staff would prefer that all movement of the building on base isolation is contained within the private lot rather than partially on public road space, to negate the need for a licence to occupy the space and avoid any risk to in-ground infrastructure services and above ground public footpath space.

**5. FINANCIAL IMPLICATIONS**

- 5.1 The financial implication is damage to the footpath by the building movement. The designers have minimised this risk by inserting a movement plate at footpath level that

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will by all accounts return to its original position once the base isolators return to their original position.

**6. STAFF RECOMMENDATION**

It is recommended that the Council:

- 6.1 Approve, pursuant to section 341 of the Local Government Act 1974, a lease or a licence to occupy the subsoil of the public road space for a base isolation structural movement foundation case of approximately 1 metre under the footpath in front of 145 to 161 Cashel Street as part of the Hotel Grand Chancellor development for a term of 35 years, at a rental that reflects the commercial nature of the development.
- 6.2 That delegated authority be given to the Corporate Support Unit Manager to negotiate and enter into the above licence on terms and conditions acceptable to the manager.
- 6.3 Establish a working party of two nominated councillors to work with staff to review the Existing Structures on Streets Policy to incorporate changes to support rebuild and recovery and bring the Policy back to Council at the earliest opportunity for adoption.

## **2.2 Development Standards Central City Business Zone**

### **2.2.1 BUILDING SETBACK AND CONTINUITY**

(a) On sites in the area identified as the Core on Central City Planning Map 1, buildings shall be built:

- (i) Up to a road boundary, except that where the lot fronts more than one road boundary, buildings shall be built up to all road boundaries of the lot; and
- (ii) Across 100% of the width of a lot where it abuts all road boundaries (excluding access ways and service lanes), except that one vehicle crossing may be located on each road frontage of the site.

(b) On sites outside the area identified as the Core on Central City Planning Map 1, buildings shall be built:

- (i) Up to a road boundary, except that where the lot fronts more than one road boundary, buildings shall be built up to all road boundaries of the lot; and
- (ii) Across a minimum of 65% of the width of a lot where it abuts all road boundaries (excluding access ways and service lanes)

**This Rule applies to the ground and first floor of buildings only.**

**Resource consent applications for non-compliance with this Rule will only be assessed against the following matters:**

- (a) The extent to which buildings are of sufficient height to enclose the street taking into account the scale of surrounding buildings;
- (b) The extent to which buildings are already aligned with the street frontage in the vicinity of the site, and the likelihood of future buildings on sites in the vicinity being aligned with the street frontage if they currently do not contain buildings;
- (c) Whether a setback is needed to enable high amenity private open space, and whether this will be integrated with public open space;
- (d) The effect on adjacent activities and sites, on utilisation of the street, including by pedestrians, and on the safe and efficient functioning of transport networks in not providing for continuity of building frontage;
- (e) The principles of Crime Prevention Through Environmental Design (CPTED).

### **2.2.2 URBAN DESIGN**

**Within the Core as identified on Central City Planning Map 1:**

- the erection of any new buildings;
- the external alteration to any existing buildings; or
- the use of any part of a site not undertaken in a building;

which is visible from a public space, shall be a restricted discretionary activity.

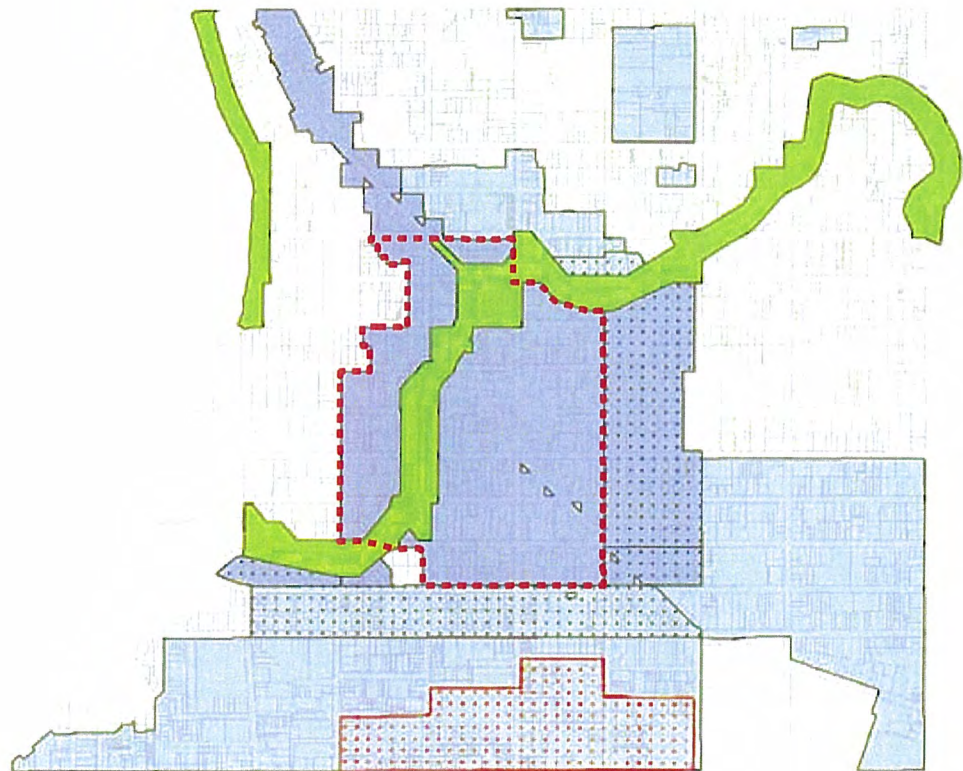
Except that:

- (i) this Rule shall not apply to demolition, repairs, maintenance and seismic, fire and access building code upgrades; and
- (ii) this Rule shall not apply where any building within the Core is a listed heritage building, place or object, or is proposed on or adjoining a site containing a listed heritage building, place or object, in which case the applicable rules in Clause 1, Part 10 shall apply.

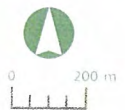


# Map 1. Central City: Business and Mixed Use Zones

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- Legend
- Core
  - Frame
  - Large Format Retail
  - Central City Business Zone
  - Central City Mixed Use Zone
  - Conservation 5 (Papa o Ōtākaro) Zone



## CHRISTCHURCH CITY COUNCIL ROAD STOPPING POLICY 2009

### NAME OF POLICY

1. This policy shall be known as the Christchurch City Council Road Stopping Policy 2009

### APPLICATION OF POLICY

2. This policy shall apply to all road stoppings undertaken or proposed to be undertaken by the Council following the date of adoption by the Council of this Policy.

### INTERPRETATION

3. For the purposes of this Policy the following meanings shall apply:
  - (a) "Council" means the Christchurch City Council and shall include any delegate acting under delegated authority of the Christchurch City Council.
  - (b) "road" means that part of a legal road (including any unformed road) which is the subject of a road stopping application to the Council.

### EVALUATION CRITERIA

4. In considering an application for road stopping the Council must firstly consider whether the stopping should be initiated or not. The rules to govern this decision are outlined in the chart below.

|                                      |   |
|--------------------------------------|---|
| <b>City Plan</b>                     | Is the road shown to be stopped in the operative City Plan or does the stopping have any adverse impact on adjoining properties under the City Plan i.e. set backs/site coverage or the neighbourhood in general. |
| <b>Current Level of Use</b>          | Is the road the sole or most convenient means of access to any existing lots or amenity features e.g. a river or coast.   |
|                                      | Is the road used by members of the public.  |
| <b>Future Use</b>                    | Will the road be needed to service future residential, commercial, industrial or agricultural developments.   |
|                                      | Will the road be needed in the future to connect existing roads.  |
|                                      | Will the road be needed to provide a future or alternative inter-district link.   |
| <b>Alternative Uses</b>              | Does the road have potential to be utilised by the Council for any other public work either now or potentially in the future.   |
|                                      | Does the road have current or potential value for amenity or conservation functions e.g. walkway, utilities corridor, esplanade strip, protected trees etc.   |
| <b>Road adjoining any water body</b> | If so, there is a need to consider Section 345 LGA, which requires that after road stopping, such land becomes vested in Council as an esplanade reserve.   |
| <b>Encumbrances</b>                  | Is the road encumbered by any services and infrastructure and can they be protected by easements  |
| <b>Traffic Safety</b>                | Does access and egress of motor vehicles on the section of the road constitute a danger or hazard to the road users.  |
| <b>Infrastructure</b>                | Does the road currently contain infrastructure, or will it in the future, that is better protected and managed through ownership.   |

5. An application for road stopping will not proceed if the council delegate shall in their discretion determine that:
- (a) the road has been identified as providing a future road corridor; or
  - (b) the road has the potential to provide a future or alternative inter-district link; or
  - (c) the road is required, or may be required at any time in the future, for any roading or associated purpose (including any possible future need for movement corridors, for example walkways, cycle ways or other uses additional to normal vehicular needs).
  - (d) the road is required, or may be required at any time in the future, for any public work, movement corridor or associated purpose by the Council or any other agency.
  - (e) the stopping of the road will result in any land becoming landlocked; or
  - (f) the road provides access from a public road or reserve to a watercourse or coastal marine area, unless there are sound management, ecological or environmental reasons for doing otherwise; or
  - (g) the road provides primary access to an esplanade reserve, reserve or park, unless there are sound management or ecological reasons for doing otherwise; or
  - (h) the stopping of the road will adversely affect the viability of any commercial activity or operation; or
  - (i) objections are received from any electricity or telecommunications service provider and those objections are not able to be resolved by agreement between the Council and that provider; or
  - (j) any infrastructure or utilities situated on the road would be better protected and managed through continued Council ownership; or
  - (k) the road stopping could injuriously affect or have a negative or adverse impact on any other property; or
  - (l) the road stopping could have an impact on a public work to be undertaken by any other agency including the Crown; or
  - (m) that the road has significant landscape amenity; or
  - (n) any other relevant circumstances apply; or
  - (o) in the living hills zones, the loss of the green space would impact on the landscape value of the area.

#### **MARKET VALUATIONS TO BE USED**

6. All dealings with stopped road will be at the current market value as determined by an independent registered valuer commissioned by the Council and in accordance with the relevant legislation.

#### **AGREEMENT FOR SALE AND PURCHASE TO BE ENTERED INTO**

7. Where a road stopping has been initiated by a third party and the application is accepted by the Council then it will only be processed subject to the following requirements first being accepted by the applicant:
- (a) That the proposed terms of sale of the road once stopped be recorded in a formal Agreement for Sale and Purchase prepared by the Council's solicitors and signed by both the applicant as purchaser and the Council as vendor prior to the Council taking any further steps. Such agreement to be conditional to the approval of the Minister of Lands to the stopping, if applicable, and compliance with all the relevant statutes.



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- (b) That the Agreement requires the purchaser to meet all the costs incurred by Council in relation to the proposed road stopping, including but not limited to the following costs: staff time, hearing costs, consent costs, LINZ costs relative to any proclamation required to be made and published in the NZ Gazette, LINZ registration fees, professional fees (valuers, accredited agents), court costs, advertising, legal and survey costs.
- (c) That the purchaser will pay a deposit on execution of the Agreement sufficient to cover the Council's estimate of all the Council's costs. The Agreement will provide that in the event of the road stopping being discontinued for any reason the deposit will be refundable to the applicant less the actual costs incurred by the Council in processing the application to that point, as determined by the Council.
- (d) That when a road stopping is initiated by an adjoining landowner to the road proposed to be stopped, and the process determined to be used shall be the Local Government Act 1974 process, the Agreement will provide as appropriate that:
  - (i) if any objection is received and is allowed by the Council, the Agreement will be automatically deemed to be cancelled and the deposit paid (if any) refunded to the applicant less any costs incurred by the Council to that date; and
  - (ii) if any objection is received and is not allowed by Council, and the objector wishes the matter to be referred to the Environment Court, the applicant may at that point elect to cancel the Agreement Provided that all costs incurred in relation to the application by the council to that date shall be deducted from the deposit; or
  - (iii) if the applicant does not elect to cancel the agreement in the circumstances described in paragraph (ii) and the objection is referred to the Environment Court for determination, the applicant shall pay on demand to the Council all costs incurred by the Council in referring the matter to the Environment Court and in relation to the hearing by that Court.
- (e) That if the Agreement for Sale and Purchase is cancelled for any reason the applicant will meet all costs incurred by the Council.

**WHICH STATUTORY PROCESS TO USE**

- 8. The following criteria have been established to ensure that the appropriate statutory procedure is consistently adopted by the Council, and to avoid, as much as practicable, such decisions being successfully contested by any party.
- 9. The Local Government Act 1974 road-stopping procedure shall be adopted if one or more of the following circumstances shall apply:
  - (a) Where any public right of access to any public space could be removed or materially limited or extinguished as a result of the road being stopped; or
  - (b) The road stopping could injuriously affect or have a negative or adverse impact on any other property; or
  - (c) The road stopping is, in the judgment of the Council, likely to be controversial; or
  - (d) If there is any doubt or uncertainty as to which procedure should be used to stop the road.
- 10. The Public Works Act 1981 road stopping procedure may be adopted if **all** of the following circumstances shall apply:
  - (a) Where there is only one property adjoining the road proposed to be stopped; and
  - (b) Where the written consent to the proposed road stopping of all adjoining landowners by proposed road-stopping is obtained; and
  - (c) Where the use of the Public Works Act 1981 procedure is approved (where necessary) by the relevant Government department or Minister ; and

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- (d) Where no other persons, including the public generally, are considered by the Council in its judgment to be adversely affected by the proposed road stopping; and
- (e) Where the road is to be amalgamated with the adjoining property; and
- (f) Where other reasonable access exists or will be provided to replace the access previously provided by the stopped road (i.e. by the construction of a new road).

PROVIDED THAT If any one of the above circumstances shall not apply, then the Local Government Act 1974 procedure shall be used.

**PROPOSED ROAD STOPPING COSTS AND FEES (Subject to adoption by the Council in its Annual Plan)**

- 11. Where a road stopping is initiated by the Council, the costs and expenses associated with such road stopping (including Council staff time) are to be funded from the Business Unit initiating the road stopping.
- 12. Where any other person applies to stop a road, then that person shall be responsible for meeting all costs and expenses associated with the road stopping process as determined by the Council (including Council staff time) **provided that** where it is determined by the Council, in its discretion, that there is an element of public benefit to the proposed road stopping, the Council may agree that the costs associated with the road stopping should be shared between the applicant and the Council in such proportions as the Council shall in its discretion determine.
- 13. The Council shall not commence any road stopping procedure unless it obtains a written agreement in advance from the applicant to pay such costs and expenses.
- 14. The costs and expenses associated with the road stopping process will include:
  - (a) **Application Fee**  
An application fee of \$500 (GST inclusive) shall accompany a road stopping application to the Council (unless the application is made by a Council Business Unit). The purpose of this fee is to cover the administration and staff costs incurred by the Council as a result of evaluating the application in accordance with this Policy. This fee is already included in the Council's Annual Plan.
  - (b) **Processing Fee**  
If the applicant wishes to proceed with the road stopping application after evaluation by Council staff of the application and the preparation and presentation of the first report to the relevant Community Board or the Corporate Support Manager (as applicable), then a further non-refundable fee of \$1,000 (GST inclusive) will become due and payable to the Council to cover the staff time in processing the application from that point.
  - (c) **Other Costs**  
Other costs and expenses that an applicant will be liable to meet should a road stopping application proceed, include (but are not limited to):
    - Survey Costs*  
Includes identification and investigations of the site and professional fees associated with the compilation of a survey office plan.
    - Cost of Consents*  
Any costs associated with obtaining consent to the proposal including, but not necessarily limited to, the Minister of Lands.
    - Public Advertising*  
Includes the cost of public notification required under the Local Government Act 1974.
    - Accredited Agent Fees*  
Includes professional and other fees incurred as a result of any gazettal actions required.

*Land Information New Zealand (LINZ) Fees*

Includes lodgement fees associated with survey office plan approval, registration of gazette notice, easement instrument or any other dealing, and raising of new certificate(s) of title.

*Legal Fees*

The applicant will be responsible to meet their own legal costs, as well as those incurred by the Council including, but not limited to, the preparation of an Agreement for Sale and Purchase and the settlement of the transaction.

*Valuation Costs*

The costs to obtain an independent registered valuation of the proposed stopped road, including any additional costs that may be incurred by any ensuing discussions with the valuer as a result of the applicant querying the valuation.

*Cost of Court and Hearing Proceedings*

Pursuant to the Tenth Schedule LGA, if any objections is received to a road stopping application, and the application is referred to the Environment Court for a decision, then the applicant shall meet all of the Council's legal and other costs associated with the conduct of the legal proceedings in that Court.

*Staff Time*

Staff time to be calculated on a time and attendance basis according to individual staff charge-out rates.

*Market Value of the Road*

In addition to the administrative and staff costs associated with a road stopping the applicant shall pay to the Council the current market value of the stopped road as determined by a registered valuer appointed by the Council, or if the land is to be leased a rent as determined by a registered valuer appointed by the Council . For the purposes of this paragraph "current market value" means the value attributable to the highest and best use of the land including consideration of the value that the stopped road adds to the adjoining land with which it is to be amalgamated with.



Proposed changes marked up

## POLICY ON STRUCTURES ON ROADS 2010

ACTIVITIES PERMITTED UNDER THE CHRISTCHURCH CITY COUNCIL PUBLIC PLACES BYLAW 2008

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1. Purpose
2. Scope
3. General Approach
4. Principles of this Policy
5. Definitions
6. Alignment

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#### 2. STRUCTURES ENCROACHING ON AIRSPACE OF ROADS

- 2.1. Verandahs in business areas
- 2.2. use of the airspace over roads for architectural features including balconies, oriel windows, and egress facilities and building service plants
- 2.3. use the airspace over roads for increasing floor area
- 2.4. use the airspace over roads for pedestrian and/or vehicular air bridge

#### 3. STRUCTURES ENCROACHING ON ROADS

- 3.1. Retaining structures, carports, garages, parking platforms, access ramps and cable-car stations
- 3.2. Structures encroaching on the subsoil of roads
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- 3.4. Other Structures

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#### 4. OBTAINING A PERMIT/AUTHORISATION

#### 5. FEES

#### 6. DELEGATIONS

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**POLICY ON STRUCTURES ON ROADS**

**1. INTRODUCTION**

Roads are first and foremost for vehicular and pedestrian use by the community at large, and only by exception will the Council consider applications for structures on or over roads, as set out in this policy.

Permitting structures on or over roads can contribute to a more flexible approach to building design that adds to the character of the city and its outlying areas. This policy presents a pragmatic approach to address the functional and service requirements generated by the public or individuals.

**Purpose**

The purpose of this policy is to enable Council to reasonably control the use of:

- Public road airspace and to protect the public from nuisance and inconvenience that may arise from these commercial activities (structures encroaching on airspace of roads).
- Public roads for private and commercial activities to occur without creating undue inconvenience to the public (structures encroaching on **and under** roads).

**Scope**

The policy applies to non-habitable structures:

(a) Over roads, including:

- Verandas in business areas
- Overbuildings which make use of the airspace of a road for architectural features including balcony, oriel windows, egress facilities and building service plants
- Overbuildings which make use of the airspace of a road for increasing floor area
- Overbuildings which make use of the airspace of road for a pedestrian and/or vehicular air bridge

(b) Encroaching onto **or under** roads, including:

- Retaining structures, carports, garages, parking platforms, access ramps, cable-car stations **and sub-surface vaults**.
- Infrastructural structures.
- Other defined structures.

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**General Approach**

In applying this policy the Council will ensure that traffic flow and personal safety is enhanced.

The costs of maintenance and removal of (1) structures for which permits or other authorisations are required, and (2) private letter boxes rests solely with the owner.

An approval given under this policy only allows the use of airspace over or use of a road controlled by the Council. The applicant will also need to obtain any other consents, permits or authorisations that are required.

A written Council permit/consent/deed of licence/building consent will be issued for any authorisation granted under this policy.

**Principles of this Policy**

The following principles apply when considering applications under this policy:

- The effects on existing roads and the impact on any future road works are minimal.
- The structure over the road or encroaching on the road should not cause inconvenience or any safety issues to other road users.
- The road space is surplus to roading requirements generally.
- The public's rights of access to the road are not unreasonably affected.
- The potential impact of proposals on heritage sites and other significant historical and cultural sites.
- The potential impact of any proposals on views and sight lines along roads, including but not limited to views towards significant buildings and structures, and towards significant natural features such as the Port Hills.

**Definitions**

For the purpose of this policy:

- 'Air bridge' means a structure providing a pedestrian and/or vehicle link.
- 'Airspace' means any part of the airspace above the surface of the road.
- 'Building consent' means as defined in the Building Act 2004.
- 'Cable-car station' means a station serving a cable car for goods and people.
- 'Carport, garage/ parking platform' means a structure that is used for parking a motor vehicle.
- 'Non habitable structures' means structures not authorised for living purposes
- 'Information Bollards' means bollards installed by Council to provide information to visitors to the city.
- 'Overbuildings' means any structure which extends into the airspace over a road and include enclosed balconies.
- 'Permit' means a permit or approval issued by the Council under the Public Places Bylaw 2008 and in accordance with this policy
- 'Poster Bollard' means a bollard installed by private company which has a contract with Council to promote events in the city.
- 'Resource consent' means as defined the Resource Management Act 1991.
- 'Road' means the whole of any land vested in Council for the purpose of a road and includes access ways and service lanes as defined in the Section 315 Local Government Act 1974. *(A road includes the whole width of the road reserve, including areas set aside for use by vehicles, as well as areas set aside for pedestrians such as footpaths).*
- 'Retaining structures' means structural walls supporting land, driveways, walking tracks or steps.

**Seismic Movement Trench**

Means any in-ground structure (self supporting) for the purpose of creating seismic isolation void to enable

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| movement of a building or its framing to move within during a seismic event. The structure would be provided with a permanent and safe access cover complying with the Council's roading and planning policies and standards. |   |
| 'Subsoil Space'   | means any part of the subsoil under the surface of the road.  |
| 'Verandahs'   | means structures suspended or cantilevered from buildings generally built on boundaries and include canopies, sun blinds and awnings. |

**Alignment**

The policy gives effect to the Public Places Bylaw 2008.

The policy also allows the Council's decision making to be consistent with:

- Local Government Act 1974:
  - Section 319 General Powers of Council in respect of roads
  - Section 341 Leases of Airspace or subsoil of roads
  - Section 357 (2) Penalties for damage to roads
  - Section 334 Erection of monuments etc
  - Section 339 Transport shelters
  - Section 344 Gates and cattle stops across roads.
- The Christchurch City Plan
- The Banks Peninsula District Plan
- The Stock Control Bylaw 2008
- The Building Act 2004.

**2. STRUCTURES ENCROACHING ON AIRSPACE OF ROAD**

**2.1. Verandahs in business areas  
(Building consent required)**

**Scope**

Verandahs (which includes canopies, awnings and sunblinds) are usually provided by building owners to provide protection and comfort to pedestrians in adverse weather conditions and in shopping precincts. In the central city it is a requirement for building owners to provide such facilities in defined locations (shown on planning map 39E of the City Plan).

Verandahs are also present in strip shopping precincts in many suburban locations and this policy will continue to permit their replacement, and the construction of new verandas in new developments where appropriate.

**Policy Details**

It is vital that the presence of verandahs does not effect road users, particularly drivers of motor vehicles. It is also equally important that these structures be permitted in locations where accidental damage by motor vehicles is unlikely, and for these reasons the following will apply:

- (a) A verandah will only be permitted where there is a physical barrier between the verandah and the carriageway; e.g. a kerb and channel between building and the carriageway, and where there is a footpath.
- (b) A verandah would normally be erected at a height of not less than 2.9 metres above the level of the footpath, creating a sufficient and comfortable environment for pedestrians, and taking into consideration the maintenance of significant streetscapes. It must extend from the supporting building to a distance of 500 millimetres inside a vertical line drawn from the face of the



Proposed changes marked up

kerb to minimise the risk of the structure being damaged by larger motor vehicles travelling close to the kerb.

For consistency of verandah design it is vital that existing design requirements be preserved. The design requirements are:

- (i) The fascia must not be less than 300 millimetres nor more than 450 millimetres in depth.
- (ii) The roof covering of the verandah must be of weather resistant material and be provided with gutters and down pipes.
- (iii) Ceilings of verandahs must be lined with material compatible with adjacent buildings - also in colouring.
- (iv) A minimum lighting level of 5 lux under the verandah will be required to provide a level of safety to pedestrians during the hours of darkness.
- (v) Canopies, sun blinds and awnings are restricted to an area of less than 5 m<sup>2</sup> where there is no appropriate stormwater disposal system.

**2.2. Use of the airspace over roads for architectural features on buildings including balconies, oriel windows, egress facilities and building service plants. (Building consent required)**

**Scope**

Previous bylaws and building standards permitted the use of airspace over roads for the above architectural features. This has led to some interesting building facades that form the road scenes.

A minor intrusion into the airspace of roads for these features will have insignificant implications for road users, but any intrusions will require the input of the Council's Urban Design Panel, or other formally recognised advisory design panels or committees.

This policy will permit minor intrusions to the airspace of roads to create some flexibility for building owners in their building designs, the placements of building plants and services attached to buildings, for structural strengthening of buildings, re-cladding of buildings and any other minor modifications of buildings.

**Policy Details**

Airspace over roads is generally available for adjacent properties for the above mentioned features. For new buildings the features must not be less than

- (a) 2.6m above existing footpath level, and
- (b) 6.0m above existing road level.

The following design parameters have been used to control the minor intrusions in the past:

- (i) Architectural features at a height of not less than 2.60m above the footpath level or 4.50m where no footway has been formed and constructed.
- (ii) The horizontal projection shall generally not exceed 1m.

**2.3. Use of the airspace over roads for increasing the floor area of a building (Resource consent, Building consent, and Deed of Licence required)**

**Scope**

The Council will not generally grant rights to airspace above roads for the sole purpose of creating additional floor space (for an overbuilding) unless there are exceptional circumstances, such as where there is a clearly demonstrated need for increased floor space that cannot be met in any other way (i.e. by expansion upwards, sideways or backwards, or by moving to another site). When considering a

request to grant rights to use airspace over a road for this purpose, the Council must be satisfied that the policy details below are met.

**Policy Details**

1. The proposed overbuilding must:
  - (a) Act as a landmark.
  - (b) Provide an additional viewing point.
  - (c) Provide an opportunity for an architectural statement.
  
2. An application under this section of the policy will be considered in the following circumstances:
  - (a) Where the design and location of the structure will not cause excessive shading at road level, or block light and views from adjoining buildings.
  - (b) If there are already over-buildings close by, building further structures will not have an adverse cumulative effect.
  
3. The terms and conditions for using airspace over roads for increasing floor area will be negotiated by the Council's Corporate Services Unit. The terms and conditions may include (without limitation):
  - (a) The use to which the structure can be put; and/or
  - (b) Design requirements which must be to the Council's satisfaction.

**2.4. Use of the airspace over roads for a pedestrian and/or vehicular air bridge. (Resource consent, Building consent, and Deed of Licence required)**

**Scope**

The Council will not generally grant rights to airspace above roads for the sole purpose of creating air bridges. When considering a request to grant rights to use air space over a road for this purpose, the Council must be satisfied that the policy details have been met.

**Policy Details**

1. Any proposal will need to meet a significant number of the following conditions or results:
  - (a) There are high levels of pedestrian traffic in the vicinity, some of which would be usefully diverted to an elevated walkway, without reducing the amount of pedestrian activity on the road to a level which detrimentally affects the vitality of existing activities on the road.
  - (b) A more direct link or a choice of routes between public buildings or places of interests (including car parking buildings) will be created.
  - (c) The new structure will act as a landmark.
  - (d) The new structure will provide an additional viewing point.
  - (e) The new structure will provide an opportunity for an architectural statement.
  
2. An application under this section of the policy will be considered in the following circumstances:

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- (a) Where the design and location of the structure will not cause excessive shading at road level, obstruction of footpaths or block light and views from adjoining buildings.
  - (b) Where joining buildings across the road will not result in excessively bulky built form.
  - (c) Where the structure can be joined to the host building/s in an architecturally sympathetic way.
  - (d) If there are already other air bridges or overbuilding close by, building further structures will not have an adverse cumulative effect.
  - (e) Where the alignment and location of the structure will not detract from views nor compromise the basic grid layout and urban form of the City Centre and the general openness of the road system.
3. The terms and conditions for a licence to occupy airspace will be negotiated by the Council's Corporate Support Unit. The terms and conditions may include (without limitation):
- (a) The use to which the structure can be put; and/or,
  - (b) Design requirements which must be to the Council's satisfaction.

### 3. STRUCTURES ENCROACHING ON ROADS

#### 3.1 Retaining structures, carports, garages, parking platforms, access ramps, and cable-car stations. (Resource consent, Building consent, and Deed of Licence required)

##### Scope

The request to build such non-habitable structures often arise from owners in the hill areas where the terrain is steep and difficult. A majority of these properties were created prior to 1974 when vehicle access to properties was not required for subdivisions.

There are also requests from owners to build retaining structures on roads to support their properties following landslips or potential landslips that have been identified.

Property owners have a legal right of access onto a road and for this reason driveways in the older hill suburbs are often supported by retaining structures built on a legal road.

Likewise, there are a number of properties having exclusive use of parcels of legal roads for carports, garages, parking platforms, access ramps and cable-car stations. These have significant advantages to occupiers and at the same time help to ease on-road parking pressures on roadways. The garage sites have also been used as one of the tools to enable residential developments in difficult terrain.

Boat sheds are excluded from this policy.

##### Policy Details

1. Any proposal will need to meet the following criteria:

- (a) The structures do not cause any safety issues to any road users including pedestrians, cyclists and other commuters.
- (b) Legal right of access is maintained for individual property owners.

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- (c) There is no conflict with the likelihood of future roadway widening or alterations.
- (d) The applicant is unable to construct the structure on his or her land because of the nature of the terrain.
- (e) The proposal is consistent with the provisions of the Christchurch City Plan Vol. 3, Part 13 Transport, or the Banks Peninsula District Plan Part VI, Chapter 35 Access, Parking and Loading.
- (f) The road environment, and any council or other utility services, are not unduly compromised with the presence of the structure.
- (g) The visual intrusion to the roadscape will have minimal effect on road users, and landscape mitigation measures must be provided when required.
- (h) Detached garaging is principally provided for storage of motor vehicles and other modes of transport.
- (i) Only one single garage site per residential allotment will be considered when that site does not front the occupier's property and a licence to occupy under such circumstances shall be terminated when alternative garagable space facilities complying with the rules of the City Plan or District Plan have been achieved on the occupier's property.

2. If the Council is satisfied with the above criteria, the owner is required to:

- (a) Enter into a Deed of Licence to occupy legal road with the Council. Such licence will be transferable to future owners with the Council's consent.
- (b) Obtain resource and building consents as appropriate

For Existing Structures:

- (a) An occupier of a structure on a road normally has a licence granted by the Council. The licence is transferable to future owners of the property with the Council's consent.
- (b) The licence to occupy for a carport or garage shall be terminated when alternative garage facilities complying with the rules of the City Plan have been achieved on the occupier's property.

### 3.2 STRUCTURES ENCROACHING ON THE SUBSOIL OF ROADS

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**Seismic Movement Trenchs to accommodate the movement zone of adjoining base isolated structures (*Building Consent and Deed of Licence required*)**

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#### Scope

In the post earthquake environment developers and landowners are utilising base isolation foundations to meet the new requirements of the earthquake code. This method is being used particularly in the Central City. Base isolation foundations allow a building to move in accordance with the waves created by an earthquake, but uses technology that dampens and decelerates the actual tremors and therefore are more likely to reduce the risks of injury, damage and building failure.

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Depending on the construction methodology and the District Plan rules base isolation foundations can extend into the public road subsoil to accommodate the zone of movement, and occasionally the elements of the foundations themselves.

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**Policy Details**

The provision of vaults in the public road subsoil should not impede road users, particularly pedestrians. In order to accommodate this engineering innovation, minimise disruption to road users and facilitate the post earthquake rebuild the following will apply:

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- (a) **Except for the Central City Zone** All base isolation foundations should be constructed within the property boundary to include the movement zone (+/- 400 – 750 mm) whenever feasible. This would include a sacrificial zone horizontal cover at the access to the building from the street that may move or deform in a significant seismic event. All building movement should be contained within the private lot.
- (b) **For the Central City and exceptionally elsewhere** Build to the boundary of the road (within the private lot) all the foundations including base isolation installations. This entails allowing a sacrificial zone horizontal cover at the building's access that may move or deform across the adjacent road typically between +/- 400 and 750 mm in a significant seismic event. All underground services would be protected from potential movement, no structures on the road being interfered with or obstructed, and allows full public use of the road outside significant seismic events. Damage to the footpath should be minimised and the underground vaults should be covered to eliminate trip hazards. The exceptional circumstances may include but are not limited to the older suburban centres (e.g. Lyttelton, Merivale, Riccarton, etc.), heritage, historical and cultural sites, aesthetics and natural and pre-existing features. These applications would be considered on a case by case basis only and is likely to apply mainly to the central City. The relocation of underground services (e.g. gas, electricity, water, sewage, telecoms cables, etc) must be carried out at the developer's expense and must meet the standards applicable to the utility provider. "

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**3.3 Essential Service Structures  
 (Council authorisation required)**

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**Scope**

These structures include:

- (a) waste or water pump plants
- (b) waste container compounds
- (c) Council information bollards
- (d) stock under passes
- (e) public bike stands
- (f) bus shelters
- (g) traffic mirrors
- (h) other utility structures.

**Policy Details**

The locations of existing structures resulted from past actions of the Council and were placed for their practical function and convenience.

In determining the location of any new such structures, the following assessment matters must be satisfied:

| Proposed changes marked up

- (a) Safety of all road users including pedestrians, cyclists and other commuters is not comprised.
- (b) Legal right of access is maintained for individual property owners and users.
- (c) There is no conflict with likely future roadway widening or alterations.
- (d) The proposal is consistent with the Council's Activity Management Plans and LTCCP.

In the event of concerns arising from existing structures, the structure will be assessed in terms of (a), (b) and (c) above.

Note: There are existing public utility infrastructures on roads, including telecommunication, electricity, gas and postal services. The placing and maintenance of such infrastructure is determined by statutory powers, exercised in consultation with local authorities.

| 3.4. **Other Structures**

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**Scope**

These structures include

- Installations such as artwork, support structures for verandahs (which includes sunblinds, awnings and canopies), or buildings, outdoor advertising, commercial bike stands, and fences. (Permit required).
- Other structures for which Council has contracts or agreements for e.g. poster bollards, information stations, private bus shelters (*Adshels*). (Permit required).
- The provisions for gates and cattle stops encroaching onto the road reserve, (providing access to a property or placed across a road), are determined by the provisions of Sections 344 and 357 of the Local Government Act 1974. (Permit required).
- Fences within a road corridor are generally not authorised. However in exceptional circumstances written applications may be considered under Section 357 of the Local Government Act 1974. (Permit required).
- Private letter boxes in rural areas or where they are not adjacent to formed footpaths. No written permit is required unless its replacement is in conflict with Policy Details (a) – (e) below

**Policy Details**

In determining the location of such structures, the following assessment matters must be satisfied:

- (a) Traffic safety is not compromised.
- (b) Pedestrian movements and access to private properties are not unduly compromised.
- (c) There is no conflict with utility services.
- (d) There is no affect on business entranceways.

*[Note: The shifting of an existing letter box necessitated by a new entrance is the responsibility of the owner].*

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- (e) Consultation has been carried out with building and business owners.
- (f) Issues arising in sensitive cultural and natural environments must be addressed e.g. adjacent to waterways, historical sites, indigenous sites, and heritage buildings.
- (g) Outdoor advertising must comply with the requirements of the City Plan Vol. 3 Part 10 Heritage and Amenities or the Banks Peninsula District Plan Part VI Chapter 34 Signs.
- (h) Fences within the road corridor will be considered on a case by case basis, and only where no other practical alternatives exist, or where public safety benefits are enhanced.
- (i) There is no other practicable option available

**4. Obtaining a Permit/Authorisation**

Application forms can be obtained through Customer Services phone 941 8999 or downloaded from the Christchurch City Council website [www.ccc.govt.nz/policies/](http://www.ccc.govt.nz/policies/)

The application form sets out the information needed to accompany each permit (as appropriate) and where to send the completed application.

**5. Fees**

Fees and charges are set out in the Council's Schedule of Fees and Charges, which is available on request and can be found on the Council's website. The fees and charges are revised on an annual basis.

Permit fees may include the costs of permitting, monitoring and enforcement.

The Council reserves the right to charge rental fees for all commercial activities on a public road. The rent will be set at a level that reflects the location to ensure that businesses solely on private property are not unfairly disadvantaged.

The permit applicant must pay the full permit fee and supply all the required documentation before the permit will be issued.

**6. Delegations**

Decision making authority for the policy is to be exercised as follows:

Clauses 2.1 and 2.2: The Chief Executive, or a nominated manager.

Clauses 2.3 and 2.4: The Council, advised by the relevant Community Board.

Clauses 3.1, 3.2 and 3.4: The Chief Executive, or a nominated manager.

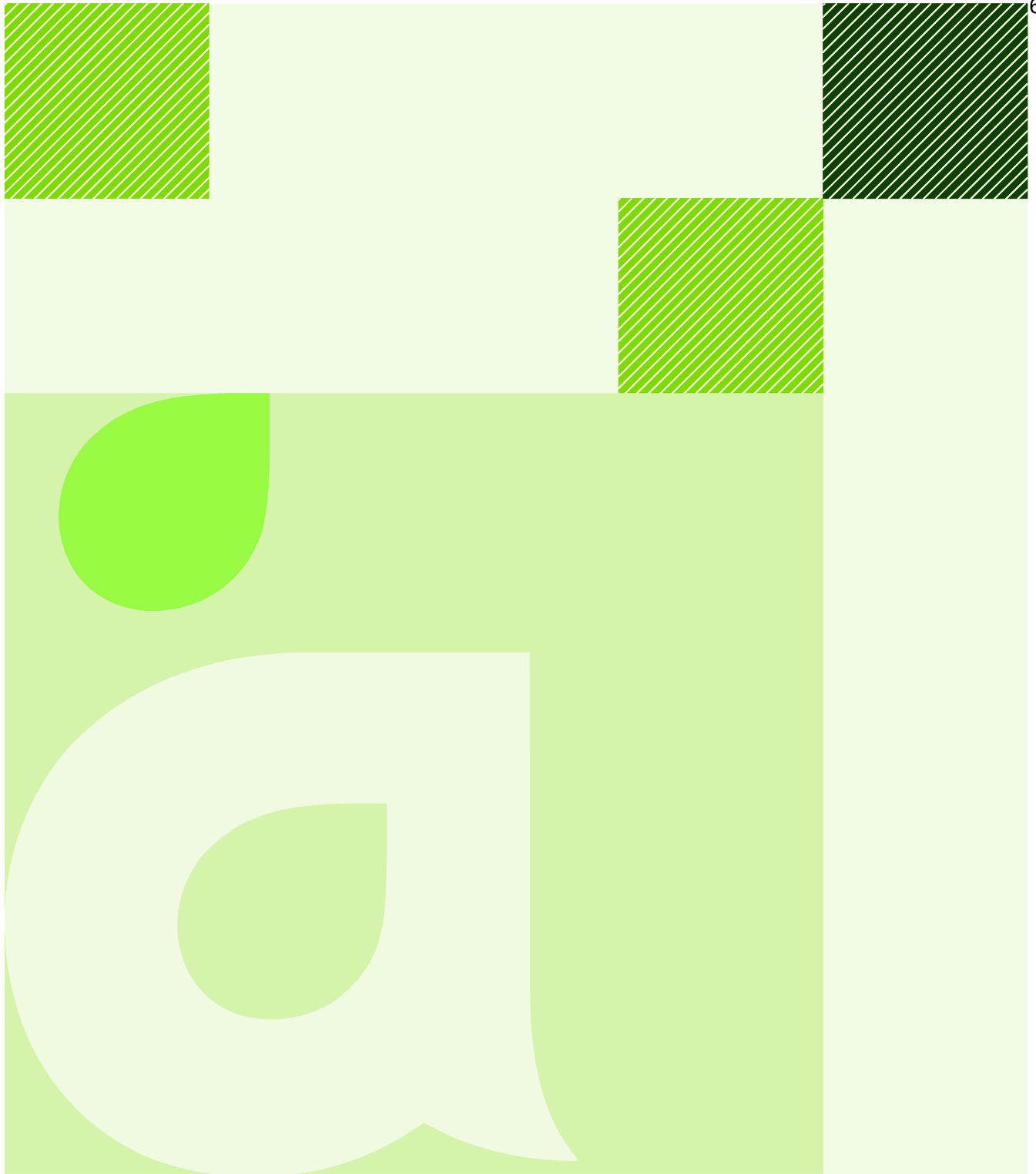
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Clause 3.3: The Chief Executive, or a nominated manager, as advised by the relevant Community Board.

The delegations will be reviewed by the Council from time to time.







**Policy Advice – Base Isolation  
systems and foundations**  
Public road and land interaction  
**Christchurch City Council (CCC)**

15 May 2014  
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Reference: 240516

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# Policy Advice – Base Isolation systems and foundations

Date 15 May 2014  
Reference 240516  
Revision A

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Policy On Structures on Road 2010

# 1 Executive Summary

## 1.1 Background

Following the Christchurch earthquakes of February 2011, the planning and regulatory frameworks for new retail and commercial developments within the Central Business District (CBD) require developers to construct new buildings, with close proximity to the footpath boundary. This means internal columns must be either setback or a *rattle space* constructed beneath the footpath within the legal road reserve.

This polarising issue creates a conflict between the developers desire to satisfy planning requirements and maximise return on their investment and maximising net lettable area.

To provide a way forward a review of the “Policy on Structures on Roads 2010” was proposed which would assist and inform policy and planning staff on the requirements of base isolation and its drivers. The review would also allow Christchurch City Council (CCC) legal advisors to develop an informed view on the merits of each application.

## 1.2 Brief

Following meetings conducted in February 2014 between the (CCC) Transport Policy Engineer’s and Aurecon Consulting engineers, a need was highlighted for guidance on Base Isolated building foundations and their potential impacts on the street edge and footpath. Following these meetings a reflective brief was developed by Aurecon in response to the CCC’s request for advice.

Aurecon outlined that they would provide general advice on principles of Base Isolation systems how they function to protect buildings, and the possible interfaces to be considered at street pavements and with in-ground services.

In addition the CCC requested that Aurecon review their current “Policy of Structures on Roads 2010” to offer suggested potential amendments that will assist the CCC’s consideration of base isolated buildings in the future. The amendments are focused on the CBD area only and relate to public space use within or under the footpath and street edge.

## 1.3 Purpose

The purpose of this report is to inform CCC Transport Policy, Street Planning and Building Consent teams. The report is not for circulation outside of CCC. This document is intended to be nontechnical in language and terms and provide graphical representation to demonstrate isolation behaviour and potential structural detailing.

## 1.4 Scope

The scope items requested by the CCC are identified below along with our commentary and deliverable within the report. Please note that we have reordered these tasks in a more suitable chronological order. Terms highlighted in italics are explained in the glossary in Appendix B.

Table 1 Scope table

| Scope Item | Description for CCC RFP  | Commentary/Interpretation   | Quick Section Reference |
|------------|--|---|-------------------------|
| Content    |  |   |                         |
| 1.         | Brief description of the main types of base isolation foundations being used or considered in Christchurch; with examples provided.  | Aurecon will provide general advice on the various isolation systems, benefits and respective challenges.   | 2                       |
| 2.         | Provide advice in layman terms on how base isolation foundations operate in a significant seismic event in terms of building movement and how this may impact on the public road.  | Aurecon will describe traditional building response (behaviour) to earthquakes and compared with base isolated buildings.                         | 2                       |
| 3.         | Advice on the zone of movement (subsoil vaults) required that extend under the legal road surface in terms of minimum and maximum movements likely in a significant seismic event.   | Aurecon will advise on possible variations of movement and how this can be managed.   | 2                       |
| 4.         | The impact of base isolation foundation movement on the adjacent public road land including pedestrian paths in a significant seismic event.   | Aurecon will define the building code requirements (to which NZ buildings are designed) in order to define a "significant event"                  | 3                       |
| 5.         | Is there a definition of a significant seismic event that would say move a five storey building up to 500 mm? Do the engineering specifications for base isolation foundations provide any guidance on this matter for the layman?                               | Aurecon will provide the parameters and requirements in general terms for considering isolation movements of buildings with respect to boundaries | 3                       |
| 6.         | If a building is constructed to the boundary with the public road typically what infrastructure is required beneath the road's surface to accommodate the base isolation foundations?  | Aurecon will advise on possible rattle space/trench detail options  | 3                       |
| 7.         | Provide advice on measures available to prevent or minimise damage through building movement to the legal road surface in a significant seismic event. We also seek advice on the measures available to ensure access to the building following a seismic event? | Aurecon will advise on this and provide examples of how access to the building can be maintained post event.                                      | 4                       |
| 8.         | What is the average return period (years) for a significant seismic event that would cause maximum base isolation movement?  | Aurecon will define the building code requirements(to which NZ buildings are designed) in order we define maximum base isolation movements        | 4                       |
| 9.         | Would underground services connecting the building to the infrastructure network be affected by building movement?   | Aurecon will advise on how building services enter base isolated buildings and what issues are considered   | 4                       |

| Scope Item | Description for CCC RFP   | Commentary/Interpretation   | Quick Section Reference |
|------------|---|---|-------------------------|
| 10.        | With underground services such as power, water, gas and communications that may run under the legal road adjacent or close to the property boundary would they be impacted by base isolation foundation construction and if so how can this be mitigated? | Aurecon will advise if this is an issue and on how building services issues can be managed. | 4                       |
| 11.        | What are the options to provide base isolation foundations without impacting on the legal road frontage or neighbouring buildings?  | Aurecon will advise on possible variations for isolation and impact of each.                | 5                       |
| 12.        | Suggestions for the revised Policy on Structures on Roads; (copy attached).   | Aurecon will make suggested amendments to the current policy.                               | 6                       |

## 1.5 Recommendations

We recommend that the CCC review this document and consider minor amendments to the current "POLICY ON STRUCTURES ON ROADS 2010 – activities that are permitted under the Christchurch City Council Public Places BYLAW 2008" document based on this and their own review of our comments on the policy.

In summary allowing construction of a rattle space trench and seismic cover plates beneath the foot path will encourage developers/owners to comply with the CBD's planning regulations to build up to the street edge. The policy should be evaluated on a case by case basis utilising the framework herein.

This report outlines suggested considerations to be addressed in the planning and design of Base Isolated buildings. The review recommends that the CCC and their legal advisors develop a generic easement and lease policy as underlying legal agreements to enable rapid assessment and advice to potential street edge developers. All agreements must be rapid and binding to ensure documentation can be in-place prior development of designs and applications for building consents.

## 1.6 Disclaimer

The intent of this report is to be informative only and not intended to enable enforcement of policy in situations of debate between private land owners, developers, their engineers and the CCC. Each project will have its own idiosyncrasies requiring site specific design by engineers within the realms of the revised policy and by specific agreement with CCC Building Consents and Licencing and their legal advisors.



# 2 Base Isolated Buildings - Potential Movement

## 2.1 General

This section outlines generic design requirements and recommendations for base isolated buildings and identifies some of the limitation in their application.

## 2.2 Design Requirements

### 2.2.1.1 Code or Standards for base isolation

There is not a New Zealand code or standard for base isolation. Some practising engineers calculate the displacement limitations from our loadings code and apply aspects “ASCE 7-10 Chapter 17 Seismic Design Requirements of Base Isolated Structures” Once the isolators are designed, the rest of the structural design follows our requisite New Zealand material standards.

### 2.2.1.2 Movement allowance to consider

In general, most modern isolation designs will be designed to yield at a ultimate Limit State (ULS) seismic event but will provision for the isolators design to undergo sufficient displacement capacity to survive a Maximum Credible Earthquake (MCE). Most initial isolator stiffness’s are set at or beyond a coefficient equivalent to ULS wind.

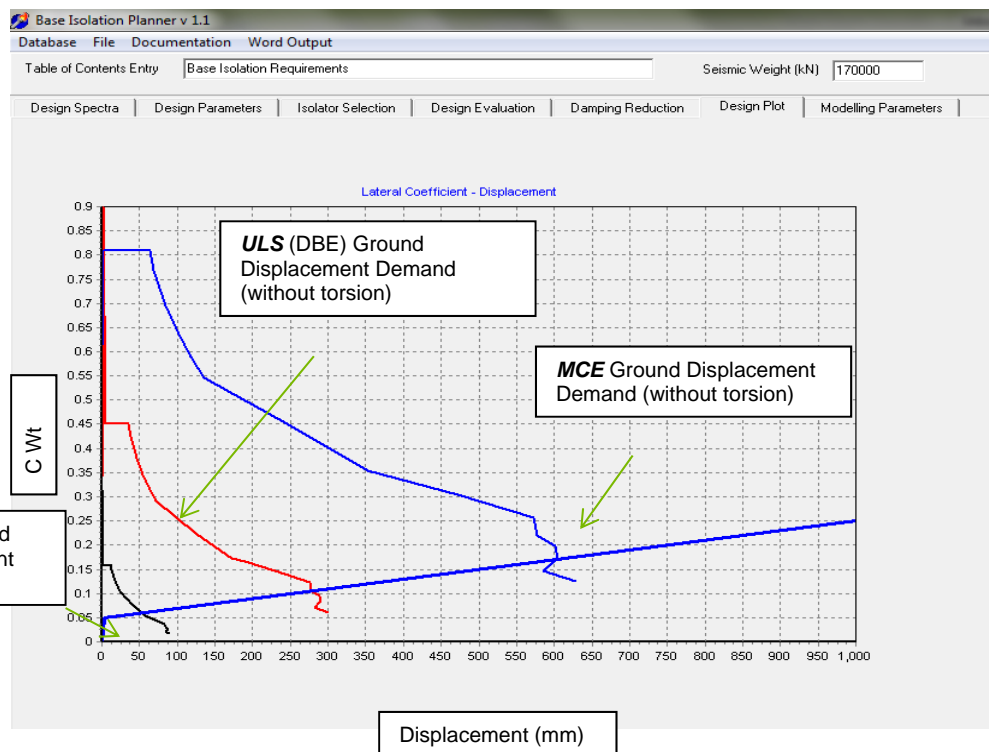


Figure 1 –Isolator Capacities and Christchurch Displacement Demand

## 2.3 Building Isolator Building - Isolation Response

This section identifies the performance of buildings on isolators. Qualitatively, a conventional structure experiences deformations within each story of the structure (i.e. interstory drifts) and amplified accelerations at upper floor levels. In contrast, isolated structures experience deformation primarily at the base of the structure (i.e. within the isolation system) and the accelerations are more uniform over the height.

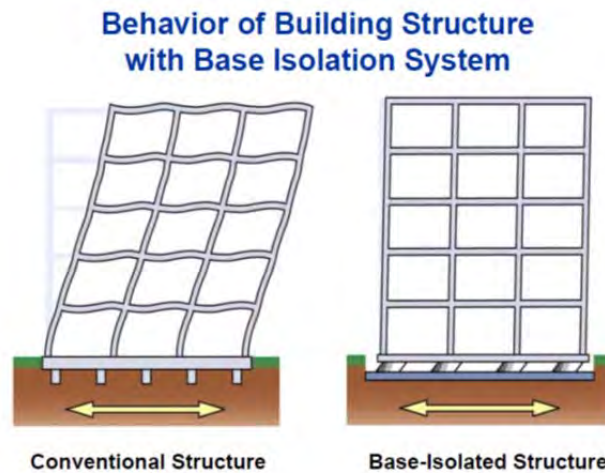


Figure 2 – Comparative behaviour between conventional and base isolated buildings

## 2.4 Seismic Events – Peak Ground Accelerations

### 2.4.1 February 2011 – Earthquake Series

Much has been written about the size of the February 22, 2011 Earthquake in terms of its size and high accelerations. To put this into context the two graphs below provide the accelerations and ground displacements recorded from the February 2011 event. At these recording stations the demands were a lot higher than the full design event (ULS) or black line. This demonstrates the importance of allowing for adequate movement in isolator designs to avoid failures i.e. up to the MCE

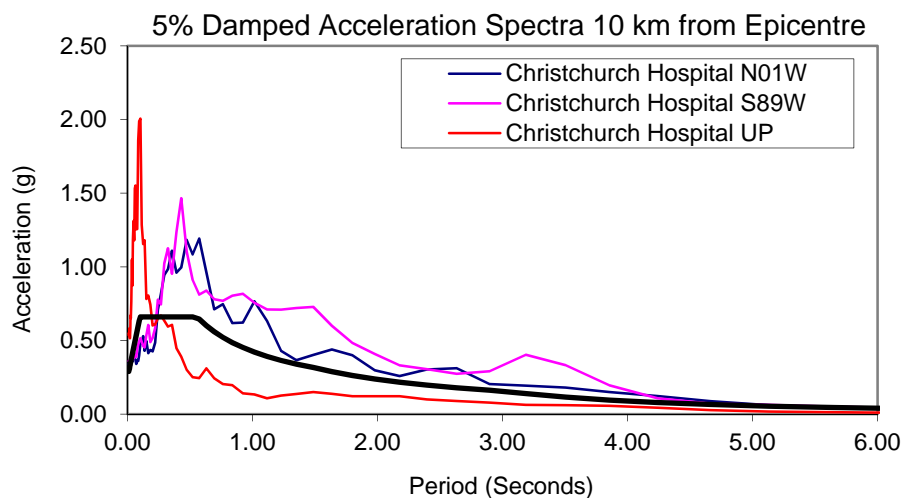


Figure 3 – Recorded Acceleration Demands for given periods

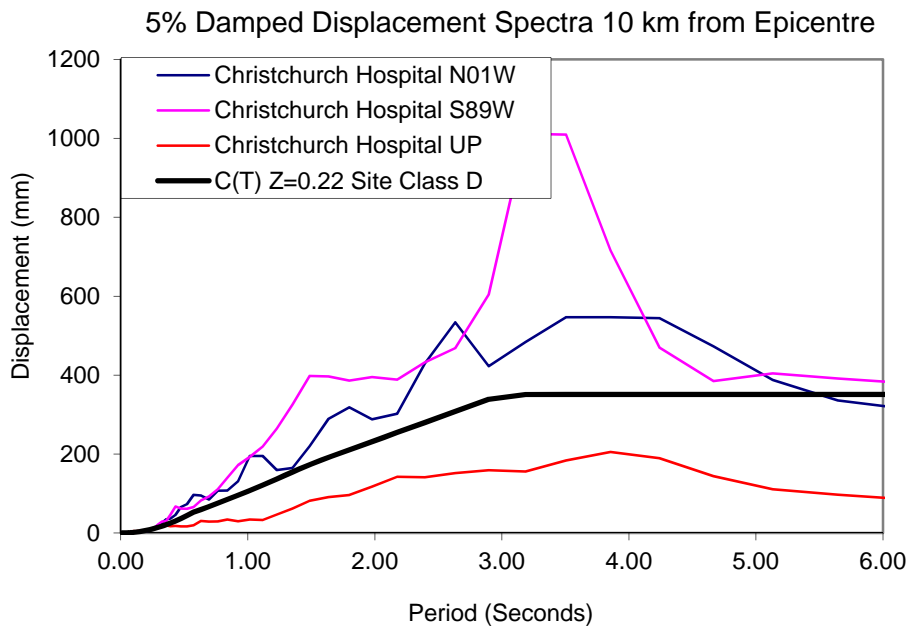


Figure 4 – Recorded Displacement Demands for given periods

## 2.5 Building Types

### 2.5.1 Design Considerations

Base isolated buildings are subject to lower shaking or floor accelerations. However they must be stiff structures, to ensure they displace as a rigid body, with limited interstorey displacements. Bracing systems feel lower forces from the isolators and often structures tend to become gravity governed.

### 2.5.2 Building Importance Levels

As per AS/NZS 1170.0 (Structural Design Actions code) clause 3.3 requires engineers to categorise buildings based upon their use. Most normal buildings are considered to be Importance Level 2 structures. Civic buildings or high occupancy buildings may be importance level 3 buildings. Hospitals and other critical lifeline or buildings that are important to society are classified as Importance Level 4.

Table 2 Importance Level

| Building Types  | Classification | Seismic Risk Factor (R) |
|---|----------------|-------------------------|
| Content   | IL1            | 0.7                     |
| Normal Buildings such as Offices not triggering occupancy rules | IL2            | 1                       |
| Civic or high occupancy buildings                               | IL3            | 1.3                     |
| Hospital of Emergency building                                  | IL4            | 1.8                     |

This means the building is designed as normal occupancy office/serviced apartment building, with no specific post disaster function to the owner or the community.

Normal Base isolated buildings are generally designed to an importance level IL2 (importance level) as for non-isolated buildings but they are then analysed to ensure that they remain stable at a design level corresponding to IL4 which is 80% greater than IL2.

They are provided with sufficient clearance and bearing displacement capability to cope with IL4 design displacements. In summary the more important or higher the building classification the larger the design level event or displacement that should be considered.

# 3 Isolation Typologies

## 3.1 General

This section defines how base isolation is achieved, identifies its key objectives its functions and identifies the two general isolation technologies being employed in Christchurch.

## 3.2 What is Base Isolation

### 3.2.1 How is base isolation achieved

Base Isolated buildings are typically separated from supporting foundations by installing **Isolators** between a ground floor and the foundations. As a result a suspended ground floor structure is required. This is the most common form of base isolated building (it is also possible to place the isolators at other levels of the building). The isolators allow the building to displace horizontally at ground level, the movement and an isolation device creates energy dissipation resulting in a significant reduction in shaking forces above the building.

### 3.2.2 Objectives

The primary objectives of base isolation are to improve **life safety**, reduce building damage and to minimise the likelihood of business interruption by reducing the seismic forces acting on the building. Base isolation enhances the performance of structures at all seismic hazard levels by:

- Minimising business loss or interruption caused by seismic damage (e.g., Immediate Occupancy Performance Level)
- Reduces damage in structural and non-structural components
- Reduced accelerations reduce contents related damage

In this context it's important to understand the distinction between isolate and non-isolated buildings.

**Non isolated buildings** have rigid connections between building and supporting foundations which will have been designed to a higher level of seismic demand in order to improve their performance. These buildings experience the full force/displacement/acceleration of the earthquake

**Base Isolated Buildings** experience significant reductions in shaking in levels above the isolators. Figure 3 demonstrates the relative behaviour of base isolated and non-base isolated building (fixed to its foundations) The fixed base building is deformed and damaged as it acts to resist seismic forces and accelerations at all levels. In contrast the base isolated building does not 'feel' large forces or accelerations as its isolation system 'allows' large deformation to occur and concentrates and dissipates seismic energy within a series of parallel devices.

### 3.2.3 How does it work?

Base isolation enhances building performance by through building period elongation, added damping (energy dissipation), which works to modified the restraint and restoring forces of the building. The following two key points provide an outline the benefits of this phenomenon.

#### 3.2.3.1 Building Period Elongation

The major effect of seismic isolation is to increase the **natural period** which reduces the acceleration and thus force demand on the structure. In terms of energy, an isolation system shifts the natural

period of a structure away from the strongest components in the earthquake ground motion, thus reducing the amount of energy transferred into the structure (i.e. an isolation system “reflects” the input energy away from the structure). The energy that is transmitted to the structure is largely dissipated by efficient energy dissipation mechanisms within the isolation system.

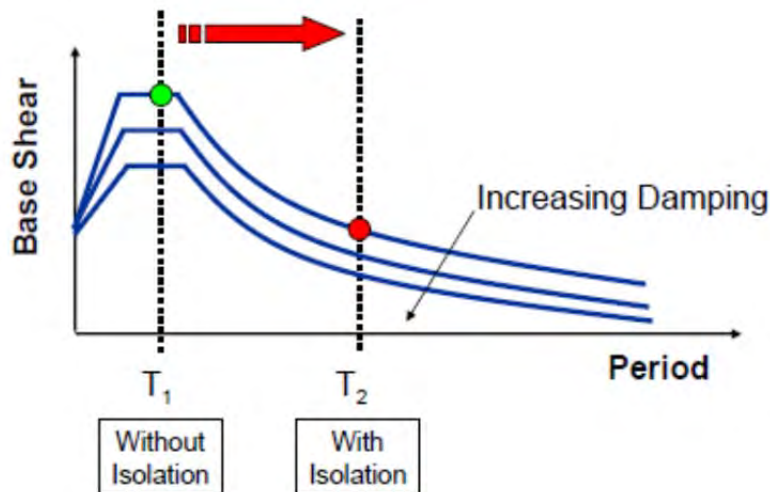


Figure 8 – Comparison of base shear force between isolated and fixed base building showing reductions achieved

### 3.2.4 Characteristics of Isolation Systems

An adequately designed base isolation system acts to provide;

- Flexibility to increase period of vibration and thus reduce force response
- Energy dissipation to control the isolation system displacement
- Rigidity under low load levels such as wind and minor earthquakes

### 3.2.5 Typical Isolation Types

The isolator hardware (devices) come in different forms but principally fall into two categories. **Elastomeric** systems and **sliding systems**.

Elastomeric bearings are formed with layers of rubber and thin steel plates and can incorporate a lead plug core. Sliding bearings allow the building to move with minimal friction between the surfaces and generally use a PTFE friction material on a solid steel puck on stainless steel plates. Some devices have concave plates called ‘pendulum bearing’ that assist the system to re-center and absorb seismic energy.

### 3.2.6 Generic Isolation System Requirements

When compared to normal or traditional building construction, isolated buildings require the following considerations.

- Isolation devices located under or on every column or under every load bearing element, each supported on a concrete plinth of sufficient height to enable placement above any water table or trafficable areas and allow for future removal if required.
- The reinforced concrete or steel plinth to be supported by rigid/stiff foundations
- The isolators are to support a suspended ground floor (as opposed to normal buildings where the ground floor is cast integrally with foundations on top of the ground).

- The ground floor and supporting beams are to resist rotations generated by large displacements when the isolation systems are activated during seismic events.
- A seismic **isolation plane** needs to be created between the foundations, isolate and the suspended building over.
- The edge of the building slab and any supporting beams is to be within a rattle trench to enable the suspended building to slide/displace in any direction i.e. 360 degree displacement capability
- The building's inground or any undercroft services are enabled to articulate/travel laterally without being damaged during a seismic event i.e. typical industry norms are for these to be capable of full **MCE** movement, but some designers select lower ranges.
- Seismic rattle space/trench cover plates that create a sliding/articulated safety barrier connected to the building edge. The cover plates protect public at the ground floor level building edge from falling into the rattle trench during events such as ULS or larger.

### 3.2.7 Benefits – Isolated vs Non Isolated

The table below summarises the relative performance characteristics of a base isolated building designed to IL2 and a non-isolated building designed to IL3 in order to improve its performance. In general the base isolated building will experience significantly reduced forces but greater deflections. This correlates to greatly reduced damage when compared to a non-isolated building. Occupant safety will be greatly enhanced in an isolated building compared to a well-designed, non-isolated building.

Table 2 Benefits of Base Isolation

| Issue  | Non-isolated building   | Base isolated building   |
|--|---|--|
| Forces acting on the structure                                     | Code minimum  | Significantly reduced compared to non-isolated                                   |
| Inter-storey deflections   | No reduction  | Significantly reduced compared to non-isolated                                   |
| Structural damage expected   | Expected although magnitude of loss will vary depending on the type of structure and level of ductility | Minimal if any   |
| Damage to non-structural elements                                  | Considerable – may be economic loss   | Minor - repairable   |
| Contents damage  | Considerable – may be economic loss   | Significantly reduced  |
| Business continuance   | Unlikely  | Likely as long as services to the building are operating and access is available |
| Relative Occupant safety   | To code requirements  | Greatly enhanced   |
| Building stability at earthquake corresponding to MCE design level | Not explicitly checked but codes imply material safety factors may be adequate                          | Explicitly checked and confirmed OK  |

Since earthquake induced displacements primarily occur in the bearings, lateral loads transmitted to the structure are greatly reduced (between 3-10 times a fixed based building) i.e. when compared to non-base-isolated.



The principle advantage of base isolation is that it lowers the forces the building experiences by making the building more flexible and with the increased damping the devices provide. In addition the accelerations in the building floors are substantially reduced when compared to fixed base structure (at least 50% less). Accelerations in the building are generally the main cause of non-structural damage to buildings and their contents.

Lower building accelerations permits the superstructure to be designed for **elastic response** at the design level earthquake. This minimizes the need to undertake structural repairs to the superstructure following an earthquake.

The displacements in the building are typically concentrated at the ground floor or isolated level of the building and this necessitates a 'moat' around the building to allow for the movement to occur.

### 3.2.8 Other benefits

Other less tangible benefits of a city with numbers of base isolated building within its CBD includes;

- A more resilient building stock
- Less recovery time after major earthquakes
- Lower overall economic impact after significant events resulting in less uncertainty

## 3.3 Limitations of isolation

### 3.3.1 When not to use base isolation

The following structures are generally not suitable or will not adequately benefit from base isolation;

- Tall Buildings with long natural periods
- Structures on sites with very soft soil
- Buildings with large tension loads in columns
- Structures close to large active faults

### 3.3.2 Interstorey Drift Limits

Isolated buildings should be design to display low **interstorey drifts**, above the isolation plane. Elastic drift limits of between 0.7-1% of the interstorey floor heights should be targeted. This ensures the seismic energy dissipation and building displacement is forced into the isolators, without damaging facades and fitout.

### 3.3.3 Constrained rattle space zones

Where a site is constrained by adjacent buildings and private boundaries, the columns, main foundations and all seismic movements should occur within the site the rattle trench may need to be setback and constructed totally within the site.

### 3.3.4 Stairs and Lift shafts

A consequence of base isolation is that any basement stairs or lifts that transect the isolation plane must be either hung from ground floor or cantilever up off the lower basement. The foundations in the lift area will need to turn down with isolators often placed beneath main lift columns.



## 3.4 Typology 1 - Friction Pendulum Bearings (FPBs)

### 3.4.1 What are friction pendulum bearings

The isolator hardware comes in different forms but principally fall into two categories. **Elastomeric** systems and Sliding systems.

Friction Pendulum Bearings are a form of sliding bearing system, which allow the building to move with minimal friction between the surfaces and generally use a **PTFE** (or similar) friction material on a solid steel puck on stainless steel plates.

By modifying the isolator curvature and friction surface coefficient, the engineer is able to reduce and accelerations felt in the building above the isolation plane. Some devices have concave plates called 'pendulum bearing' that assist the system to re-center and absorb seismic energy.

### 3.4.2 Terminology

Friction Pendulum bearings are seismic isolators that are installed between a structure and its foundation to protect the structure from earthquake ground shaking.

Using EPS patented "Friction Pendulum" technology, buildings can be designed to be both resilient and cost effective. For high levels of confidence these isolators are designed for large maximum credible earthquake displacements.

Provided sufficient displacements are possible on the site, studies have indicated it's cost-effective to build structures to elastically resist earthquake ground motions without structural damage.

Friction Pendulum bearings use the characteristics of a pendulum to lengthen the natural period of the isolated structure so as to avoid the strongest earthquake forces. During an earthquake, the supported structure moves with small pendulum motions.

The Single Pendulum Bearing is the original Friction Pendulum™ bearing. The single slider maintains the vertical load support at the center of the structural member.

This offers construction cost advantages if one structural system is weaker, either above or below the bearing. The bearing also has a low height, which can be advantageous in some installations such as retrofit of existing structures to minimize shallow basement construction costs.

The Triple Pendulum™ bearing incorporates three pendulums within one unit, each with properties selected to optimize the structural response for different earthquakes.

### 3.4.3 Performance

These systems demonstrate the following generic performance characteristics;

- Typically this type of bearing requires relatively larger displacements than lead rubber bearings (depending upon building shape, size, type and design potentially +/-400mm to 750mm).
- The larger the allowable displacement, the higher the level of resilience or capacity the building experiences
- Larger rattle trench cover movements
- Gentle/slight upward movement of plates due to curvature of the isolator (Pendulum) required for re-centring.
- Cannot resist tension loads

### 3.4.4 Components

Friction pendulum bearings consist of outside bearing casings with concave internal surfaces lined with a low friction surface. The axial load of the building is supported on a solid steel billet within the inner bearings (in black).

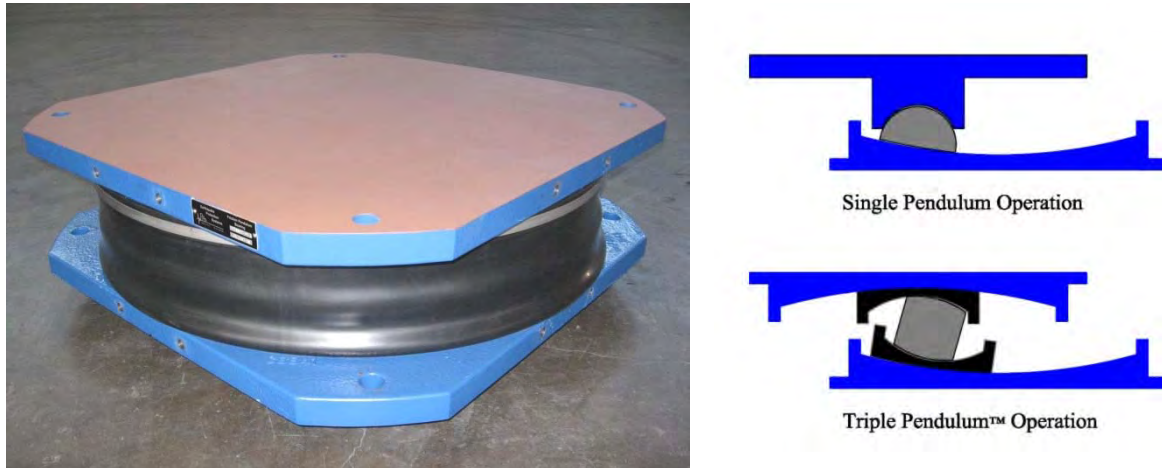


Figure 9– Single and Triple Friction pendulum bearings

### 3.4.5 Likely Interaction with street/road edge

The following image demonstrates the **displacement range** of potential movements and likely interactions. Note the dotted and isolator positions highlight the range of potential column and floor movements. We highlight that whilst the lateral movements are large, the speed of the movement is sufficiently slow to allow pedestrians to move out of harm's way. The ground shaking accelerations will be significantly larger than the building response.

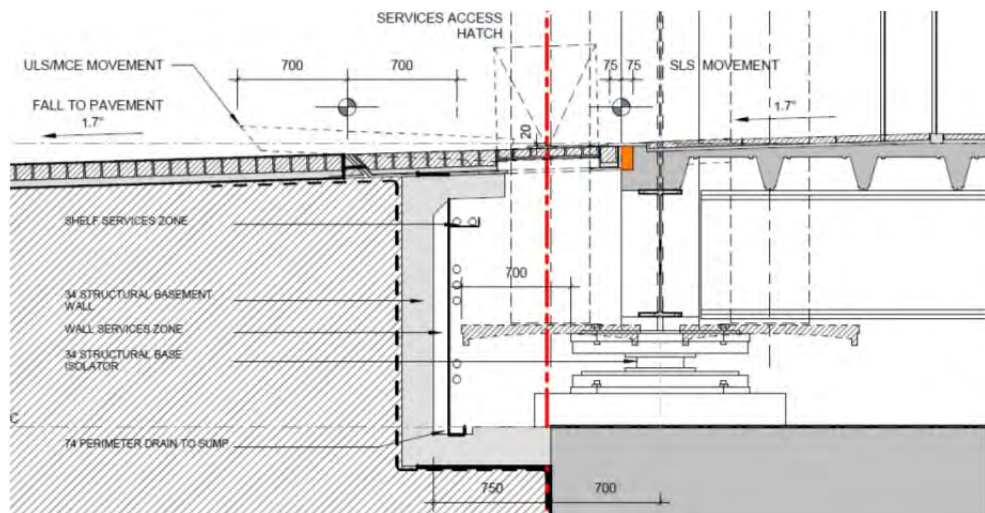


Figure 10 – Rattle Space trench detail and movement plates.

### 3.4.6 Christchurch Project Examples

Table 4 Project Examples – Friction Pendulum Bearings

| Examples                         |   |                 |                                  |  |   |
|----------------------------------|---|-----------------|----------------------------------|--|---|
| Project Name                     | Location                                    | Consultant      | Isolator Type                    | Isolator Location                              | Considerations  |
| 53 Victoria Street               | 53 Victoria Street                          | Aurecon         | Double Concave Sliders           | Beneath new suspended Ground Floor Slab        |   |
| Hotel Grand Chancellor           | 161 Cashel Street                           | Aurecon         | Triple Pendulum friction Bearing | Beneath new suspended Ground Floor Slab        | Building Columns located close to Cashel Boundary require rattle space zone at street level in the footpath |
| CCC - Art Gallery                | Cnr Worcester Boulevard and Montreal Street | Aurecon         | TBC                              | Retrofit installation within existing basement | Requires strengthening and as cutting to install bearings   |
| Triangle Centre                  | Cnr High Street, Cashel Street and Colombo  | BECA            | TBC                              | Beneath new suspended Ground Floor Slab        |   |
| 151 Cambridge Terrace            | 151 Cambridge Terrace                       | Aurecon         | Triple Pendulum friction Bearing | Beneath new suspended Ground Floor Slab        |   |
| St George Hospital Redevelopment | 249 Papanui                                 | PFC and Aurecon | Double Concave Sliders           | At head of ground floor cantilever column      |   |
| Awly Building                    | 287 Durham Street                           | BECA            | Lead Rubber Bearing              | At top of ground floor cantilever column       | Columns and structure appear set back from the street edge  |
| Building C(The Terraces)         | Cnr Cashel and Oxford Streets               | Aurecon         | Triple Pendulum friction Bearing | Beneath new suspended Ground Floor Slab        |   |

### 3.4.7 Images

Aurecon have two buildings under construction at present in Christchurch that incorporate sliding friction pendulum bearings with a third five story building in the design phase. All use concave slider bearings.

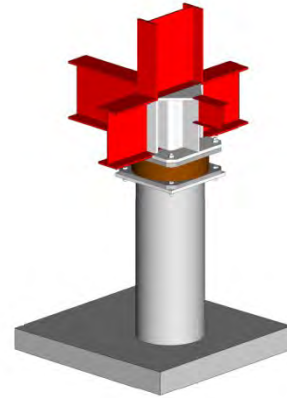


Figure 11 - 151 Cambridge Terrace – Base isolated building – under construction

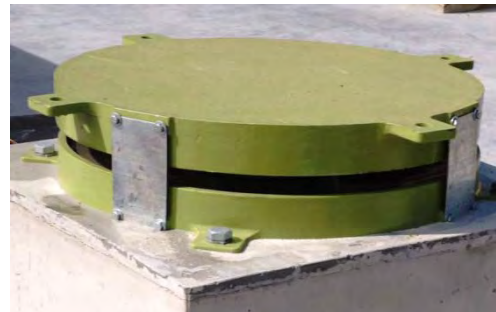


Figure 12: 53 Victoria Street – Base Isolated building - under construction – friction pendulum bearing



Figure 13 A friction bearing within the lower levels of a car-parking garage – note robust ground floor roll over beams.



## 3.5 Typology 2 - Lead Rubber Bearings (LRBs)

### 3.5.1 What are lead rubber bearings?

**Elastomeric** bearings are formed with layers of rubber and thin steel plates and often incorporate a lead plug core.

### 3.5.2 Objectives

Elastomeric bearings consist of a series of alternating rubber and steel layers. The rubber provides lateral flexibility while the steel provides vertical stiffness. In addition, rubber cover is provided on the top, bottom, and sides of the bearing to protect the steel plates. In some cases, a lead cylinder is installed in the center of the bearing to provide high initial stiffness and a mechanism for energy dissipation.

### 3.5.3 Performance

These systems demonstrate the following generic performance characteristics;

- Stiff initial response followed by reliable behaviour
- Significant force and acceleration reductions
- Good damping performance
- Acceptable re-centring behaviour
- Limited resistance to tension
- Susceptible to UV light damage
- Variation in rubber can affect performance
- Less ability to protect fitout and façade from non-structural damage

### 3.5.4 Components

Elastomeric isolators consist of the following components as outlined below and as shown on the section image below.

- A central lead core this provides initial stiffness against wind events or small earthquakes.
- Layers of steel plate each encompassed in high quality natural rubber
- Bottom and top plates

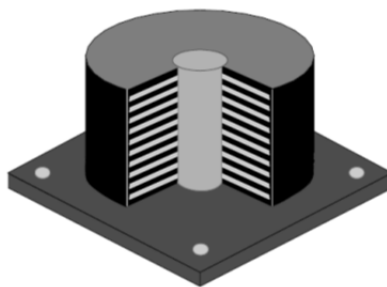


Figure 14 – Elastomeric – Lead Rubber Bearing (LRB)

### 3.5.5 Likely Interaction with street/road edge

These systems demonstrate the following generic performance characteristics;

- Typically relatively smaller displacements than other types of bearings (depending upon building shape, size, type and design potentially +/-350 to 550mm. These bearings have less displacement capability and hence dissipate less energy without further supplemental damping devices
- Elastomeric bearings are often coupled with flat plate slider bearings which are simply a form of flat friction bearings generally used under stairs or low load areas of these isolated buildings
- Larger movements require more elaborate rattle trench cover and allowance for movements

The following image demonstrates the **displacement range** of potential movements and likely interactions. Note the dotted and isolator positions highlight the range of potential column and floor movements.

### 3.5.6 Christchurch Examples

This table provides existing and proposed projects in Christchurch, their designers, Isolator type and locations, with any specific site design requirements that may have influenced the designer choices.

Table 5 Project Examples – Lead Rubber Bearings

| Project Examples – Lead Rubber Bearings(LBR) |                                    |                         |   |   |  |
|--|------------------------------------|-------------------------|---|---|--|
| Project Name                                 | Location                           | Consultant              | Isolator Type                                       | Isolator Location                         | Considerations   |
| Christchurch Women’s Hospital                | 2 Riccarton Avenue                 | Holmes Consulting Group | Lead Rubber Bearings                                | Beneath suspended Ground Floor Slab       | Columns and structure appear set back from the street edge |
| St Elmo Court Redevelopment                  | 294 Montreal Street                | Ruamoko                 | Lead Rubber Bearings                                | Beneath suspended Ground Floor Slab       | Columns and structure appear set back from the street edge |
| Justice Precinct – Ministry of Justice       | Cnr of Durham and Lichfield Street | Holmes Consulting Group | Lead Rubber Bearing and flat plate friction sliders | At head of ground floor cantilever column | Columns and structure appear set back from the street edge |

# 4 Base Isolated Building Interactions

## 4.1 General

This section provides summary of key issues a building owner would need to consider when planning a base isolated building. The following sections highlight the implications of each key element of the design and interactions with the street edge.

## 4.2 Resource Consent - Planning Requirements

Following the Christchurch earthquakes of February 2011, the planning and regulatory frameworks have been revised. To our understanding, the current regulatory and planning requirements for new retail and commercial developments within the Central Business District (CBD) requires developers to develop new buildings up to the building boundary. This means internal columns must be setback or a rattle space constructed beneath the footpath in the legal road reserve.

## 4.3 Building Consent requirements

A base isolated building is an alternative solution under the building code and requires full formal external peer review or Producer Statement for Design Review (PS2). This is also a recommended activity particularly given the complexity issues and skill levels required to deliver these design solutions.

## 4.4 Adjacent buildings and structures

Each project needs to be planned taking cognisance of the site and considerate of the relationship between the proposed building edge and its boundary. In principle a building should not be allowed to drift over its boundary without dispensation or CCC/owner allowance. Industry considered exceptions may include the seismic displacement of a canopy or street frontage. Isolated buildings have two components of displacement, isolator and elastic drift (movement) of the building frame above the isolators.

The combined building drift profile must not travel over the legal boundary. Potential allowances for consideration may be as outlined in table 6

Table 6 Potential Movement Allowances

| Heading                  | Height(m) | Isolator Movement(mm) | Maximum Interstorey Building Movement(mm) | Total Building Column Setback(min) |
|--------------------------|-----------|-----------------------|---|------------------------------------|
| Building A – Street Edge | 21m       | +/- 550mm             | 260mm                                     | 810mm                              |
| Building B – Within plot | 28m       | +/- 700mm             | 280mm                                     | 980mm                              |

Note for some project other items will need consideration and these numbers could be larger.

## 4.5 Rattle Trench Requirements

The following generic details outline the minimum design requirements for rattle trench construction;

- Non loadbearing – the trench must be self-supporting and not act to support main building loads unless within the private property boundary
- The trench rattle cover must be capable of supporting all potential street cleaning and maintenance vehicle loads
- A precast or insitu concrete trench – waterproofing and durability considerations addressed
- Trench and lid movement – the trench must provide for adequate vertical support during a design level event (ULS), but must not collapse or deflect downward during and (MCE) event
- Construction Issues
  - Underpinning – care is required in the construction of any trench
  - Relocation of street services – where possible/practical and acceptable to CCC – the trench may form an accessible service void that can enable easy routing of infrastructure. Ensure movement of isolators and supported floor does not crush or impinge services and
  - Relocation of street furniture – needs planning and repatriation of all street surfaces, curbs drainage and the like.

## 4.6 Rattle Trench Cover Details

- Behaviour - In general it is important to highlight base isolated buildings may cycle through the displacement range say 700mm every 4-5 seconds in an MCE event. This is a relatively slow displacement compared to the intensity of ground shaking
- Design of Lid. Where applicable all rattle cover trench lids shall be trafficable (to highways loads) and set down to interact and receive replaceable street finishes
- Trench access points – the design team shall design an access point within 5m of all building corners. The access hatch shall meet all OHS requirements for personnel and service access. The hatch will enable ease of post event review and rectification.
- The rattle cover design shall enable minimal damage during an SLS earthquake. The building owner shall allow retrofit/repair of damaged street finishes following seismic events.

## 4.7 Rattle cover Solutions

This section explores the different variant rattle cover solutions currently being considered on Christchurch projects

### 4.7.1 Images of cover details

This image provides an example of a seismic isolator located underneath a building within a shallow basement. Note the adjacent space indicated as “Rattlespace”. This void allows full 360 degree lateral movement of the isolators without allowing building or isolator to impact the side walls. Without a rattlespace this element and the column would need to be set back within the building.



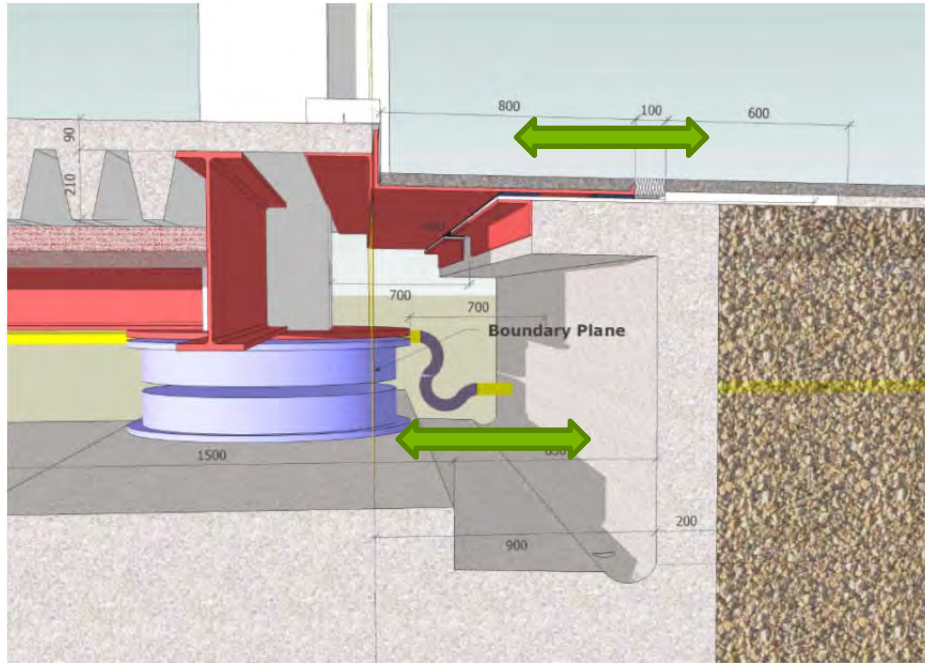


Figure 15 – Typical Image of a base isolator within a shallow basement behind a boundary line

#### 4.7.2 Cantilever Rattle cover

This option has the building slab edge projecting above the surfaces but requires a step up to enter the building.

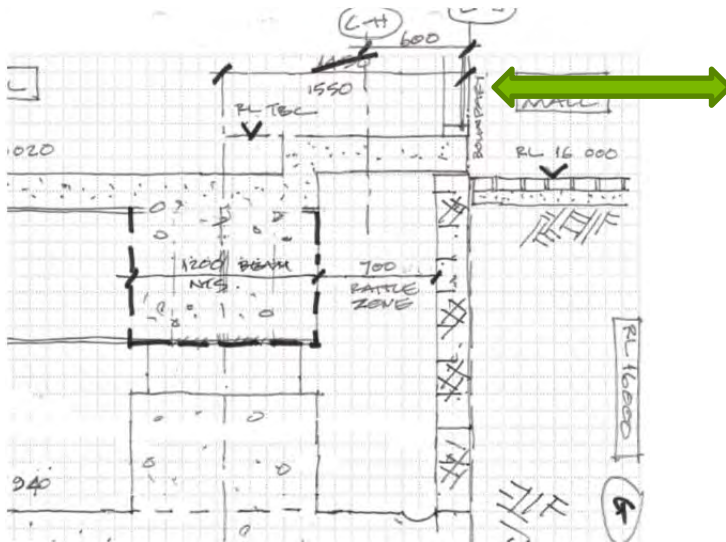


Figure 16 – Cantilever Rattle Cover and movement direction

#### 4.7.3 Sliding/Hinged rattle covers

This rattle cover detail provides a hinged lid that slides up and over paving finishes during a large seismic event. Repair required by building owner post event.

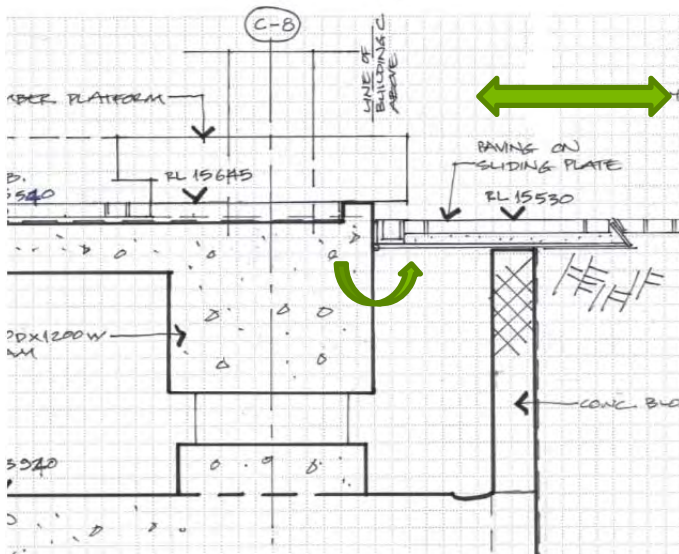


Figure 17 – Hinged/rotating Rattle Cover and movement direction

#### 4.8 Interaction Street Furniture and lighting

The project engineering team need to identify any potential building movements and if over the legal boundary in the public realm must identify and agree the ramifications on existing street furniture and lighting poles. These need to be relocated to enable a projects construction and to the meet the CCC's planning and compliance expectations. We highlight that tram rail wires or guiderails cannot be connected to a base isolated building.

#### 4.9 Underground Services

The project engineering team need to identify any affected in ground building services or infrastructure (water, wastewater, sewer, communications electrical and gas public that may be potentially affected by the proposed shallow basement and encroaching rattle space realm. The team must agree with all service providers the ramifications on these items and agree mitigation and or relocation of these to enable the project's construction and to the CCC's planning and compliance expectations.

#### 4.10 Constructing Under the footpath within road reserve

Where the building abuts a public road edge or common space, the building owner must seek permission from CCC to enable and establish;

- Temporary right to construct any basement edge that may infringe on the public road or space beneath
- Permission and agreement with CCC building consents, licensing and to construct any permanent below ground trench or structure within the road reserve to allow for seismic isolators and the supported floor
- An easement (35 year legal agreement) and a lease contract must be agreed upon and
- That no heavy or permanent load bearing structure or its primary foundations should be built in within the road reserve space.

#### 4.11 Post event – footpath rectification

The project engineering team need to identify the behaviour of their proposed rattle cover details. They should ensure that the details allow uninterrupted egress from the primary entrance and exits

Any potential building movements over the legal boundary in the public realm must identify and agree with the ramifications on existing street furniture, lighting poles and tram cable wires. These need to be relocated (if necessary) to enable a project's construction and to the CCC's planning and compliance expectations.

# 5 Isolation Options without Road Interactions

## 5.1 General

This section identifies two alternative means of conducting base isolation without the need for a rattle trench within the public road reserve.

## 5.2 Columns Set back from legal boundary

This option requires the structure to be setback from the legal boundary and provides a rattle space within the site. Impacts of this solutions include

- Commercial loss of space; and
- Less appealing or less rentable space – potential loss of rental income

## 5.3 Isolators on top of ground level column

This option requires the structure to be large enough to support and seat the isolation bearing on the top of the column i.e. at the underside of the first floor. This requires the ground level columns to be significantly oversized and stiff resulting in;

- Commercial loss of space
- Less appealing space or loss of rent
- Expensive façade detailing at movement planes; and
- Traditional slab on grade foundations that must be able to resist large overturning actions

# 6 Policy Revisions – Commentary

## 6.1 General

This section provides a review of the policy entitled “POLICY ON STRUCTURES ON ROADS 2010 – activities that are permitted under the Christchurch City Council Public Places BYLAW 2008”. This review is based on technical recommendations. Aurecon recommends the CCC engage their property legal team to review our comments and suggestions, so that they can outline the legal requirements and actions.

## 6.2 Commentary on existing policy

Table 3 Policy Comments

| Item        | Page     | Definition                            | Comment   |
|-------------|----------|---------------------------------------|---|
| Section 1   | 3 of 10  | “Seismic Movement Trench”             | Means any in-ground structure (self-supporting) for the purpose of creating a seismic isolation void to enable movement of a building or its framing to move within during a seismic event. The structure shall be provided with a permanent access cover that is safe, trafficable maintained and in keeping with accessible city finishes and requirements” or similar approved statement |
| Section 3.2 | 8 of 10  | Essential Service Structures, “Scope” | Add structure type or clause (i) Seismic Movement Trench  |
| Section 5   | 10 of 10 | Fees                                  | Recommend determination of fees, commercial easement and lease agreements to enable and facilitate commercial activities.   |
| Section 6   | 10 of 10 | Delegations                           | Suggest the review and delegation of this issue should sit with the appropriate Building Consents and Licencing authority manager. Consideration to enable and facilitate commercial activities   |

# Appendix A

# References

## Reference Material

### References

- REDi™ – Resilience based earthquake rating system for next generation of buildings
- Base Isolation 101 – TR54 - New Zealand Concrete Society and The Cement and Concrete Association of New Zealand
- Base Isolation 201 – TR56 - New Zealand Concrete Society and The Cement and Concrete Association of New Zealand
- ASCE 7-10 Chapter 17 Seismic Design Requirements of Base Isolated Structures. Used in conjunction appropriate with industry guidelines

### Acknowledgements

- V.Zavyas – Earthquake Protection Systems(EPS) – Triple Pendulum Friction Bearings™ For supplying access and guidance in the implementation and application of innovative seismic protection technology, Design Guidance and Installation recommendations

# Appendix B

## Glossary

### Technical Term Glossary

The following terms of reference were outlined in the report. These are generic or approximate definitions to assist the reader only

- Base Shear – the summation of total building horizontal force resulting from seismic response of a building
- Elastic Response; where the building element is not expected to be damaged significantly under the design level of loading.
- Interstorey Drifts; the difference in horizontal displacement between two levels of a building divided by the height of the two levels (larger interstorey drifts typically corresponds to more damage).
- Isolation Plane; area which allows for the isolators to displace to the anticipated levels - designers are to ensure that there is insignificant contact between superstructure, foundations and surrounding boundary elements during isolator movement. Elements connected to the foundation/surrounding soil and the superstructure should be detailed to allow for the movement in the isolation plane.
- Isolators; devices between the foundation and superstructure of base isolated buildings which are designed to allow for relatively large movement between the superstructure and foundations.
- Life Safety; performance criteria of the code to limit risk to life of people in and surrounding the building to an acceptable level during an earthquake event.
- Maximum Credible Earthquake (MCE); considered to be the maximum credible earthquake event for the site and typically corresponds to an earthquake with a return period of 2,500 years.
- Natural Period; a building's duration of natural oscillation from side to side without the presence of a driving force or any damping (i.e. similar concept to the natural period of a pendulum).
- PTFE is or Polytetrafluoroethylene is a synthetic fluoropolymer of tetrafluoroethylene that has numerous applications. PTFE is widely known by its brand name of Teflon by DuPont Co. PTFE has one of the lowest coefficients of friction against any solid and its these properties that make it useful in low friction sliding surface bearings



- Rattle Space; space between the surrounding ground/pavement and the superstructure of the building that allows for the required isolation movement.
- Seismic Cover Plates; cover over the rattle space that does not resist isolation movement and provides vertical support around the perimeter of the building.
- SLS; code design level event with a low return period/higher frequency of occurrence (i.e. within the design life of the building). Corresponding to a return period of 25 years for an earthquake event for importance level 2 and 3 structures.
- Substructure/foundations; building elements below the base of the isolators (or superstructure for traditional building design).
- Superstructure; building elements above the top of the isolators (or foundations for traditional building design)
- ULS; code design level event typically corresponding to an earthquake event occurring every 500, 1000 and 2500 years for an importance level 2,3 and 4 building respectively for a design life of 50 years.



# Appendix C

## Policy On Structures on Road 2010

### Existing Policy

This document forms the basis of our review. Comments were raised in section

**POLICY ON STRUCTURES ON ROADS 2010**  
**ACTIVITIES PERMITTED UNDER THE CHRISTCHURCH CITY COUNCIL PUBLIC PLACES**  
**BYLAW 2008**

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## POLICY ON STRUCTURES ON ROADS

### 1. INTRODUCTION

Roads are first and foremost for vehicular and pedestrian use by the community at large, and only by exception will the Council consider applications for structures on or over roads, as set out in this policy.

Permitting structures on or over roads can contribute to a more flexible approach to building design that adds to the character of the city and its outlying areas. This policy presents a pragmatic approach to address some of the functional and service requirements generated by the public or individuals.

#### Purpose

The purpose of this policy is to enable Council to reasonably control the use of:

- Public road airspace and to protect the public from nuisance and inconvenience that may arise from these commercial activities (structures encroaching on airspace of roads).
- Public roads for private and commercial activities to occur without creating undue inconvenience to the public (structures encroaching on roads).

#### Scope

These policies apply to non-habitable structures:

Over roads, including:

- Verandahs in business areas
- Overbuildings which make use of the airspace of a road for architectural features including balconies, oriel windows, egress facilities and building service plants
- Overbuildings which make use of the airspace of a road for increasing floor area
- Overbuildings which make use of the airspace of a road for a pedestrian and/or vehicular air bridge

Encroaching on roads, including:

- Retaining structures, carports, garages, parking platforms, access ramps, and cable-car stations.
- Infrastructural structures.
- Other defined structures.

#### General Approach

In applying this policy the Council will ensure that traffic flow and personal safety is enhanced.

The costs of maintenance and removal of (1) structures for which permits or other authorisations are required, and (2) private letter boxes rests solely with the owner.

An approval given under this policy only allows the use of an airspace over or use of a road controlled by the Council. The applicant will also need to obtain any other consents, permits or authorisations that are required.

A written Council permit/consent/deed of licence/building consent will be issued for any authorisation granted under this policy.

#### Principles of this Policy

The following principles apply when considering applications under this policy:

- The effects on existing roads and the impact on any future road works are minimal.
- The structure over the road or encroaching on the road should not cause inconvenience or any safety issues to other road users.
- The road space is surplus to roading requirements generally.
- The public's rights of access to the road is not unreasonably affected.
- The potential impact of proposals on heritage sites and other significant historical and cultural sites.
- The potential impact of any proposals on views and sight lines along roads, including but not limited to views towards significant buildings and structures, and towards significant natural features such as the Port Hills.

**Definitions**

For the purpose of this policy:

|                                    |   |
|------------------------------------|---|
| ‘Air bridge’                       | means a structure providing a pedestrian and/or vehicle link.   |
| ‘ Airspace’                        | means any part of the airspace above the surface of the road.   |
| ‘Building consent’                 | means as defined in the Building Act 2004.  |
| ‘Cable-car station’                | means a station serving a cable car for goods and people.   |
| ‘Carport, garage/parking platform’ | means a structure that is used for parking a motor vehicle.   |
| ‘Information Bollards’             | means bollards installed by Council to provide information to visitors to the city.   |
| ‘Non habitable structures’         | means structures not authorised for living purposes.  |
| ‘Overbuildings’                    | means any structure which extends into the airspace over a road and include enclosed balconies.   |
| ‘Permit’                           | means a permit or approval issued by the Council under the Public Places Bylaw 2008 and in accordance with this policy  |
| ‘Poster Bollard’                   | means a bollard installed by a private company which has a contract with Council to promote events in the city.   |
| ‘Resource consent’                 | means as defined in the Resource Management Act 1991.   |
| ‘Road’                             | means the whole of any land vested in Council for the purpose of a road and includes access way and service lanes as defined in Section 315 Local Government Act 1974. <i>(A road includes the whole width of the road reserve, including areas set aside for use by vehicles, as well as areas set aside for pedestrians such as footpaths).</i> |
| ‘Retaining structures’             | means structural walls supporting land, driveways, walking tracks or steps.   |
| ‘Verandahs’                        | means structures suspended or cantilevered from buildings generally built on boundaries and include canopies, sun blinds and awnings.   |

**Alignment**

The policy gives effect to the Public Places Bylaw 2008.

The policy also allows the Council's decision making to be consistent with:

- Local Government Act 1974:
  - Section 319 General Powers of Council in respect of roads
  - Section 334 Erection of monuments etc
  - Section 339 Transport shelters
  - Section 341 Leases of Airspace or subsoil of roads
  - Section 344 Gates and cattle stops across roads
  - Section 357 Penalties for damage to roads
- The Christchurch City Plan
- The Banks Peninsula District Plan
- The Stock Control Bylaw 2008
- The Building Act 2004.

## 2. STRUCTURES ENCROACHING ON AIRSPACE OF ROADS

### 2.1. Verandahs in business areas (Building consent required)

#### Scope

Verandahs (which includes canopies, sunblinds and awnings) are usually provided by building owners to provide protection and comfort to pedestrians in adverse weather conditions and in shopping precincts. In the Central City it is a requirement for building owners to provide such facilities in defined locations (shown on planning map 39E of the City Plan.)

Verandahs are also present in strip shopping precincts in many suburban locations and this policy will continue to permit their replacement, and the construction of new verandahs in new developments where appropriate.

#### Policy Details

It is vital that the presence of verandahs does not effect road users, particularly drivers of motor vehicles. It is also equally important that these structures be permitted in locations where accidental damage by motor vehicles is unlikely, and for these reasons the following will apply:

- (a) A verandah will only be permitted where there is a physical barrier between the verandah and the carriageway; e.g. a kerb and channel between building and the carriageway, and where there is a footpath.
- (b) A verandah would normally be erected at a height of not less than 2.9 metres above the level of the footpath, creating a sufficient and comfortable environment for pedestrians, and taking into consideration the maintenance of significant streetscapes. It must extend from the supporting building to a distance of 500 millimetres inside a vertical line drawn from the face of the kerb to minimise the risk of the structure being damaged by larger motor vehicles travelling close to the kerb.

For consistency of verandah design it is vital that existing design requirements be preserved. The design requirements are:

- (i) The fascia must not be less than 300 millimetres nor more than 450 millimetres in depth.
- (ii) The roof covering of the verandah must be of weather resistant material and be provided with gutters and down pipes.
- (iii) Ceilings of verandahs must be lined with material compatible with adjacent buildings - also in colouring.
- (iv) A minimum lighting level of 5 lux under the verandah will be required to provide a level of safety to pedestrians during the hours of darkness.
- (v) Canopies, sun blinds and awnings are restricted to an area of less than 5 m<sup>2</sup> where there is no appropriate stormwater disposal system.

**2.2. Use of the airspace over roads for architectural features on buildings including balconies, oriel windows, egress facilities and building service plants. (Building consent required)**

**Scope**

Previous bylaws and building standards permitted the use of airspace over roads for the above architectural features. This has led to some interesting building facades that form the road scenes.

A minor intrusion into the airspace of roads for these features will have insignificant implications for road users, but any intrusions will require the input of the Council's Urban Design Panel, or other formally recognised advisory design panels or committees.

This policy will permit minor intrusions to the airspace of roads to create some flexibility for building owners in their building designs, the placements of building plants and services attached to buildings, for structural strengthening of buildings, recladding of buildings and any other minor modifications of buildings.

**Policy Details**

Airspace over roads is generally available for adjacent properties for the above mentioned features. The features must not be less than

- (a) 2.6m above existing footpath level; and,
- (b) 6.0m above existing road level.

In the past the following design parameters have been used to control minor intrusions:

- (i) Architectural features at a height of not less than 2.60m above the footpath level or 4.50m where no footway has been formed and constructed.
- (ii) The horizontal projection shall generally not exceed 1m.

**2.3. Use of the airspace over roads for increasing the floor area of a building (Resource consent, Building consent, and Deed of Licence required)**

**Scope**

The Council will not generally grant rights to airspace above roads for the sole purpose of creating additional floor space (for an overbuilding) unless there are exceptional circumstances, such as where there is a clearly demonstrated need for increased floor space that cannot be met in any other way (i.e. by expansion upwards, sideways or backwards, or by moving to another site). When considering a request to grant rights to use airspace over a road for this purpose, the Council must be satisfied that the policy details below are met.

**Policy Details**

1. The proposed overbuilding must:
  - (a) Act as a landmark.
  - (b) Provide an additional viewing point.
  - (c) Provide an opportunity for an architectural statement.
2. An application under this section of the policy will be considered in the following circumstances:
  - (a) Where the design and location of the structure will not cause excessive shading at road level, or block light and views from adjoining buildings.
  - (b) If there are already over-buildings close by, building further structures will not have an adverse cumulative effect.

3. The terms and conditions for using airspace over roads for increasing floor area will be negotiated by the Corporate Support Unit. The terms and conditions may include (without limitation):
  - (a) The use to which the structure can be put; and/or
  - (b) Design requirements which must be to the Council's satisfaction.

**2.4. Use of the airspace over roads for a pedestrian and/or vehicular air bridge. (Resource consent, Building consent, and Deed of Licence required)**

**Scope**

The Council will not generally grant rights to airspace above roads for the sole purpose of creating air bridges. When considering a request to grant rights to use air space over a road for this purpose, the Council must be satisfied that the policy details have been met.

**Policy Details**

1. Any proposal will need to meet a significant number of the following conditions or results:
  - (a) There are high levels of pedestrian traffic in the vicinity, some of which would be usefully diverted to an elevated walkway, without reducing the amount of pedestrian activity on the road to a level which detrimentally affects the vitality of existing activities on the road.
  - (b) A more direct link or a choice of routes between public buildings or places of interest (including car parking buildings) will be created.
  - (c) The new structure will act as a landmark.
  - (d) The new structure will provide an additional viewing point.
  - (e) The new structure will provide an opportunity for an architectural statement.
2. An application under this section of the policy will be considered in the following circumstances:
  - (a) Where the design and location of the structure will not cause excessive shading at road level, obstruction of footpaths or block light and views from adjoining buildings.
  - (b) Where joining buildings across the road will not result in excessively bulky built form.
  - (c) Where the structure can be joined to the host building/s in an architecturally sympathetic way.
  - (d) If there are already other air bridges or overbuildings close by, building further structures will not have an adverse cumulative effect.
  - (e) Where the alignment and location of the structure will not detract from views nor compromise the basic grid layout and urban form of the City Centre and the general openness of the road system.
3. The terms and conditions for a licence to occupy airspace will be negotiated by the Corporate Support Unit. The terms and conditions may include (without limitation):
  - (a) The use to which the structure can be put; and/or,

- (b) Design requirements which must be to the Council's satisfaction.

### 3. STRUCTURES ENCROACHING ON ROADS

**3.1 Retaining structures, carports, garages, parking platforms, access ramps, and cable-car stations.**  
*(Resource consent, Building consent, and Deed of Licence required)*

**Scope**

Requests to build such non-habitable structures often arise from owners in the hill areas where the terrain is steep and difficult. A majority of these properties were created prior to 1974 when vehicle access to properties was not required for subdivisions.

There are also requests from owners to build retaining structures on roads to support their properties following landslips or potential landslips that have been identified.

Property owners have a legal right of access onto a legal road and for this reason driveways in the older hill suburbs are often supported by retaining structures built on a legal road.

Likewise, there are a number of properties having exclusive use of parcels of legal roads for carports, garages, parking platforms, access ramps, and cable-car stations. These have significant advantages to occupiers and at the same time help to ease on-road parking pressures on roadways. The garage sites have also been used as one of the tools to enable residential developments in difficult terrain.

Boat sheds are excluded from this policy.

**Policy Details**

1. Any proposal will need to meet the following criteria:

- (a) The structures do not cause any safety issues to any road users including pedestrians, cyclists and other commuters.
- (b) Legal right of access is maintained for individual property owners.
- (c) There is no conflict with the likelihood of future roadway widening or alterations.
- (d) The applicant is unable to construct the structure on his or her land because of the nature of the terrain.
- (e) The proposal is consistent with the provisions of the Christchurch City Plan Vol. 3, Part 13 Transport, or the Banks Peninsula District Plan Part VI, Chapter 35 Access, Parking and Loading.
- (f) The road environment, and any council or other utility services, are not unduly compromised with the presence of the structure.
- (g) The visual intrusion to the roadscape will have minimal effect on road users, and landscape mitigation measures must be provided when required.
- (h) Detached garaging is principally provided for storage of motor vehicles and other modes of transport.
- (i) Only one single garage site per residential allotment will be considered when that site does not front the occupier's property and a licence to occupy under such circumstances shall be terminated when alternative garagable space facilities complying with the rules



of the City Plan or District Plan have been achieved on the occupier's property.

2. If the Council is satisfied with the above criteria, the owner is required to:

- (a) Enter into a Deed of Licence to occupy legal road with the Council. Such licence will be transferable to future owners with the Council's consent.
- (b) Obtain resource and building consents as appropriate.

For Existing Structures:

- (a) An occupier of a structure on a road normally has a licence granted by the Council. The licence is transferable to future owners of the property with the Council's consent.
- (b) The licence to occupy a road for the purpose of a carport or garage shall be terminated when alternative garaging facilities, complying with the rules of the City Plan or District Plan, have been achieved on the occupier's property.

### 3.2 Essential Service Structures (Council authorisation required)

#### Scope

These structures include:

- (a) waste or water pump plants
- (b) waste container compounds
- (c) Council information bollards
- (d) stock underpasses
- (e) public bike stands
- (f) bus shelters
- (g) traffic mirrors
- (h) other utility structures

#### Policy Details

The locations of existing structures resulted from past actions of the Council and were placed for their practical function and convenience.

In determining the location of any new such structures, the following assessment matters must be satisfied:

- (a) Safety of all road users including pedestrians, cyclists and other commuters is not comprised.
- (b) Legal right of access is maintained for individual property owners and users.
- (c) There is no conflict with likely future roadway widening or alterations.
- (d) The proposal is consistent with the Council's activity management plans and long term council community plan.

In the event of concerns arising from existing structures, the structure will be assessed in terms of (a), (b), and (c) above.

Note: There are existing public utility infrastructures on roads (including telecommunication, electricity, gas and postal services). The placing and maintenance of such infrastructure is determined by statutory powers, exercised in consultation with local authorities.

### 3.3 Other Structures

#### Scope

These structures include

- Installations such as artwork, support structures for verandahs (which includes sunblinds, awnings and canopies), or buildings, outdoor advertising, commercial bike stands, and fences. (Permit required).
- Other structures for which Council has contracts or agreements for e.g. poster bollards, information stations, private bus shelters (*Adshels*). (Permit required).
- The provisions for gates and cattle stops encroaching onto the road reserve (providing access to a property or placed across a road), are determined by the provisions of Sections 344 and 357 of the Local Government Act 1974. (Permit required).
- Fences within a road corridor are generally not authorised. However, in exceptional circumstances written applications may be considered under Section 357 of the Local Government Act 1974. (Permit required).
- Private letter boxes in rural areas or where they are not adjacent to formed footpaths. No written permit is required unless its placement is in conflict with Policy Details (a) – (e) below.

#### Policy Details

In determining the location of such structures, the following assessment matters must be satisfied:

- (a) Traffic safety is not compromised.
- (b) Pedestrian movements and access to private properties are not unduly compromised.
- (c) There is no conflict with utility services.
- (d) There is no effect on entranceways.  
  
*[Note: The shifting of an existing letter box necessitated by a new entrance is the responsibility of the owner].*
- (e) Consultation has been carried out with building and business owners.
- (f) Issues arising in sensitive cultural and natural environments must be addressed e.g. adjacent to waterways, historical sites, indigenous sites, and heritage buildings.
- (g) Outdoor advertising must comply with the requirements of the City Plan Vol. 3 Part 10 Heritage and Amenities or the Banks Peninsula District Plan Part VI Chapter 34 Signs.
- (h) Fences within the road corridor will be considered on a case by case basis, and only where no other practical alternatives exist, or where public safety benefits are enhanced.
- (i) There is no other practicable option available.

### 4. Obtaining a Permit / Authorisation

Application forms can be obtained through Customer Services phone 941 8999 or downloaded from the Christchurch City Council website [www.ccc.govt.nz/policies/](http://www.ccc.govt.nz/policies/)

The application form sets out the information needed to accompany each permit (as appropriate) and where to send the completed application.

**5. Fees**

Fees and charges are set out in the Council's Schedule of Fees and Charges, which is available on request and can be found on the Council's website. The fees and charges are revised on an annual basis.

Permit fees may include the costs of permitting, monitoring and enforcement.

The Council reserves the right to charge rental fees for all commercial activities on a public road. The rent will be set at a level that reflects the location to ensure that businesses solely on private property are not unfairly disadvantaged.

The permit applicant must pay the full permit fee and supply all the required documentation before the permit will be issued.

**6. Delegations**

Decision making authority for the policy is to be exercised as follows:

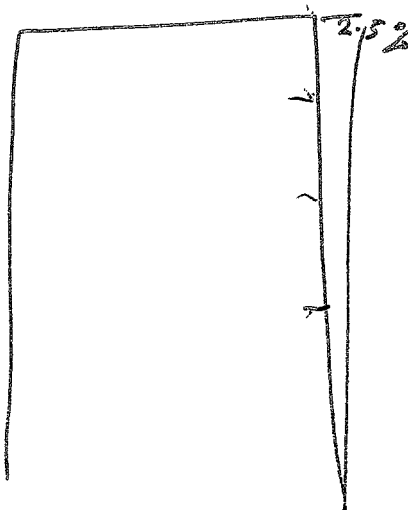
Clauses 2.1 and 2.2: The Chief Executive, or a nominated manager.

Clauses 2.3 and 2.4: The Council, advised by the relevant Community Board.

Clauses 3.1 and 3.3: The Chief Executive, or a nominated manager.

Clause 3.2: The Chief Executive, or a nominated manager, as advised by the relevant Community Board.

The delegations will be reviewed by the Council from time to time.





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United Arab Emirates, Vietnam.

**ENVIRONMENTAL COMMITTEE  
20 JUNE 2014**

**A meeting of the Environmental Committee  
was held in the No. 1 Committee Room  
on 20 June 2014 at 9.33am.**

- PRESENT:** Councillor Phil Clearwater (Chairperson)  
Councillors Jimmy Chen (Deputy Chairperson), Vicki Buck, Pauline Cotter, David East and Tim Scandrett.
- IN ATTENDANCE:** Councillor Yani Johanson arrived at 11.01am and left at 11.20am and was present for part of clause 1.
- APOLOGIES:** Nil.

The Committee reports that:

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

**1. RICCARTON PT HUB UPGRADE OF PASSENGER FACILITIES – SUPERSTOP DESIGNS**

This item was presented as a Chairperson's Report to the Council for its decision at its meeting of 26 June 2014.

**PART B - REPORTS FOR INFORMATION**

**2. DECLARATION OF INTEREST**

Nil interests were declared.

**3. DEPUTATIONS BY APPOINTMENT**

Helen Broughton, Riccarton resident, addressed the Committee regarding Riccarton PT Hub Upgrade of Passenger Facilities – Superstop Designs.

**4. RICCARTON PT HUB UPGRADE OF PASSENGER FACILITIES – SUPERSTOP DESIGNS BRIEFING/UPDATE**

The Committee **received** a briefing/update on this topic and two tabled supporting documents.

**5. EARTHQUAKE WASTE AND ENVIRONMENTAL MANAGEMENT**

The Committee **decided** to defer this matter until a future Committee meeting.

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**PART C – DELEGATED DECISION**

**6. RESOLUTION TO EXCLUDE THE PUBLIC**

The Committee **resolved** to adopt the resolution to exclude the public as set out on page 201 of the agenda.

The Committee **resolved** to readmit the public at 11.54am.

The meeting concluded at 11.54am.

**CONSIDERED THIS 31ST DAY OF JULY 2014**

**MAYOR**

**COMMUNITY COMMITTEE  
15 JULY 2014**

**A meeting of the Community Committee  
was held in Committee Room 1  
on 15 July 2014 at 9.05am.**

**PRESENT:** Councillors Ali Jones (Deputy Chairperson), Vicki Buck, Jimmy Chen, Phil Clearwater, Andrew Turner.

**IN ATTENDANCE:** Councillor Glenn Livingstone.

**APOLOGIES:** An apology for absence was received and accepted from Councillor Yani Johanson. Apologies for lateness were received and accepted from Deputy Mayor Vicki Buck who arrived at 9.11am and was absent for Clause 4 and part of Clause 5, and Councillors Phil Clearwater and Andrew Turner who arrived at 9.14am and were absent for Clause 4 and part of Clause 5.

The Committee reports that:

The meeting was adjourned from 10.07am to 10.17am.

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

**1. FACILITIES REBUILD PLAN: REPAIRS TO BOTANIC GARDENS TEA KIOSK**

|  |  | Contact | Contact Details |
|--|--|---------|-----------------|
| <b>Executive Leadership Team Member responsible:</b> | General Manager Community Services                               | N       |                 |
| <b>Officer responsible:</b>                          | Facilities Rebuild Portfolio Manager                             | N       |                 |
| <b>Author:</b>                                       | Matt Cummins, Programme Manager, Facilities Rebuild (Greenspace) | Y       | 03 941 8236     |

**1. PURPOSE AND ORIGIN OF REPORT**

- 1.1 The purpose of this report is for the Community Committee to recommend that the Council repairs and strengthens the Botanic Gardens Tea Kiosk.
- 1.2 The Botanic Gardens Tea Kiosk is located in the Botanic Gardens at 7 Rolleston Avenue, Central Christchurch. To the East is the Information Kiosk, to the South are the Botanical Gardens and the monitoring station and to the West is the children's paddling pool and playground.
- 1.3 Though suffering minor damage in the series of Canterbury earthquakes, the building is classified as earthquake prone; the Detailed Engineering Evaluation assessed the building at 7 percent of the New Building Code. The facility requires substantial strengthening work before it can be re-opened.
- 1.4 The Botanic Gardens Tea Kiosk is insured for a total sum of \$266,271.

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**1 Cont'd**

- 1.5 Refer to Photograph 1.



Photograph 1 – Botanic Gardens Tea Kiosk

**2. EXECUTIVE SUMMARY**

- 2.1 The Tea Kiosk is irregular in shape and consists of a kitchen, store rooms, a large octagonal space (previously used as a café) and toilets. It was a popular and well used facility by visitors to the Botanic Gardens. The kiosk was particularly favoured by families using the paddling pools with ready access to hot drinks, ice cream and other snacks.
- 2.2 The original building was constructed in 1910 and has been damaged by fire on two occasions. It has been partly rebuilt, strengthened and extended over the years.
- 2.3 Several types of construction are used in the Tea Kiosk building – namely unreinforced brick masonry walls, timber framing, miscellaneous timber rafters and columns and some items of steelwork.
- 2.4 Following a Detailed Engineering Evaluation (DEE) the building was assessed as having an overall rating of 7 percent New Building Standard (NBS). It is currently closed to the public and requires strengthening before it can be re-opened. In the determination of the percent NBS, the building was assessed in two parts; dining hall / cafe and kitchen / storage walls. This is because the dining hall columns could fail independently of the rest of the structure.
- 2.5 Following the September earthquake event, loss adjustors supported earthquake damage to the value of \$13,256. These repairs were completed. A further \$17,127 was later supported in relation to the February event and this is the current position of the insurer.
- 2.6 Strengthening in this instance is not claimable through insurance as it is not related to earthquake damage. To date, no insurance claim has been finalised for this asset.



**COUNCIL 31. 7. 2014****Community Committee 15. 7. 2014****1 Cont'd**

- 2.7 The strengthening concept involves the strengthening of unreinforced masonry walls in the kitchen, which are unseen from the exterior of the building. Whilst designs are only at concept level, this is likely to involve new interior timber-framed walls and a new back wall. In addition, each of the columns within the octagonal structure requires strengthening, including new basic foundations. Engineers advise this is likely to increase the strength of the building to between 40 and 50 percent NBS overall.
- 2.8 The estimated cost of the strengthening is approximately \$110,000 (builder's estimate). Due to the urgency of preparing a report to the Council, this figure is a ballpark and has not been developed in detail. Should the Council wish to proceed with strengthening this building staff recommend the budget is sourced from the Building and Infrastructure Improvement Borrowing Allowance. All steps will be taken to develop the most cost effective solution for the Council and look for cost saving measures where possible.
- 2.9 If approved, the project is estimated to take 12-16 weeks to complete (from site possession and granting of consents). Subject to the Council approval, the team are targeting having this re-opened for the busy 2014/2015 summer period.
- 2.10 Once completed, this building will join other successful Facilities Rebuild projects in the Botanic Gardens that have been re-opened following earthquake repairs. These include Cunningham House (and glass houses), the paddling pool toilets and the art gallery toilets (behind the museum). In addition, the Tea Kiosk will compliment the newly opened Botanic Gardens Visitor Centre.
- 2.11 Refer to paragraph 4:  
If the Tea Kiosk is repaired, there is an obligation on the Council to negotiate with Vbase to reach an agreeable position on the delivery of services by Vbase from the Tea Kiosk. If the parties cannot reach agreement, then the Council can issue an expression of interest for another supplier to run a commercial operation from the Tea Kiosk but it cannot be an operation in competition with Vbase, (ie, it would need to be a commercial operation which does not involve food and beverage or event management services).

**3. BACKGROUND****History**

- 3.1 The first suggestion of a Tea Kiosk in the Botanic Gardens dates back to 1908. "Afternoon Tea in the gardens" sought to attract "desirable patrons" and emulated the fashion of the time in Regents and Hyde Parks, London.
- 3.2 The first timber with tile roof, octagonal, open air kiosk was built around 1910. It was later destroyed by fire in 1922 and a brick wall and buttress, timber roofed, open air kiosk was built. Windows were subsequently installed due to the draughtiness. The Tea Kiosk was restored again after fire in 1979 and has had several subsequent extensions, with the latest being in 1999 to refurbish the kitchen and the addition of a conservatory when it become the Christchurch Botanic Gardens Café.
- 3.3 The Tea Kiosk is of regional and local significance. Whilst it has been rebuilt on several occasions, it has retained its original purpose – "tea and entertainment", location, form and original 1923 brick fabric. Contextually it is important as a continuous landmark in the Northwest corner of the Botanic Gardens and its linkages with the North Bridge.
- 3.4 The Octagonal portion of the building has historic significance which may restrict the allowable works. Demolition and replacement of the buttresses is therefore not an option. Some strengthening works were carried out in 1979 and a replacement of these strengthening works with a more robust scheme is the most appropriate method of increasing the percent NBS of the building.

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**1 Cont'd**

- 3.5 A resource consent is unlikely to be required. Repairs and strengthening will be carried out as per the Botanic Gardens conservation plan policies.

**Strengthening**

- 3.6 The current Kiosk is approximately 26 metres long, 15 metres wide and 6 metres high. The overall footprint of the Kiosk is about 350 metres squared.
- 3.7 Through the completion of the DEE assessment, no ground damage or liquefaction was observed. The site sits about 8 metres above mean sea level and 50 to 100 metres away from the Avon River.
- 3.8 A three dimensional model of the Botanic Gardens Tea Kiosk was set up to realistically simulate the effects of the applied gravity and seismic loads on the structure and to ascertain the load distribution during a seismic event.
- 3.9 In summary, the strengthening concept involves the following:
- New steel SHS (square hollow section) columns tied into the original brick masonry columns (note: the timber panelling will be re-instated internally to hide the steel work).
  - New fixed base (bored pile) foundation for each new column.
  - Replacement of the existing roof bracing with 16mm Ronstan structural rods.
  - Strengthening to existing brick walls within the kitchen (new timber framed walls).
- 3.10 The Botanic Gardens Management Plan 2007 identified activities and services that as funding and resources become available could be undertaken to enhance the visitor experience. The plan sees the Gardens providing to the local community the following:
- Environmental education in association with a future approved children's garden, Gondwanaland development project and associated information area.*
- 3.11 The provision of servicing the children's playground area with food and beverage products was envisaged with the new facility as a satellite service. Opportunity also exists to utilise this building for Botanic Gardens ongoing community engagement activities, community use, educational space and potential extra function space.
- 3.12 Elected members are asked to note that this report **does not** seek to recommend a new lease or lease-holder for the Tea Kiosk but merely serves to undertake the strengthening work required to re-open the facility. Information about the leasing is included in the section entitled 'comment'.

**4. COMMENT**

- 4.1 A Management Services Agreement is currently in place between Christchurch City Council and Vbase Ltd to operate a café and event function from the new Botanic Gardens Visitor Centre.
- 4.2 At its meeting of 30 January 2014 Council approved the following:

*"Councillor Jones moved by way of amendment, seconded by Councillor Cotter, that the Council authorise approval for the General Manager, City Environment Group, to appoint Vbase Ltd (Vbase) as the supplier for the provision of café and event management services, at the new Botanic Gardens Centre for a term of three years, commencing 1 January 2014."*

(The original recommendation was to appoint Vbase for a term of five years).

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- 4.3 The Management Services Agreement gives Vbase an exclusive right to sell food and beverage in the Botanic Gardens. It therefore prohibits the Council from allowing any other party from competing with Vbase within the Botanic Gardens area.
- 4.4 The Agreement gives Vbase exclusive rights to deliver the services to the designated area as this was the only commercially viable way that a supplier could provide the services at the Botanic Gardens Centre. Permitting two suppliers to provide food and beverage services within such close proximity of each other, given the number of patrons and forecasting of revenue would mean that both businesses would be likely to suffer particularly during the Winter months. During negotiations it was considered desirable to ensure that whoever the supplier is, it has the ability to succeed commercially and provide a high standard of services to visitors of the Botanic Gardens.
- 4.5 The Council could invite expressions of interest to run a commercial operation from the Tea Kiosk but that commercial operation cannot be in competition with the services provided by Vbase because the Council and Vbase have entered into a Management Services Agreement for the provision of event management and food and beverage services at the Botanic Gardens Centre and the Botanic Gardens area as designated on the Area Map attached as Schedule 4 to the Agreement. The Tea Kiosk is located within the exclusivity area. In other words, the Tea Kiosk could be used for say a bookshop operation or a florist, but it could not be used by another supplier for a food and beverage or event management venue.
- 4.6 Clause 4.3 of the Agreement states that the Council and Vbase agree to negotiate Vbase's use of the Tea Kiosk to deliver the services in the event that the building is repaired and issued with a Code of Compliance Certificate. This means that the Council is not required to allow Vbase to trade from the Tea Kiosk but is required to negotiate with Vbase if the Tea Kiosk is repaired. If the parties can reach an agreeable position then Vbase would be permitted to trade from the Tea Kiosk. If the parties cannot negotiate an agreeable position then the Council can allow another supplier to use the Tea Kiosk BUT it cannot be for an operation in competition with Vbase.
- 4.7 Any Expression of Interest issued for another commercial operation needs to be "necessary or desirable for the proper and beneficial management, administration, and control of the reserve and for the use of the reserve for the purpose specified in its classification". Therefore, any other commercial operation will be subject to other legal considerations is likely to be very restricted.
- 4.8 To date, Vbase has shown interest in trading from the Tea Kiosk, should it be repaired. Initial discussions (with no commitment whatsoever) have centred around their desire to operate a basic kiosk function from the side of the building, (refer Photograph 2) servicing the paddling pools with drinks / ice cream etc. This would potentially leave the former café portion of the building in the hands of Council's Transport and Greenspace Unit.
- 4.9 To re-iterate, this report recommends repair and strengthening of the Tea Kiosk only. Any future use, Vbase or otherwise, will be subject to a separate report to Council.

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**1 Cont'd**

Photograph 2 – Tea Kiosk, Northern Side



**5. FINANCIAL IMPLICATIONS**

- 5.1 The Botanic Gardens Tea Kiosk is insured for \$266,271.
- 5.2 The scope of work relating to earthquake damage is \$30,383. Refer paragraph 2.5.
- 5.3 The estimated total cost to strengthen this building and return to service is \$110,000 + goods and services tax (GST) (including resource consent and professional fees). This is an upper limit and the estimate will be re-confirmed in more detail should approval be given from the Council to proceed with repairs and strengthening. Engineers advise that the building is likely to be between 40 – 50 percent NBS once repaired.
- 5.4 *Table 1*

| <b>Estimated Total Project Cost</b>   | <b>\$110,000 + GST</b> |
|---|------------------------|
| Likely insurance  | \$30,383               |
| Shortfall required from Building & Infrastructure Improvement Borrowing Allowance | \$79,617               |

- 5.5 Staff recommend that \$79,617 be sourced from the Building and Infrastructure Improvement Borrowing Allowance and that the expected insurance amount of \$30,383 be allocated to this project to create a total budget of \$110,000.

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**1 Cont'd**

**6. STAFF RECOMMENDATION**

That the Council:

- 6.1 Approve repair and strengthening works to the Botanic Gardens Tea Kiosk, as outlined in paragraph 3.9.
- 6.2 Allocate \$110,000 from the Building and Infrastructure Improvement Borrowing Allowance, with any insurance proceeds to be returned to this allowance.

**7. COMMITTEE RECOMMENDATION**

The Committee **decided** to support the staff recommendation subject to the outcome of the Facilities Priority Workshop.

**2. FACILITIES REBUILD PLAN: PROPOSED DEMOLITION OF LINWOOD LIBRARY, CRANLEY STREET.**

|  |   | Contact | Contact Details |
|--|---|---------|-----------------|
| <b>Executive Leadership Team Member responsible:</b> | Director Facilities and Infrastructure Rebuild  |         |                 |
| <b>Officer responsible:</b>                          | Facilities Rebuild Portfolio Manager, FIR Group |         |                 |
| <b>Author:</b>                                       | Richard Flitton, FRP Project Manager            | YES     | 941 8720        |

**1. PURPOSE AND ORIGIN OF REPORT**

- 1.1 The purpose of this report is to seek the Community Committee's recommendation to the Council to:
  - 1.1.1 demolish the Council-owned Linwood Library building on Cranley Street Christchurch, and
  - 1.1.2 delegate authority to the Corporate Support Manager to initiate, manage and conclude a public tendering process of leasing the land and a subsequent lease agreement, while future options are investigated.

**2. EXECUTIVE SUMMARY**

- 2.1 Linwood Library was damaged in the 22 February 2011 earthquake and further damaged by fire on 31 March 2012. The building was uninsured at the time of the fire due to the earthquake damage suffered.

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**Community Committee 15. 7. 2014**

**2 Cont'd**



**3. BACKGROUND**

- 3.1 The earthquake damage comprised yielding of the roof bracing, cracking of concrete panels and collapse of the suspended ceiling.
- 3.2 The fire damage was more extensive and comprised buckled roof purlins above the seat of the fire and a rear wall concrete panel that is supported by the purlins was damaged. The interior walls, roof linings, finishes and services were extensively heat and/or smoke-damaged. As the building was uninsured when the fire took hold, none of the damage was covered.

**4. COMMENT**

- 4.1 If the Council agree to demolish the building, it is recommended that the Council make the land available for lease on a short-term basis, not only to cover the ongoing expenditures, e.g. rates, but to generate a return while it's long term future being considered.
- 4.2 The Libraries Unit (land owner) have no immediate plan for this site. They are very supportive of this temporary leasing approach.
- 4.3 In the meantime, Council officers have been approached by the owner of Eastgate Mall with a request to consider leasing the land to provide additional car park space. It is considered that should the Council decide to proceed with the approach recommended above, the sound business practice is to tender the property on the open market in order to achieve a best possible outcome commercially, rather than dealing with the mall owner unilaterally.
- 4.4 During the course of some preliminary discussions with the owner of Eastgate Mall over the lease request, it is understood that they are formulating a long term development plan for the mall itself but with a suggestion made to incorporate a centralised community facility into the plan, subject to the Council having an appetite to explore this concept further. This centralised facility could include numerous activities, such as a public transport hub, library, aquatic centre, service centre, etc.
- 4.5 Given this is such a bold high-level idea which may accommodate a number of functions and services the Council provides across different business units, Council officers have advised the mall owner to present a formal proposal for further consideration. At the time of writing this report, Council officers have yet to receive a proposal.

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- 4.6 However, while the Council continues with the Facilities Rebuild Programme with respect of different class of assets independently, this could be an opportunity for the Council to consolidate its strategy and business needs in post earthquake environment, taking into account of community desire and expectation

**5. FINANCIAL IMPLICATIONS**

- 5.1 The building was insured for \$1,870,768. However this only provides cover for earthquake damage suffered.
- 5.2 The estimated demolition cost is to be confirmed but is expected to be in the region of \$45,000 to \$50,000 to be funded from operating budgets.
- 5.3 The loss adjustors have issued a statement of position supporting earthquake repair costs of \$146,111.
- 5.4 The estimated cost to repair the building to as new including the fire damage is estimated at \$2 million.
- 5.5 The estimated cost of demolishing the building and replacing it with the same gross floor area is estimated at \$3.1 million.
- 5.6 The building asset write-off cost would be \$1,206,905 to be funded from operating budgets.

**6. STAFF AND COMMITTEE RECOMMENDATION**

The Community Committee recommend that the Council:

- 6.1 Agree to the demolition of the Linwood Library.
- 6.2 Resolve to make the land available for lease after the completion of the demolition by way of public tender.
- 6.3 Delegate its authority to the Corporate Support Manager to initiate, manage and finalise the public tendering process.
- 6.4 Delegate its authority to the Corporate Support Manager to negotiate and conclude a lease agreement, subject to terms and conditions, with a successful tenderer.
- 6.5 Note that adopting these recommendations, the Council is not accepting an insurance settlement on this asset and will continue to progress in a separate process.

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**3. EVENTS AND FESTIVALS FUNDING ALLOCATION 2014/15**

|  |  | Contact | Contact Details            |
|--|--|---------|----------------------------|
| <b>Executive Leadership Team Member responsible:</b> | Chief Operating Officer  |         |                            |
| <b>Officer responsible:</b>                          | Richard Attwood<br>Events Development Team Manager   | Y       | Richard Attwood<br>9418363 |
| <b>Author:</b>                                       | Richard Attwood,<br>Events Development Team Manager<br>Richard Stokes,<br>Marketing Unit Manager |         |                            |

**1. PURPOSE AND ORIGIN OF REPORT**

- 1.1 To seek the Community Committee's recommendation to Council to approve allocation of Events and Festivals funding for the 2014 /15 financial year.

**2. EXECUTIVE SUMMARY**

- 2.1 The purpose of the Events and Festivals Fund is to provide sponsorship to develop a city wide calendar of events that enhance Christchurch as a place to live, visit and to strengthen the distinctive lifestyle qualities and identity of Christchurch.
- 2.2 Applications to the Events and Festivals Fund were received by 2 May 2014. Information provided by applicants included the events business plan, marketing and promotion plan, event budget and company / organisation details. These have been assessed against criteria from the Christchurch Events Strategy 2007-17 and the Events and Festivals Funding Guidelines and considered within the bounds of funding available.
- 2.3 The total pool available for allocation in 2014/15, as outlined in the Annual Plan is \$903,000. There are eight pre-existing commitments totalling \$500,000, resulting in a balance of \$403,000. Applications totalling \$1,285,883 were received. Current staff recommendations total \$403,000.
- 2.4 A workshop was held with Councillors on 9 June 2014. The Events and Festivals decision matrix which outlines the projects that funding is being sought for was provided to Councillors with staff clarifying issues or questions about applications.
- 2.5 Recommendations for allocation of the \$403,000 and the Decision Matrix which includes confidential information provided through the application process are provided within the Supplementary Report.

**3. BACKGROUND**

- 3.1 The guiding document for the Council's events activity is the 2007-17 Christchurch Events Strategy. It has a Vision of "*Our events inspire passion for the lifestyle qualities and identity of Christchurch*" supported by the following goals:
- events attract visitors and strengthen the distinctive identities and lifestyle qualities of Christchurch
  - a vibrant calendar of events that enhances Christchurch as a place to live and visit
  - events provide multiple benefits to the city
  - Christchurch has the capability to produce top quality events
  - strong partnerships drive increasing investment in Christchurch events
- 3.2 All applicants were provided with Events and Festival funding guidelines that provided funding criteria based on the Christchurch Events Strategy but recognising that new opportunities and creativity are emerging in the City. Direction provided to applicants in the Events and Festivals funding guidelines were:



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**3 Cont'd**

*3.2.1 Ensuring we have a diverse range of events on offer and that the event:*

- is during the seasonal low points such as winter
- is unique or new
- fills an identified gap or priority such as:
  - celebration of Maori culture or significant occasion
  - youth events
  - music events
- is not directly duplicating a similar event or parts thereof in the city
- profiles Christchurch and its diverse venues and open spaces.

*3.2.2 Positive community benefits generated by the event:*

- brings people together to share memorable experiences
- capability building of community organisations
- talent development and capacity
- cultural expression and engaging with the current and new diverse communities
- how events can work together to share resources.

*3.2.3 The amount of community support, involvement and/or active partnerships in the event from:*

- associated community, city or national organisations
- volunteers
- commercial sponsors
  - non-government organisations.

*3.2.4 Economic impact:*

- stimulates economic activity
- increases national and international exposure.

*3.2.5 In addition to the above criteria, the following will be considered:*

- the anticipated level of attendance including volunteer support, performers and/or competitors
- potential of the event to grow
- how accessible the event is proposed to be:
  - transport accessibility
  - cost, affordability relative to target market
  - open to anyone who wishes to attend and not constrained to a particular sector of the community
- is successfully marketed through appropriate channels.
- whether the event is held once a year or biennial with a sound strategic plan for its development
- the degree to which the event is financially sustainable:
  - overall cost of the event relative to the scale and benefits of the event
  - proportion of funding contributed by the organisation
  - the ability to attract/leverage other funders and sponsors
  - the length of time the event has been run and its dependence on public funds
  - how any profits generated by the event are distributed
  - working towards a strategy for the event to become more financially sustainable including retaining profits from previous events to underwrite the next event.

**COUNCIL 31. 7. 2014****Community Committee 15. 7. 2014****3 Cont'd**

- volunteer contribution, capacity and capability
- the degree to which the event uses sustainable practices:
  - transport planning
  - sound environmental operations and works to promote green initiatives
  - respects the environment and promotes protection of key assets.
- whether the event is in the appropriate venue for its scale and type and promotes new and existing spaces in the city
- extent to which the event adds to any cumulative impacts on the city, businesses and local communities (relates to its timing).

3.3 The process for applications to the Events and Festival fund for 2014 /15 has been:

|             |   |
|-------------|---|
| March       | Events industry provided with application guidelines        |
| April - May | Applications received through to 2 May                      |
| May         | Applications assessed and recommendations compiled by staff |
| June        | Workshop with the Council                                   |
| July        | Final report submitted to Community Committee               |
| July        | Funds paid out from time of Council approval.               |

**4. FINANCIAL IMPLICATIONS**

4.1 The event recommendations are in line with the budget provided for in the Events and Festivals fund within the 2014/15 Annual Plan.

**5. STAFF RECOMMENDATION**

6.1 It is recommended that the Council approve the recommended allocations for the 2014/15 Events and Festivals funding.

**6. COMMITTEE CONSIDERATION**

The Committee considered the matter in conjunction with item 10 of the public excluded agenda.

**PART B – REPORTS FOR INFORMATION****4. DECLARATION OF INTEREST**

There were no declarations of interest.

**5. DEPUTATIONS BY APPOINTMENT**

Sandra James provided a report back to the Committee regarding the New Zealand Red Cross Grants Programme, and on the Board's behalf expressed their gratitude for the effort and assistance received from former Board member Barry Corbett and the Christchurch City Council.

**6. FACILITIES REBUILD PORTFOLIO: MONTHLY STATUS UPDATE**

The Community Committee **received** the information in this report.

**COUNCIL 31. 7. 2014****Community Committee 15. 7. 2014****7. HERITAGE INCENTIVE GRANTS SIX MONTHLY REPORT, JULY 2014**

The Community Committee **received** the Heritage Incentive Grant and Conservation Covenant summary report for the period 1 January 2014 to 30 June 2014.

**PART C – DELEGATED DECISIONS****8. RESOLUTION TO BE PASSED - SUPPLEMENTARY REPORTS**

The Committee **resolved** to submit the Heritage Incentive Grants Six Monthly Report, July 2014 to the meeting of the Community Committee on 15 July 2014.

**9. RESOLUTION TO EXCLUDE THE PUBLIC**

The Committee **resolved** that the resolution to exclude the public as set out on pages 79-81 of the agenda be adopted and that Mike Mora be permitted to remain for consideration of item 11.

The public were readmitted to the meeting at 11.33am at which point the meeting concluded.

**CONSIDERED THIS 21ST DAY OF AUGUST 2014**

**MAYOR**



Community Committee 15 JULY 2014  
Attachment ONE- Top 30 Project Update

**Glossary of terms:**

- **Assessment of position (AOP):** Councils response to the Loss Adjuster.
- **Damage assessment (DA):** Work to identify all of a building's earthquake damage and its associated cost to repair.
- **Level Survey:** A check to see if the building has settled off level as a result of a quake.
- **Loss Adjusting Team (LAT):** Work on behalf of the Insurers to adjust our claims.
- **Offer of service (OOS):** When Council requests a cost to undertake a piece of work.
- **Statement of Position (SOP):** The Loss Adjusters response to Council.

**Community Facilities TOP 30 Buildings**


|   |  |
|---|--|
| <p><b>Fendalton Community Centre</b></p>  |    |
| <p><b>Building Status: RE OPENED</b><br/><b>DEE Result: 50%</b></p>   |  |
| <p><b>Sydenham Pre School (Crèche)</b></p>  |  |
| <p><b>Building Status: CLOSED</b><br/><b>DEE Result: 8% NBS – Level 5 September 2012</b></p>  |  |
| <p><b>Total Sum Insured: \$324,205</b><br/><b>Indemnity: \$138,945</b></p>  |  |
| <p><b>Progress to date and current status:</b></p> <ul style="list-style-type: none"> <li>• Following a recent review of the damage assessment the, insurance company have revised their estimate for EQ damage to \$28,611.00. Council consider the cost of earthquake damage to be \$84,438.</li> <li>• Costs to strengthen to 34% and 67% of the New Building Standard (NBS) were completed last year and were estimated be the same at \$83,500. Market inflation since then has increased the cost of strengthening by approx 10% to \$92,000.</li> <li>• Available options are being discussed and compiled.</li> </ul> |  |
| <p><b>Next Steps:</b></p> <ul style="list-style-type: none"> <li>• Report to Committee in July.</li> </ul>  |  |

Community Committee 15 JULY 2014  
 Attachment ONE- Top 30 Project Update

|   |  |
|---|--|
| <p><b>Riccarton Community Centre</b><br/>                 (Also See – Riccarton Voluntary Library)</p>  |  |
| <p><b>Building Status: PART OPEN</b><br/> <b>DEE Result:</b> 2% (Original Building) 5% (1960 Building) 100% (1968 Building)</p>   |  |
| <p><b>Total Sum Insured \$1,828,421</b><br/> <b>Indemnity \$706,398</b></p>   |  |
| <p><b>Progress to date and current status:</b></p> <ul style="list-style-type: none"> <li>• The foyer, toilets and boardroom including rear kitchen area opened in June.</li> <li>• Council are still awaiting an updated SOP from insurers.</li> <li>• On 11<sup>th</sup> February the Community Committee requested staff work with the Community Board to explore all options for the future of this facility.</li> <li>• On 21<sup>st</sup> March the Community Committee recommended that further work continue on options 2,4 and that a possible option 5 be investigated, being the potential for a public / private partnership involving development of the existing site.</li> <li>• In addition, the Committee recommended that a working group be appointed in conjunction with the Riccarton Wigram Community Board.</li> </ul> |  |
| <p><b>Next Steps:</b></p> <ul style="list-style-type: none"> <li>• Report back to the Community Committee, with options, on 15 July.</li> </ul>   |  |

Community Committee 15 JULY 2014  
Attachment ONE- Top 30 Project Update

|   |  |
|---|--|
| <p><b>South Brighton Community Centre</b></p>   |  |
| <p><b>Building Status:</b><br/><b>TRANSITIONAL FACILITY - OPEN</b><br/>Transitional facility opened on the 8<sup>th</sup> November 2013<br/><b>DEE Result:</b> 100% NBS</p> |  |

|  |  |
|--|--|
| <p><b>Risingholme Community Centre Craft Rooms</b></p> |  |
| <p><b>Building Status:</b> <b>RE OPENED</b></p>        |  |
| <p>DEE: 17.5% NBS</p>                                  |  |

|  |   |
|--|---|
| <p><b>Hei Hei Community Centre</b></p>   |  <p>Photograph 1: South (front) and East (side) Elevations</p> |
| <p><b>Building Status:</b> <b>CLOSED</b><br/><b>DEE Result:</b> NBS 1% Level 5 17/12/12)</p> |   |
| <p>Total Sum Insured \$1,305,879<br/>Indemnity \$316,318</p>                                 |   |

**Progress to date and current status:**

- On 3<sup>rd</sup> and 4<sup>th</sup> October 2013, Council approved the repair and strengthening of Hei Hei Community Centre to 100% of the new building standard, in advance of the insurance settlement. Funding to the value of \$575,880 was approved from Improvement Allowance borrowing.
- An engineering consultant was appointed in February 2014 and concept design was completed in April. Detailed design due mid May.
- Estimated project completion end of 2014. Council officers are aware of the urgency to re-open this facility and will do everything possible to shorten this timeframe.

**Next Steps:**

- Building consent approved.
- The project manager will update the Riccarton / Wigram Community Board throughout the design process and advise when works are due to start on site.
- Contractor currently pricing the work.
- Due to be onsite in August.

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 Attachment ONE- Top 30 Project Update

**Combined Community Facilities TOP 30 Buildings**

**Sumner Library & Community Centre & Museum**

**Building Status:**

Sumner Library: **DEMOLISHED**  
 Sumner Community Centre:  
**DEMOLISHED**

**DEE Result: N/A**

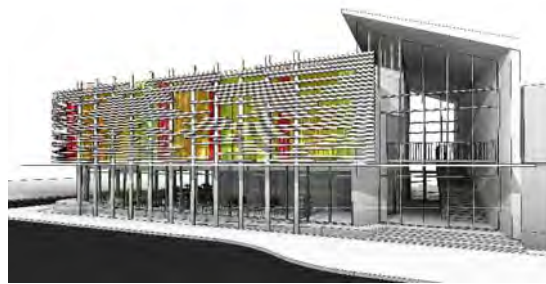
**Sumner Library**

Total Sum Insured \$518,021  
 Indemnity \$183,982 (\$183,982 and demolition of \$27,813 claimed but no payment to date)

**Sumner Community Centre**

Total Sum Insured \$887,022  
 Indemnity \$236,771 (\$236,771 and demolition of \$68,470 claimed and agreed but only \$201,817 including \$9,367 Heritage fees paid to date)

**TOTAL SUM INSURED: \$1,405,043**



**Progress to date and current status:**


- A Master Schedule and Project Management Plan have been completed and approved by the Project Sponsor
- A revised brief was completed in January with revised concept plans completed 28 February. Preferred option 2 cost estimate is in a range \$8-8.5M (includes allowance for car parking off site)
- User group consultation was held on the 3 March with general support for option 2 (but without the pocket park)
- Geotechnical investigation reflected fairly good conditions underground that suit a piling design scheme. Pile depths range from 4-12m.
- The mobile library service continues to operate in the area.

**Next Steps:**


- RSA still to respond with their plans.
- Project on hold, as Council are considering funding options.



Community Committee 15 JULY 2014  
 Attachment ONE- Top 30 Project Update

|  |  |
|--|--|
| <p><b>Bishopdale Library and Community Centre</b></p>  |  |
| <p><b>Building Status: CLOSED</b><br/> <b>DEE Result: 4% NBS - Level 5 October 2012</b></p>  |  |
| <p>Total Sum Insured \$3,079,101<br/>         Indemnity \$1,267,623</p>  |  |
| <p><b>Progress to date and current status:</b></p> <ul style="list-style-type: none"> <li>• A presentation was made, in a seminar, to the Community Board on the 24 February with overall support for option 5 “rebuild on a smaller foot print – 800m2” based on high ongoing maintenance costs of the “repair” options.</li> <li>• A review was conducted by engineers of the building following the amended “occupancy delegation” policy wording approved by Council. Engineers deemed the building would have to be strengthened before being occupied.</li> <li>• The Council property team are summarising maintenance costs and their impact on evaluation of repair versus rebuild options.</li> <li>• The insurers have issued a settlement offer for \$130,205 (including GST) but with conditions which Council are unhappy about. These conditions are being debated by the Council insurance team</li> <li>• Council approved in June 2013 to spend \$1,248,612 (less advised insurance proceeds of \$65,000) totalling \$1,183,612 to strengthen the building to 100% NBS.</li> <li>• A total of \$500,000 is available from the Capital Endowment fund for “improvements” to this building</li> <li>•</li> </ul> |  |
| <p><b>Next Steps:</b></p> <ul style="list-style-type: none"> <li>• Project on hold, as Council are considering funding options.</li> </ul>   |  |

Community Committee 15 JULY 2014  
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|   |  |
|---|--|
| <p><b>Linwood Library</b></p>   |  |
| <p><b>Building Status: CLOSED</b><br/> <b>DEE Result:</b> 25% NBS – April 2012</p>  |  |
| <p>Total Sum Insured \$1,870,768<br/>                 Indemnity \$1,212,795</p>   |  |
| <p><b>Progress to date and current status:</b></p> <ul style="list-style-type: none"> <li>• A temporary Library and Service Centre was opened in April as a new tenancy in the Eastgate Mall</li> <li>• Council’s AOP has been submitted to the insurer with some queries answered in April 2013. The insurer has issued a confirmed SOP agreeing to a repair cost of \$146,111 (EQ damage only)</li> <li>• The LAT have offered the Council a cash settlement for \$146,111. Council are completing the associated paperwork to accept this offer.</li> <li>• Facilities Rebuild have confirmed a master plan for this Linwood area is not currently being progressed</li> </ul> |  |
| <p><b>Next Steps:</b></p> <ul style="list-style-type: none"> <li>• Report recommending demolition due at Community Committee on 15 July.</li> </ul>   |  |

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| <p><b>Linwood Service Centre and Library Support</b></p>                         |  |
| <p><b>Building Status: REPAIRED AND OPEN</b><br/> <b>DEE Result:</b> 34% NBS</p> |  |
|  |  |

Community Committee 15 JULY 2014  
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**Libraries TOP 30 Buildings**

**South Library/Service Centre/Learning Centre** (incl Distribution Centre)

**Building Status: RE OPENED**

**DEE:** Temporary repairs complete, brought building to 34% NBS.




Total Sum Insured \$6,514,540




**Next Steps:**

- MFRU to Complete structural DAs to resolve the insurance position
- MFRU to Prepare report to Council to seek approval of long term solution


Community Committee 15 JULY 2014  
Attachment ONE- Top 30 Project Update

|   |  |
|---|--|
| <p><b>Riccarton Voluntary Library<br/>(Within Riccarton Community Centre)</b></p>   |    |
| <p><b>Building Status: RE OPENED</b></p>  |  |
| <p><b>DEE: L5 – 100% (within the 1968 building)</b></p>   |  |
| <p><b>Overview of Asset:</b><br/>The Riccarton Voluntary Library is a community service which is run by volunteers. This service is provided outside the Council's Libraries and Information network.</p> <p><b>Business Hours (17 hours/week):</b><br/>Monday-Friday 12 noon-3pm; Saturday 10am-12 noon</p> <p><b>Progress to date:</b><br/>See Riccarton Community Centre overview for more information</p>                             |  |
| <p><b>Next Steps:</b><br/>See Riccarton Community Centre overview for more information.</p>   |  |
| <p><b>Mairehau Voluntary Library</b></p>  |  |
| <p><b>Building Status: OPEN</b></p>   |  |
| <p><b>DEE: L5 - 85%</b></p>   |  |
| <p><b>St Martins Voluntary Library</b></p>  |  |
| <p><b>Building Status:</b><br/><b>CLOSED, TO BE DEMOLISHED</b></p>  |  |
| <p><b>DEE: Part demolished, Extensive EQ Damage,</b></p>  |  |
| <p><b>Progress to date and current status:</b></p> <ul style="list-style-type: none"> <li>The Community Committee have been briefed on options and overwhelmingly support the rebuild of a joint community facility on this site.</li> <li>Demolition of this building was approved by Council on 29<sup>th</sup> August 2013.</li> </ul> <p><b>Total Sum Insured = \$ 554,760</b></p> <ul style="list-style-type: none"> <li></li> </ul> |  |
| <p><b>Next Steps:</b></p> <ul style="list-style-type: none"> <li>Demolish building in July.</li> </ul>  |  |


Community Committee 15 JULY 2014  
 Attachment ONE- Top 30 Project Update

|   |  |
|---|--|
| <p><b>Opawa Adults Voluntary Library</b></p>  |  |
| <p><b>Building Status:</b> <b>CLOSED</b></p>  |  |
| <p><b>DEE:</b> 0-30% NBS<br/>                 Total Sum Insured \$427,893<br/>                 Indemnity \$95,530</p>   |  |
| <p><b>Overview of Asset:</b><br/>                 The Opawa Voluntary Library is a volunteer service provided outside the Council's Libraries and Information Network. Council owns and maintains the building and land that houses the voluntary library and provided the building for a nominal rent to the library. The voluntary library is the sole user of the 240 m<sup>2</sup> building.<br/> <b>Business Hours (21.5 hours/week):</b> Monday-Friday, 2-4pm; Monday, Wednesday &amp; Friday 6.30-8pm; Saturday 10am-12noon, 2-4pm<br/> <b>Progress to date and current status:</b></p> <ul style="list-style-type: none"> <li>• Council's insurers have prepared a Damage Assessment report which has been received by Council. The report contains a schedule of repair work with an estimated value. The report has been reviewed by the Council's insurance and Facilities Rebuild team.</li> <li>• The LAT report accepts the damage identified by the Council's previous structural assessment.</li> <li>• The Facilities Rebuild Team believes that the allowances for repair in the LAT report are inadequate to repair the building to a substantially as new condition.</li> </ul> |  |
| <p><b>Next Steps:</b></p> <ul style="list-style-type: none"> <li>• Council staff are poles apart (destroyed vs repair) with the LAT and this project is in stalemate.</li> </ul>  |  |

|   |  |
|---|--|
| <p><b>Opawa Childrens Voluntary Library</b></p> |  |
| <p><b>Building Status:</b> <b>OPEN</b></p>      |  |
| <p><b>DEE:</b> 34% NBS</p>                      |  |



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| <p><b>Hoon Hay Voluntary Library</b></p>   |  |
| <p><b>Building Status:</b> <b>OPEN</b></p> |  |
| <p><b>DEE:</b> 42% NBS</p>                 |  |

Community Committee 15 JULY 2014  
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|   |  |
|---|--|
| <p><b>Heathcote Voluntary Library</b></p>   |  |
| <p><b>Building Status:</b><br/> <b>CLOSED, TO BE DEMOLISHED</b></p>   |  |
| <p><b>DEE: N/A - Extensive EQ damage.</b></p>   |  |
| <p><b>Overview of Asset:</b><br/>                 The Heathcote Voluntary Library is a community service provided outside of the CCC Libraries and Information network which is run by volunteers. The building is 88 m<sup>2</sup>. Council owns and maintains the building and land that houses the voluntary library and provides the building nominal rent to the library. It is a single use facility with the Voluntary library as the sole user.</p> <p><b>Historic Hours (11.5 hours/week):</b><br/>                 Monday, 10.30-12 noon &amp; 6.45-8pm; Tuesday, 2-4pm; Wednesday, 6.45-8pm; Thursday, 2-4pm; Friday, 6.45-8pm; Saturday, 9.45-12 noon</p> <p><b>Progress to date and current status:</b></p> <ul style="list-style-type: none"> <li>• Insured value \$148,910</li> <li>• Council agreed in principle to the joint facility of the Heathcote Voluntary Library and Heathcote Community Centre on 24<sup>th</sup> April 2013.</li> <li>• Retrieval of Voluntary Library items complete.</li> <li>• Demolition approved by The Council on 13<sup>th</sup> March 2014.</li> </ul> |  |
| <p><b>Next Steps:</b></p> <ul style="list-style-type: none"> <li>• Demolish the building in July.</li> <li>• Proceed with design, consultation and scheduling of joint facility rebuild.</li> <li>• Rebuild project underway, Elected Members will be advised of timeframes soon.</li> </ul>  |  |



Community Committee 15 JULY 2014  
Attachment ONE- Top 30 Project Update

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|--|--|
| <p><b>Redcliffs Voluntary Library</b></p>  |    |
| <p><b>Building Status: DEMOLISHED</b></p>  |  |
| <p><b>DEE: N/A - Demolished</b></p>  |  |
| <p><b>Overview of asset:</b><br/>The Redcliffs Voluntary Library is a community service which is run by volunteers. The demolished building was 186 m<sup>2</sup>. It is temporarily located at the local tennis club. Council owns the land that the voluntary library building was located on and had provided the building for a nominal rent to the library.</p> <p><b>Progress to date and current status:</b></p> <ul style="list-style-type: none"> <li>• Facility demolished due to CERA section 38. Total loss agreed with LAT</li> <li>• N.B Voluntary library has taken 5 year lease on the existing site.</li> <li>• <b>Total sum insured: \$440,432</b></li> <li>• SOP received from LAT on 12 June 2013 (dated 11 June 2013) stating temporary building does not compromise insurance position.</li> <li>• Council received the Redcliffs Public Library Incorporated Resource Consent application on 6 November 2013 for the temporary building requesting relocation of a building to onsite.</li> <li>• The community have requested and received permission from City Libraries to temporarily use the space for a skate ramp and other community activities.</li> </ul> |  |
| <p><b>Next Steps:</b><br/>Redcliffs Voluntary Library Inc to move forward with temporary building onsite at their cost. A report to Council on the long term future of this asset will be presented following the completion of the Main Rd Master Plan.</p>   |  |
| <p><b>Woolston Voluntary Library</b></p>   |  |
| <p><b>Building Status: DEMOLISHED</b></p>  |  |
| <p><b>DEE: N/A - Demolished</b><br/>Total Sum Insured \$338,505</p>  |  |
| <p><b>Progress to date and current status:</b><br/>The Woolston Voluntary Library is a community service run by volunteers. The demolished building was approximately 220 m<sup>2</sup>. Council owns the land that the voluntary library building was located on and had provided the building for a nominal rent to the library. The service is provided outside the Council's Libraries and Information Network.<br/>NB Temporary location at Scout Den</p> <ul style="list-style-type: none"> <li>• Demolished due to CERA Section 38 notice.</li> <li>• Total loss agreed with LAT</li> </ul> <p>Rebuild costs/strategic options under review. These need to align with the Ferry Road Master Plan.</p>   |  |
| <p><b>Next Steps:</b><br/>A Council report recommending an option for the future of this site will be prepared after the updated Voluntary Library Strategy is adopted and the Ferry Road Master Plan has been finalised.</p>  |  |

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**Corporate Accommodation TOP 30 Building**

**Lyttleton Service Centre**

**Building Status: Demolition Approved.**



**Progress to date and current status:**

- The council has received agreement from insurers that the building is destroyed.
- **Total Sum Insured = \$694,875**
- Design for the replacement of the failed retaining wall is underway



**Next Steps:**

- Undertake demolition.
- Complete design to replace failed retaining wall.
- Report on options will be presented to the Community Board in August.



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**Sport and Recreation TOP 30 Buildings**

|  |  |     |                           |    |                         |    |                         |    |              |     |                   |     |                 |  |                     |     |                          |     |   |
|--|--|-----|---------------------------|----|-------------------------|----|-------------------------|----|--------------|-----|-------------------|-----|-----------------|--|---------------------|-----|--------------------------|-----|---|
| <p><b>Waltham Pool</b></p>   |  |     |                           |    |                         |    |                         |    |              |     |                   |     |                 |  |                     |     |                          |     |   |
| <p><b>Building Status: CLOSED</b></p>  |  |     |                           |    |                         |    |                         |    |              |     |                   |     |                 |  |                     |     |                          |     |   |
| <p><b>DEE: L4</b></p> <table border="0"> <tr> <td>Asset</td> <td>NBS</td> </tr> <tr> <td>Waltham Pool Main Complex</td> <td>6%</td> </tr> <tr> <td>Waltham Pool Staff Room</td> <td>3%</td> </tr> <tr> <td>Waltham Pool Plant Room</td> <td>3%</td> </tr> <tr> <td>Waltham Pool</td> <td>50%</td> </tr> <tr> <td>Waltham Pavillion</td> <td>15%</td> </tr> <tr> <td>Waltham Toilets</td> <td></td> </tr> <tr> <td>Waltham BBQ Shelter</td> <td>41%</td> </tr> <tr> <td>Waltham Pool Water Slide</td> <td>39%</td> </tr> </table> | Asset  | NBS | Waltham Pool Main Complex | 6% | Waltham Pool Staff Room | 3% | Waltham Pool Plant Room | 3% | Waltham Pool | 50% | Waltham Pavillion | 15% | Waltham Toilets |  | Waltham BBQ Shelter | 41% | Waltham Pool Water Slide | 39% |  |
| Asset  | NBS  |     |                           |    |                         |    |                         |    |              |     |                   |     |                 |  |                     |     |                          |     |   |
| Waltham Pool Main Complex  | 6%   |     |                           |    |                         |    |                         |    |              |     |                   |     |                 |  |                     |     |                          |     |   |
| Waltham Pool Staff Room  | 3%   |     |                           |    |                         |    |                         |    |              |     |                   |     |                 |  |                     |     |                          |     |   |
| Waltham Pool Plant Room  | 3%   |     |                           |    |                         |    |                         |    |              |     |                   |     |                 |  |                     |     |                          |     |   |
| Waltham Pool   | 50%  |     |                           |    |                         |    |                         |    |              |     |                   |     |                 |  |                     |     |                          |     |   |
| Waltham Pavillion  | 15%  |     |                           |    |                         |    |                         |    |              |     |                   |     |                 |  |                     |     |                          |     |   |
| Waltham Toilets  |  |     |                           |    |                         |    |                         |    |              |     |                   |     |                 |  |                     |     |                          |     |   |
| Waltham BBQ Shelter  | 41%  |     |                           |    |                         |    |                         |    |              |     |                   |     |                 |  |                     |     |                          |     |   |
| Waltham Pool Water Slide   | 39%  |     |                           |    |                         |    |                         |    |              |     |                   |     |                 |  |                     |     |                          |     |   |

**Progress to date and current status:**

Staff recommendation to “repair the current buildings before insurance agreement is reached to allow the pool to re open for summer 2014” was approved by the Council on the 3<sup>rd</sup> October 2013.

Resolutions were;

*“Repair the Waltham Pool to 67 per cent NBS, complete betterment work specified in this report\* and replace the water treatment plant.”*

*“Allocate \$2,089,393 from the Building and Infrastructure Allowance and \$400,000 from the Capital Governance Pool for the repair of Waltham Pool understanding that an insurance claim has not been settled.”*

*“Resolve that all proceeds of insurance relating to the Waltham Pool, Lyttelton Recreation Centre and Lyttelton Pool are applied to the Building and Infrastructure Allowance”*



Design team has completed concept design and is moving into detailed design production. Recreation and Sport representatives have presented at Community Board twice so far and are committed to regular updates.

Budgetary allowances for pool water services replacement are insufficient to cover the requirements of a system to meet current standards. Replacement of old and out of date pool water services equipment have also triggered the requirement for upgrades to electrical systems, which was not included or envisaged in the original budget. The project team is currently working through value engineering strategies to attempt to meet budget allocations.


The Waltham Lido Pool Repair Project is reusing and strengthening as much of the existing buildings as possible to minimise waste. In addition, thermal pool covers are being investigated as a possible way to reduce the pool water heating demand.

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| <p><b>Total Sum Insured = \$1,363,856</b><br/> <b>Council insurance claim position = \$1,234,334</b></p> <p>*report is available on the council's website.</p> |
| <p><b>Next Steps:</b></p> <ul style="list-style-type: none"> <li>• Contractor take possession of site in July with works to start thereafter.</li> </ul>       |


| <p><b>Norman Kirk Memorial Pool – Lyttelton</b></p>   |   |     |  |                         |  |   |                                    |  |     |                              |  |     |                            |  |     |                   |  |     |                           |  |     |  |
|---|---|-----|--|-------------------------|--|---|------------------------------------|--|-----|------------------------------|--|-----|----------------------------|--|-----|-------------------|--|-----|---------------------------|--|-----|--|
| <p><b>Building status: CLOSED</b></p>   |  |     |  |                         |  |   |                                    |  |     |                              |  |     |                            |  |     |                   |  |     |                           |  |     |  |
| <p><b>DEE: L4 Received</b></p> <table border="1"> <thead> <tr> <th>Asset</th> <th>NBS</th> <th></th> </tr> </thead> <tbody> <tr> <td>Lyttelton swimming pool</td> <td></td> <td>-</td> </tr> <tr> <td>Lyttelton swimming pool Plant Room</td> <td></td> <td>39%</td> </tr> <tr> <td>Lyttelton Ladies Change Room</td> <td></td> <td>18%</td> </tr> <tr> <td>Lyttelton Mens change room</td> <td></td> <td>18%</td> </tr> <tr> <td>Lyttelton Nursery</td> <td></td> <td>35%</td> </tr> <tr> <td>Lyttelton Lean To Shelter</td> <td></td> <td>10%</td> </tr> </tbody> </table>  | Asset   | NBS |  | Lyttelton swimming pool |  | - | Lyttelton swimming pool Plant Room |  | 39% | Lyttelton Ladies Change Room |  | 18% | Lyttelton Mens change room |  | 18% | Lyttelton Nursery |  | 35% | Lyttelton Lean To Shelter |  | 10% |  |
| Asset   | NBS   |     |  |                         |  |   |                                    |  |     |                              |  |     |                            |  |     |                   |  |     |                           |  |     |  |
| Lyttelton swimming pool   |   | -   |  |                         |  |   |                                    |  |     |                              |  |     |                            |  |     |                   |  |     |                           |  |     |  |
| Lyttelton swimming pool Plant Room  |   | 39% |  |                         |  |   |                                    |  |     |                              |  |     |                            |  |     |                   |  |     |                           |  |     |  |
| Lyttelton Ladies Change Room  |   | 18% |  |                         |  |   |                                    |  |     |                              |  |     |                            |  |     |                   |  |     |                           |  |     |  |
| Lyttelton Mens change room  |   | 18% |  |                         |  |   |                                    |  |     |                              |  |     |                            |  |     |                   |  |     |                           |  |     |  |
| Lyttelton Nursery   |   | 35% |  |                         |  |   |                                    |  |     |                              |  |     |                            |  |     |                   |  |     |                           |  |     |  |
| Lyttelton Lean To Shelter   |   | 10% |  |                         |  |   |                                    |  |     |                              |  |     |                            |  |     |                   |  |     |                           |  |     |  |
| <p><b>Progress to date:</b><br/> Staff recommendation to replace the complex before insurance agreement is reached to allow the pool to re open for summer 2014 was approved by council on the 3<sup>rd</sup> October 2013.<br/> Resolutions were;<br/> <i>“Replace the Lyttelton Pool to 100 per cent NBS and complete the betterment work specified in this report*”</i><br/><br/> <i>“Allocate \$2,659,000 from the Building and Infrastructure Allowance to replace Lyttelton Pool understanding that an insurance claim has not been settled.”</i><br/><br/> <i>“Resolve that all proceeds of insurance relating to the Waltham Pool, Lyttelton Recreation Centre and Lyttelton Pool are applied to the Building and Infrastructure Allowance”</i><br/> *report is available on the council's website.</p> |   |     |  |                         |  |   |                                    |  |     |                              |  |     |                            |  |     |                   |  |     |                           |  |     |  |
| <p><b>Next Steps:</b></p> <ul style="list-style-type: none"> <li>• Demolition is underway and will be complete in July.</li> <li>• Targeted opening date for pool complex is 22<sup>nd</sup> December 2014. The opening date will be confirmed once site works start.</li> </ul>  |   |     |  |                         |  |   |                                    |  |     |                              |  |     |                            |  |     |                   |  |     |                           |  |     |  |


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|--|--|
| <p><b>Lyttelton Recreation Centre and Trinity Hall (interconnected facilities)</b></p>   |  |
| <p><b>Building status: CLOSED</b></p>  |  |
| <p><b>DEE:</b> L4 Received -<br/>Trinity Hall 11% NBS<br/>Lyttelton Recreation Centre 15% NBS</p>  |  |
| <p><b>Progress to date:</b></p> <p>Staff recommendation to repair the facility before insurance agreement is reached to allow the building to re open in 2014 was approved by council on the 3<sup>rd</sup> October 2013.</p> <p>Resolutions were;<br/> <i>“Repair the Lyttelton Recreation Centre buildings to 67 per cent NBS and complete betterment work specified in this report*”</i></p> <p><i>“Allocate \$3,141,500 from the Building and Infrastructure Allowance for the repair of Lyttelton Recreation Centre understanding that an insurance claim has not been settled.”</i></p> <p><i>“Resolve that all proceeds of insurance relating to the Waltham Pool, Lyttelton Recreation Centre and Lyttelton Pool are applied to the Building and Infrastructure Allowance”</i></p> <p>*report is available on the council’s website.</p> <p><b>Current status:</b></p> <ul style="list-style-type: none"> <li>• Design complete</li> <li>• Project is currently running on budget</li> <li>• Targeted date for reopening is January 2015. Early reopening of trinity hall is still a possibility, this needs to be worked through with a building contractor once engaged, as this may impact site works and final completion date.</li> </ul> <p><b>Total Sum Insured = \$3,734,294</b><br/> <b>Repair Cost = \$2.315m</b><br/> <b>Additional cost to strengthen targeting 67% NBS = \$226,500</b><br/> <b>Estimated total cost to repair and strengthen to a target of 67% NBS - \$2,541,500</b></p> |  |
| <p><b>Next Steps:</b></p> <ul style="list-style-type: none"> <li>• Engage a contractor to repair and strengthen the facility.</li> <li>• Work towards strengthening and re-opening the Trinity Hall in December 2014 – ahead of the rest of the building.</li> </ul>   |  |

Community Committee 15 JULY 2014  
 Attachment ONE- Top 30 Project Update

|   |  |
|---|--|
| <b>Whale Paddling Pool New Brighton</b> |  |
| Building status: <b>RE-OPENED</b>       |  |

|                                      |  |
|--------------------------------------|--|
| <b>Botanic Gardens Paddling Pool</b> |  |
| Building status: <b>RE-OPENED</b>    |  |

|                                    |   |
|------------------------------------|---|
| <b>Scarborough Paddling Pool</b>   |  |
| Building status: <b>DEMOLISHED</b> |   |
| DEE: N/A for Paddling Pools.       |   |

**Progress to date:**

On the 7<sup>th</sup> November 2013 The Council approved **up to** \$780,000 to replace the paddling pool in time for summer 2014.

Resolutions were;

*'Agree to replace the Scarborough Paddling Pool and allocate up to \$780,000 from the Building and Infrastructure Improvement Allowance towards this purpose.'*

*"Delegate the final decision of the Paddling Pool design to the Hagley/Ferrymead Community Board."*

The Hagley/Ferrymead community board approved the design of the new facility on the 5<sup>th</sup> February 2014 - the project is currently on schedule.

**Next Steps:**

- Build a new water playground in time to open for summer 2014.

Community Committee 15 JULY 2014  
 Attachment ONE- Top 30 Project Update

**Greenspace TOP 30 Buildings**

**Scarborough Jet Boat Building**

**Total Sum Insured:** \$106,206



**Building Status:** **CLOSED**

**DEE:** L5 Quantitative 10% NBS (final)

**Progress to date:**

Currently only \$11,736 worth of insurance related earthquake damage has been approved by the insurers. Staff continue to negotiate this.

Council’s engineers have produced a building strengthening report to 34, 67 and 100% NBS. The estimated cost to strengthening to 34% NBS is \$88,000, 67% NBS is \$185,000 and to 100% NBS is \$448,000

Options have been explored for rebuilding the existing building “like for like” as well as an option to rebuild a single storey garage to house the jet boat.

Greenspace staff are in discussion with the club occupying the building regarding the feasibility of the rebuild or repair of the building, whether or not they can contribute funding towards the project, and whether or not they require the building to be fully reinstated. A letter was sent from Council to the Lifeboat Institute in September 2013 giving the Institute the option to purchase the facility. To date, no formal response has been forthcoming however discussions are ongoing.

As soon as a position is reached, a report will be prepared for the Community Board and Community Committee.

**Current status:**

The Greenspace unit has gained official approval for the jet boat and its towing vehicle to be temporarily housed in the Sumner Police Station Garage. It will be stationed there until the Jet Boat Building can be repaired. This adds seven minutes to the response time.


**Next Steps:**

- Project On Hold:

The Greenspace Unit are working with the Sumner Lifeboat Institution and discussing all available options. A proposal will come before the Community Committee and Council once developed.


Community Committee 15 JULY 2014  
 Attachment ONE- Top 30 Project Update


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|--|---|
| <p><b>Scarborough Life Boat Building</b><br/>                 Total Sum Insured: \$682,865</p> |  |
| <p>Building Status: <b>RE OPENED</b></p>   |   |
| <p>DEE: 50% NBS (Final)</p>  |   |

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| <p><b>Sumner Surf Club Toilets</b></p>   |  |
| <p>Building Status: <b>DEMOLISHED<br/>(Rebuild)</b></p>  |   |
| <p>DEE: N/A</p>  |   |
| <p><b>Progress to date:</b></p> <p>The building is insured for a total sum of \$574,763<br/>                 The club are leading the rebuild of the surf club and toilets.<br/>                 Council approved the design and rebuild on Thursday 10<sup>th</sup> April.</p> <p><b>Current status:</b></p> <ul style="list-style-type: none"> <li>• Demolition of the building and site has been completed.</li> <li>• Resource consent has been approved</li> <li>• Council resolved to engage in a lease with the Crown</li> <li>• The Crown lease has been approved in principal for both Council and the surf club.</li> <li>• Council staff and the surf club are in negotiation regarding landscaping</li> <li>• Council staff liaising with community arts advisors to discuss ways of incorporating more art into the rebuild design.</li> <li>• Loss Adjustors have reviewed and given their support for the design and costings.</li> </ul> |   |
| <p><b>Next Steps:</b></p> <ul style="list-style-type: none"> <li>• Surf Club to start their construction work on site in spring 2014.</li> </ul>   |   |



Community Committee 15 JULY 2014  
 Attachment ONE- Top 30 Project Update

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| <p><b>Lyttelton Visitors Centre and Toilet</b></p> |  |
| <p><b>Building Status: RE-OPENED</b></p>           |  |
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| <p><b>Botanic Gardens Glasshouses</b></p>   |  |
| <p><b>Building Status: OPEN</b></p>   |   |
| <p><b>DEE:</b><br/> <b>Cunningham - L5 Nov 12 NBS 23% - OPEN</b><br/>                 Total Sum Insured \$1,105,807<br/>                 Indemnity \$296,618</p>  |   |
| <p><b>Foweraker - L5 Sept 12 NBS &gt;34% - OPEN</b><br/> <b>Fernery – L5 Sept 12 NBS 67% - OPEN</b></p>   |   |
| <p><b>Garrick and Gilpin - L5 Sept 12 NBS &lt;33% - OPEN</b><br/>                 Total Sum Insured \$248,954<br/>                 Indemnity \$12,925</p> <p><b>Townend - L5 Sept 12 NBS &lt;33% - OPEN</b><br/>                 Total Sum Insured \$104,497<br/>                 Indemnity \$5,549</p> |   |
| <p><b>Progress to date and current status:</b><br/>                 All glasshouses were reopened in late June following strengthening works</p>  |   |





Community Committee 15 July 2014  
Attachment 2- Heritage Programme Status update


## Heritage Programme Status Update

Current as at 19 June 2014

Community Committee 15 July 2014  
 Attachment 2- Heritage Programme Status update


**Glossary of terms:**

|                               |  |
|-------------------------------|--|
| Assessment of position (AOP): | Councils response to the Loss Adjuster                                       |
| Damage assessment (DA):       | Work to identify all of a building's damage and its associated cost          |
| Level survey:                 | A check to see if the building has settled off level as a result of a quake. |
| Loss Adjusting Team (LAT):    | Work on behalf of the Insurers to adjust our claims.                         |
| Offer of service (OOS):       | When Council requests a cost to undertake a piece of work.                   |
| Statement of Position (SOP):  | The Loss Adjusters response to Council                                       |

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|---|---|
| <p><b>Addington Water Station</b></p>   |  |
| <p>Building Status: <b>CLOSED</b><br/>                 DEE Result: 68%NBS</p>   |   |
| <p>Total Sum Insured: Not Insured<br/>                 Indemnity: Not applicable</p> <p>Value claimed from Insurer: Asset reportedly uninsured</p> <p>Council Report: To be prepared once funding source confirmed.</p>   |   |
| <p>Progress to date and current status:</p> <ul style="list-style-type: none"> <li>• Stabilised</li> <li>• Fencing remains as issues with failing concrete have been identified</li> <li>• No confirmed funding source for the asset.</li> <li>• Project on hold – Waiting confirmation of funding</li> </ul> |   |
| <p>Next Steps:</p> <ul style="list-style-type: none"> <li>• Budgets for permanent repair from review of the design complete</li> </ul>  |   |

Community Committee 15 July 2014  
 Attachment 2- Heritage Programme Status update

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| <p><b>Akaroa Court House</b></p>    |  |
| <p>Building Status: <b>Open</b></p> |  |


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|--|---|
| <p><b>Akaroa Museum</b></p>  |  |
| <p>Building Status: <b>OPEN</b> (Partially open Concourse only)<br/>         DEE: 28% NBS (Concourse now &gt;67%)</p>  |   |
| <p>Total Sum Insured: \$605,694<br/>         Indemnity: \$474,517</p> <p>Value claimed from Insurer: Currently in negotiation with insurer</p> <p>Council Report scheduled for October 2014</p>  |   |
| <p>Progress to date:<br/>         The main building has separate structures of different ages and construction strengths including the original Museum, the Upper Gallery, New Entrance Gallery, Theatre Gallery and The New Store.<br/>         Temporary propping possible but permanent repair / strengthening may be complicated. The Project team were focused on a 2014/15 summer opening; however the re-procurement of construction contracts will require programme revisions. The potential introduction of requirements for peer reviews of designs may also impact the programme.</p> <p>Current status:</p> <ul style="list-style-type: none"> <li>• A temporary (partial) opening of the foyer area, by deconstructing the wall between gallery 1 and the foyer has now been completed. The public now has access to view limited artefacts while a permanent repair strategy is developed.</li> <li>• DEE complete.</li> <li>• Design for strengthening to 67% NBS is complete and being reviewed</li> <li>• Roof redesign and replacement being considered</li> <li>• Preliminary budget has been prepared.</li> </ul> |   |
| <p>Next Steps:</p> <ul style="list-style-type: none"> <li>• Complete design</li> <li>• Peer review design</li> <li>• Finalise budget</li> <li>• Prepare Council Report (October 2014)</li> </ul>   |   |

Community Committee 15 July 2014  
 Attachment 2- Heritage Programme Status update


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|---|--|
| <p><b>Akaroa Service Centre</b></p>   |  |
| <p>Building Status: <b>CLOSED</b><br/>                 DEE: 100%NBS (Pre EQ 130%NBS)</p>  |  |
| <p>Total Sum Insured: \$754,657<br/>                 Indemnity: \$183,195</p> <p>Value claimed from Insurer: Currently in negotiation with the Insurer</p> <p>Council Report scheduled for September 2014</p>   |  |
| <p>Progress to date:</p> <p>The Project team were focused on a 2014/15 summer opening; however the re-procurement of construction contracts will require programme revisions. The potential introduction of requirements for peer reviews of designs may also impact the programme.</p> <p>Current status:</p> <ul style="list-style-type: none"> <li>• DEE Review complete</li> <li>• Design Review in progress</li> <li>• Preliminary budgets complete</li> </ul> |  |
| <p>Next Steps:</p> <ul style="list-style-type: none"> <li>• Peer review design</li> <li>• Finalise budget</li> <li>• Prepare Council Report (October 2014)</li> </ul>   |  |

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| <p><b>Akaroa Weighbridge</b></p>   |  |
| <p>Building Status: <b>Open</b><br/>                 DEE Result: 68% NBS</p> |  |

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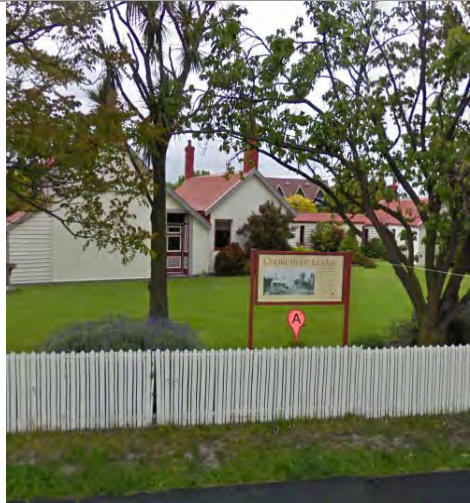
|                                     |  |
|-------------------------------------|--|
| <p><b>Allendale Lockup</b></p>      |  |
| <p>Building Status: <b>OPEN</b></p> |  |

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| <p><b>Avebury Park</b></p>  |  |
| <p>Building Status: <b>Open</b><br/>                 DEE Result: 100% NBS on completion</p> |   |

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| <p><b>Avebury Coach House - Workshed</b></p>   |  |
| <p>Building Status: <b>CLOSED</b><br/>                 DEE Result: No DEE Presented</p>  |  |
| <p>Total Sum Insured: \$13,415<br/>                 Indemnity: \$12,196<br/><br/>                 Value claimed from Insurer: \$0 as at March 2014<br/><br/>                 Insurer supported costs (SOP Received) \$13,415 as at 03 May 2013</p> |  |
| <p>Progress to date and current status:</p> <ul style="list-style-type: none"> <li>• Building Closed</li> <li>• Toilets within the building – which services wider park- currently not available for use.</li> </ul>                               |  |
| <p>Next Steps:</p> <ul style="list-style-type: none"> <li>• Finalise Insurance Settlement</li> <li>• Confirmation of funding source</li> <li>• Proceed to EQ Repairs</li> </ul>  |  |

Community Committee 15 July 2014  
 Attachment 2- Heritage Programme Status update

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| <p><b>Café Trubys</b></p>  |  |
| <p>Building Status: <b>OPEN</b><br/>                 DEE Result: 50% NBS</p> |  |




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| <p><b>Chokebore Lodge</b></p>   |  |
| <p>Building Status: <b>CLOSED</b><br/>                 DEE Result: 15% where affected by The Cob (Clay walls)</p>   |   |
| <p>Total Sum Insured: \$648,207<br/>                 Indemnity: \$53,978</p> <p>Interim value claimed from Insurer: \$52,629 after deductibles as at March 2014</p> <p>Insurer supported costs: Insurers are committed to remedial works but awaiting EQC confirmation of funding.</p> <p>Council Report – On hold awaiting funding clarification</p> |   |
| <p>Progress to date and current status:</p> <ul style="list-style-type: none"> <li>• Building stabilised</li> <li>• Amendments to DEE being reviewed by Heritage Team</li> <li>• Asset Under Review</li> </ul>  |   |
| <p>Next Steps:</p> <ul style="list-style-type: none"> <li>• Finalise comments and repair methodologies for review by the Heritage Team</li> <li>• Complete design and documentation</li> <li>• Peer review design</li> <li>• Formalise budget</li> <li>• Request SOP from Insurer</li> <li>• Prepare Council report (January 2015)</li> </ul>         |   |



Community Committee 15 July 2014  
 Attachment 2- Heritage Programme Status update


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| <p><b>Cob Cottage</b></p>  |  |
| <p>Building Status: <b>CLOSED</b><br/>                 DEE Result:</p>   |  |
| <p>Total Sum Insured: \$109,829<br/>                 Indemnity: \$28,084</p> <p>Interim value claimed from Insurer: \$27,382 after deductible as at March 2014</p> <p>Insurer supported costs: SOP requested 29/06/2013. Requires confirmation building will be rebuilt and when.</p> <p>Council approved betterment &amp; maintenance cost: To be reviewed by the Asset Owner</p> |  |
| <p>Progress to date and current status:</p> <ul style="list-style-type: none"> <li>• Stabilised and fenced off</li> <li>• Asset on hold pending completion of adjacent Ferrymead Bridge Work</li> </ul>  |  |
| <p>Next Steps:</p>   |  |

Community Committee 15 July 2014  
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| <b>Coronation Library (Akaroa)</b>                                     |    |
| Building Status: <b>OPEN</b><br>DEE Result: 44% NBS                    |  |
| <b>Curators House</b>  |   |
| Building Status: <b>OPEN</b><br>DEE Result: 67% NBS                    |  |
|  |  |
| <b>Custom House</b>  |  |
| Building Status: <b>OPEN</b> (for viewing only)<br>DEE Result: 41% NBS |  |




Community Committee 15 July 2014  
 Attachment 2- Heritage Programme Status update

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| <p><b>Edmond Band Rotunda</b></p>  |    |
| <p>Building Status: <b>DEMOLISHED</b><br/>                 DEE Result: N/A</p>   |  |
| <p>Total Sum Insured: \$686,472<br/>                 Indemnity: \$463,421</p> <p>Interim value claimed from Insurer: \$736,242 after deductibles as at March 2014</p> <p>Insurer supported costs \$755,119.00 (Preliminary budget \$1.2M)</p> <p>Council Report: This has been paused awaiting confirmation of a funding source.</p> | <p>Progress to date and current status:</p> <ul style="list-style-type: none"> <li>• Asset has been deconstructed and the heritage items have been retrieved and stored on site including the copper dome</li> <li>• A permanent fence has been installed</li> <li>• Design documents have been completed</li> <li>• Preliminary budgets for rebuild have been completed</li> <li>• Asset on hold</li> </ul> |
| <p>Next Steps</p> <ul style="list-style-type: none"> <li>• Monitor Site Integrity (Ground Settlement)</li> <li>• Peer Review Design</li> <li>• Formal Budgets</li> </ul>   |  |


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| <p><b>Edmonds Clock Tower</b></p>   |  |
| <p>Building Status: <b>CLOSED</b><br/>DEE Result: 67% (On completion)</p>   |  |
| <p>Total Sum Insured: \$485,478<br/>Indemnity: \$379,339</p> <p>Value claimed from Insurer: In progress<br/>Insurer supported costs \$315,322 (job tracking to budget)</p> <p>Council report approved value \$260,000.00</p> <p>Council approved betterment &amp; maintenance cost \$114,000(Note: Includes betterment for clockwork – est. \$10,000.00)</p>  |  |
| <p>Progress to date and current status:</p> <ul style="list-style-type: none"> <li>• Earthquake strengthening and repairs are 80% complete – due to the maintenance issues, the project has been delayed.</li> <li>• Maintenance Repair Methodology and budgets have been approved and PO numbers issued.</li> <li>• RC received 16/04/14 for maintenance repair of the concrete roof</li> <li>• BC Exemption Approved 12/05/2014</li> <li>• Onsite Pre-start meeting for maintenance works – 11/06/14</li> </ul> |  |
| <p>Next Steps:</p> <ul style="list-style-type: none"> <li>• Maintenance work on tower to commence. This involves removing the concrete roof and reinstating with new concrete. The start date to be confirmed by contractor</li> <li>• On completion of maintenance works, finish remaining earthquake (Insurer Funded) works.</li> </ul>   |  |

Community Committee 15 July 2014  
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| <p><b>Edmonds Poplar Crescent Pavilion</b></p>  |  |
| <p>Building Status: <b>CLOSED</b><br/>                 DEE Result: 100% NBS</p>   |  |
| <p>Total Sum Insured: \$84,606<br/>                 Indemnity: \$14,160</p> <p>Value claimed from Insurer: Currently in negotiation with the Insurer</p>  |  |
| <p>Progress to date and current status:</p> <ul style="list-style-type: none"> <li>• DEE report received – 100% NBS</li> <li>• Approval has been given to engage Consultants</li> <li>• The building is closed as the steps leading up to building require complete replacement and the building will need to be closed for this process</li> <li>• The whole site is closed for security reasons as per request from the Asset Owners Representative</li> <li>• Procurement Process for Consultant Engagement has been stopped</li> <li>• On hold</li> </ul> |  |
| <p>Next Steps:</p> <ul style="list-style-type: none"> <li>• Receipt of comments on DEE and repair methodologies</li> <li>• Asset owner approval required before any design works commence</li> <li>• A separate project for remediation of the <b>Avon river wall</b> will influence progress on this asset</li> <li>• Procurement Process for Consultant Engagement</li> </ul>   |  |

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| <p><b>Former Council Stables (Donald St Yard)</b></p>  |  |
| <p>Building Status: <b>CLOSED</b><br/>                 DEE Result: 3%</p>  |  |
| <p>Total Sum Insured: \$364,576<br/>                 Indemnity: \$90,860</p> <p>Interim value claimed from Insurer: \$88,589 after deductible as at March 2014</p> <p>Insurer supported costs of \$8,000 for DEE received</p> <p>Project on hold, awaiting funding</p> |  |
| <p>Progress to date and current status:</p> <ul style="list-style-type: none"> <li>• Preliminary schematic design and budget works completed</li> <li>• DEE and Concept Design in review with Heritage Group</li> <li>• Project on hold awaiting funding</li> </ul>    |  |
| <p>Next Steps:</p> <ul style="list-style-type: none"> <li>• Establish intent of use for this building by Asset Owner</li> </ul>  |  |

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| <p><b>Godley House</b></p>  |  |
| <p>Building Status: <b>DEMOLISHED</b></p>   |  |
| <p>Total Sum Insured: \$1,911,417</p> <p>Indemnity: \$453,690</p> <p>Value claimed from Insurer: \$514,469 after deductibles as at March 2014</p> <p>Insurer supported costs: Currently in negotiation with the Insurer</p>   |  |
| <p>Current status:</p> <ul style="list-style-type: none"> <li>• Report on foundations received from Undercover Archaeology and distributed to asset owner for comment.</li> <li>• Estimates to remove foundations provided to Council</li> <li>• Fences removed</li> <li>• Instruction from Asset Owner is to remove post 1900 foundations, leaving the pre 1900 ones and open the grounds or remove all foundations</li> </ul> |  |
| <p>Next Steps:</p> <ul style="list-style-type: none"> <li>• Preparation for foundation works on hold, awaiting direction from asset owner</li> </ul>  |  |



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| <b>Governors Bay Old School House</b>  |   |
| Building Status: <b>Open</b><br>DEE Result: 100% (following chimney deconstruction)  |   |
| Total Sum Insured: \$74,524<br>Indemnity: \$9,758<br><br>Value claimed from Insurer Currently in negotiation with the Insurer<br><br>Council Report scheduled for September 2014 | Progress to date and current status: <ul style="list-style-type: none"><li>• DEE report represents a result of 100% NBS (Following deconstruction of chimneys)</li><li>• Tender documents for repair being prepared</li></ul><br>Next Steps: <ul style="list-style-type: none"><li>• Prepare scope of works and quantify repair cost.</li><li>• Chimney and toilet block repairs to this facility will enable this to open permanently.</li></ul> |

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| <p><b>Governors Bay School<br/>                 Headmasters House</b></p>  |  |
| <p>Building Status: <b>CLOSED</b><br/>                 DEE Result: TBC</p>   |  |
| <p>Total Sum Insured: \$248,906<br/>                 Indemnity: \$34,038</p> <p>Value claimed from Insurer: Currently in negotiation with insurer</p> <p>Council Report scheduled for November 2014</p>  |  |
| <p>Progress to date and current status:</p> <ul style="list-style-type: none"> <li>• Site visit on 14/11/13 suggests that significant sums would be required for deferred maintenance.</li> <li>• Investigations are currently in progress with the local Community, to open the facility for temporary use.</li> <li>• Tenders for Detailed design received and evaluated.</li> <li>• Award recommendation to follow</li> </ul> |  |
| <p>Next Steps:</p> <ul style="list-style-type: none"> <li>• Investigations into opening for Community use</li> <li>• Award Design contract</li> <li>• Proceed with DEE and Remedial Design</li> <li>• Peer review Design</li> <li>• Finalise Budget</li> <li>• Prepare Committee Report</li> </ul>   |  |

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 Attachment 2- Heritage Programme Status update

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| <p><b>Grubb Cottage</b></p>  |   |
| <p>Building Status: <b>OPEN</b><br/>                 DEE Result: 86% NBS</p>   |   |
| <p><b>Halswell Quarry Old Stone House</b></p>  |  |
| <p>Building Status: <b>CLOSED</b><br/>                 DEE Result: 40%</p>   |   |
| <p>Total Sum Insured: \$398,088<br/>                 Indemnity: \$107,710</p> <p>Value claimed from Insurer: \$105,018 after deductible as at March 2014</p> <p>Insurer supported costs - Currently in negotiation with insurer</p> <p>Council report scheduled for September 2014</p> <p>Council approved betterment &amp; maintenance cost – to be reviewed by Asset Owner</p> |   |
| <p>Progress to date and current status:</p> <ul style="list-style-type: none"> <li>• Final copy of DEE Report received. Heritage Team completed review and commented</li> <li>• Currently in Detailed Design</li> <li>• Closed, no tenant prior to event</li> </ul>  |   |
| <p>Next Steps:</p> <ul style="list-style-type: none"> <li>• Asset Owner to confirm if asset to change use from Residential to Commercial</li> <li>• Asset Owner to advise the % NBS strength for the building</li> <li>• Peer review design</li> <li>• Formalise budgets</li> <li>• Prepare Council Report (January 2015 )</li> </ul>  |   |



Community Committee 15 July 2014  
Attachment 2- Heritage Programme Status update


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|---|---|
| <b>Halswell Quarry Crusher Building</b>   |   |
| Building Status: <b>CLOSED</b><br>Qualitative Report: Result: 35%   |   |
| Total Sum Insured: \$148,500<br>Indemnity: \$1,687<br><br>Value claimed from Insurer: No claim submitted to date<br><br>Insurer supported costs \$30,000 (Bank Stabilisation)<br>Council approved betterment & maintenance cost – to be reviewed by Asset Owner | Progress to date and current status: <ul style="list-style-type: none"><li>• Insurers have supported costs to the value of \$30,000 to cut the bank back following the recommendations within the Geotech report.</li><li>• DEE Report received.</li><li>• PO number for \$30K – Insurer funded, has been received</li><li>• The bank stabilisation works are now complete.</li><li>• Pathway is open</li></ul> |
| Next Steps: <ul style="list-style-type: none"><li>• Handover documentation for the bank stabilisation in progress</li><li>• On hold, awaiting conservation report and direction from asset owner</li></ul>  |   |




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| <p><b>Halswell Quarry Singlemans Quarters</b></p>  |  |
| <p>Building Status: <b>CLOSED</b><br/>                 DEE Result: 39% NBS</p>   |  |
| <p>Total Sum Insured: \$220,725<br/>                 Indemnity: \$42,525</p> <p>Value claimed from Insurer: \$41,462 after deductible as at March 2014</p> <p>Insurer supported costs – Currently in discussion with the Insurer</p> <p>Council Report scheduled for June 2014<br/>                 Council approved betterment &amp; maintenance cost – to be reviewed by the Asset Owner</p> |  |
| <p>Progress to date and current status:</p> <ul style="list-style-type: none"> <li>• Stabilisation works completed</li> <li>• Construction material – stone, concrete and galvanised metal roof</li> <li>• Engineering design work in final stages</li> </ul>  |  |
| <p>Next Steps:</p> <ul style="list-style-type: none"> <li>• Design Documentation to be finalised for review and comments by HRWG</li> <li>• Peer review design</li> <li>• Builder Solicitation</li> <li>• Prepare formal project reinstatement budget</li> <li>• Council report (January 2015)</li> </ul>  |  |

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| <p><b>Jubilee Clock Tower</b></p>  |  |
| <p>Building Status: <b>CLOSED – Scheduled hand over July 2014</b><br/>                 DEE Result: 67% NBS (on completion)</p>   |  |
| <p>Total Sum Insured: \$1,016,117<br/>                 Indemnity: \$793,965</p> <p>Value claimed from Insurer: Currently in negotiation with insurer</p> <p>Insurer supported costs \$819,402.52 (Tracking to budget) + (contested cost artesian water \$36,890.00)</p> <p>Council report approved value \$ 741,085</p> <p>Council approved betterment &amp; maintenance cost \$13,000 for clock maintenance (+contested cost for artesian water \$36,890.00)</p>  |  |
| <p>Progress to date and current status:</p> <ul style="list-style-type: none"> <li>• All EQ Repairs Complete</li> <li>• Maintenance issues being addressed</li> <li>• Clock commission to be turned on at completion of works</li> </ul>   |  |
| <p>Next Steps:</p> <ul style="list-style-type: none"> <li>• Complete maintenance requirements</li> <li>• Open Clock Tower – July 2014 is proposed date</li> <li>• Remediation of steps – approved at CCC</li> <li>• Reinstatement of the Fountain</li> <li>• Reinstatement of the Finial (Spire)</li> <li>• Awaiting confirmation of landscaping budget and the landscaping and site drainage plan</li> <li>• BC sign off</li> <li>• Handover document</li> </ul> <p style="text-align: right;">} Expected Completion 27/6</p> |  |

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| <p><b>Kapuatohe Cottage</b></p>     |  |
| <p>Building Status: <b>OPEN</b></p> |  |

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| <p><b>Kapuatohe Museum</b></p>  |  |
| <p>Building Status: <b>CLOSED</b><br/>                 DEE Result: 35%</p>  |   |
| <p>Total Sum Insured: \$183,705<br/>                 Indemnity: \$21,423</p> <p>Value claimed from Insurer: Currently in negotiation with insurer</p> <p>Council Report on hold, awaiting direction from asset owner on strengthening targets</p>   |   |
| <p>Progress to date</p> <ul style="list-style-type: none"> <li>• DEE Completed - 20/01/2013</li> </ul> <p>current status:</p> <ul style="list-style-type: none"> <li>• Repair methodology completed</li> <li>• A repair budget has been prepared and estimated at \$27,347.00</li> <li>• Asset owner has outlined the issues with strengthening to suit the artefacts</li> <li>• On hold</li> </ul> |   |
| <p>Next Steps:</p> <ul style="list-style-type: none"> <li>• Asset owner to supply a strength target for this asset</li> <li>• Detailed design to be undertaken</li> </ul>   |   |

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| <p><b>Kapuatohe Dwelling</b></p>   |   |
| <p>Building Status: <b>OPEN</b></p>  |   |
| <p><b>Kukupa Hostel</b></p>  |  |
| <p>Building Status: <b>CLOSED</b><br/>       DEE Result: TBC</p>   |   |
| <p>Total Sum Insured: \$174,048<br/>       Indemnity: \$102,375</p> <p>Value claimed from Insurer: Currently in negotiation with insurer</p> <p>Council Report scheduled: Asset on hold</p>  |   |
| <p>Progress to date and current status:</p> <ul style="list-style-type: none"> <li>• Building chimney deconstructed</li> <li>• Proposals for Remedial Design have been received and evaluated.</li> <li>• Conservation Plan complete</li> <li>• Asset on Hold</li> </ul> |   |
| <p>Next Steps:</p> <ul style="list-style-type: none"> <li>• Prepare award recommendation</li> <li>• Award design contract</li> <li>• Proceed with DEE and remedial design</li> </ul>   |   |

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| <p><b>Langlois-Eteveneaux Cottage</b></p>  |  |
| <p>Building Status: <b>OPEN</b> for external viewing only<br/>                 DEE Result: 51% NBS</p>   |  |
| <p>Total Sum Insured: \$65,268<br/>                 Indemnity: \$11,415</p> <p>Insurer supported costs: Currently in discussion with the Insurer</p> <p>Council Report scheduled: Asset on hold pending funding confirmation</p>   |  |
| <p>Progress to date and current status:</p> <ul style="list-style-type: none"> <li>• Make Safe works included chimney deconstruction below roofline and waterproofing of same.</li> <li>• Geotechnical Report 29/07/11 stated no land damage was noted.</li> <li>• Conceptual strengthening schemes have been completed and reviewed by HRWG.</li> <li>• Review comments are being addressed</li> <li>• Asset on Hold</li> </ul> |  |
| <p>Next Steps:</p> <ul style="list-style-type: none"> <li>• Pending finance</li> <li>• Peer review design</li> <li>• Finalise budgets</li> <li>• Prepare Council Reports</li> </ul>  |  |

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| <p><b>Linwood Community Arts</b></p>  |    |
| <p>Building Status: <b>OPEN</b><br/>                 DEE Result: 100% NBS</p> | <p>Pre Construction</p>  <p>Complete – October 2013</p> |

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| <p><b>Little River Library</b></p>  |    |
| <p>Building Status: <b>CLOSED</b><br/>                 DEE Result:</p>  | <p>Progress to date and current status:</p> <ul style="list-style-type: none"> <li>• Make safe works have been undertaken. Engineered timber propping with dead man weighting was installed to the South West and North West corners of the building – Building stabilised.</li> </ul> <p>Next Steps:</p> <ul style="list-style-type: none"> <li>• Tender request for remedial design has been complete, issue will be upon approval.</li> </ul> |
| <p>Total Sum Insured: \$321,734<br/>                 Indemnity: \$53,277</p> <p>Value claimed from Insurer: Currently in negotiation with insurer</p> |  |


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| <p><b>Lyttelton (Upham) Clocktower</b></p>   |  |
| <p>Building Status: <b>CLOSED</b> (M.O.E. owns land, project under review)<br/>                 DEE Result: 25% NBS</p>  |  |
| <p>Total Sum Insured: Under Status &amp; Memorials Indemnity: \$0.00</p> <p>Value claimed from Insurer: Currently in negotiation with insurer</p> <p>Insurer supported costs: Supported under Statues and Memorials and currently in discussion with the Insurer. An initial SOP for \$1,500 has been received in support of further investigations on a repair methodology.</p> |  |
| <p>Progress to date and current status:</p> <ul style="list-style-type: none"> <li>• Structure fenced off</li> <li>• DEE, Design and Budgets complete</li> <li>• Budget to repair is estimated at \$119,441 as at Feb 14</li> <li>• New methodology received from Engineers for repair</li> <li>• Project on hold</li> </ul>   |  |
| <p>Next Steps:</p> <ul style="list-style-type: none"> <li>• Further methodology required from engineer</li> <li>• Peer review design</li> <li>• Consider effects of peer review on build costs</li> <li>• Obtaining SOP from Insurer</li> <li>• Prepare report for Council approval</li> </ul>   |  |



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| <p><b>Lyttelton Museum</b></p>   |  |
| <p>Building Status: <b>DEMOLISHED</b><br/>DEE: 30%NBS</p>  |  |
| <p>Total Sum Insured: \$1,318,355<br/>Indemnity: \$211,663<br/>Value claimed from Insurer: \$253,542 after deductible as at March 2014</p> |  |
| <p>Current status:</p> <ul style="list-style-type: none"> <li>• Demolished</li> </ul>  |  |
| <p>Next Steps:</p> <ul style="list-style-type: none"> <li>• Strategy for site to be developed</li> </ul>                                   |  |


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| <p><b>Mona Vale Bathhouse</b></p>  |  |
| <p>Building Status: <b>CLOSED</b><br/>DEE Result: 25% NBS (damaged state)</p>  |   |
| <p>Total Sum Insured: \$131,794<br/>Indemnity: \$15,045</p> <p>Interim Value claimed from Insurer: \$14,669 after deductibles as at March 2014</p> <p>Insurer supported costs for \$4,000 SOP requested for Engineer repairs development for Pool Area. Remaining supported costs currently under review.</p> <p>Council Report scheduled for September 2014</p>   |   |
| <p>Progress to date and current status:</p> <ul style="list-style-type: none"> <li>• DEE reports completed; Geotechnical report and onsite drilling works completed – results received.</li> <li>• Concept design completed awaiting approval and further consultation</li> <li>• Stabilisation works now completed.</li> <li>• Insight has scoped EQ damage for underfloor swimming pool works.</li> <li>• A fee proposal received from the Structural Engineer for repairs to the underfloor pool and report complete</li> <li>• SOP Received for Engineers costs associated to the pool area repairs</li> <li>• Awaiting HRWG comment on the sub floor pool engineering report</li> </ul> |   |
| <p>Next Steps:</p> <ul style="list-style-type: none"> <li>• Asset owner to confirm % NBS target required</li> <li>• Design and documentation to be completed for consent</li> <li>• Peer review design</li> <li>• Prepare budget based on design</li> <li>• Prepare Council report September 14 (Delay due to peer review design requirements)</li> </ul>  |   |




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| <b>Mona Vale Gatehouse (Residential)</b>   |  |
| Building Status: <b>CLOSED</b><br>DEE Result: 10%  |  |
| Total Sum Insured: \$404,881<br>Indemnity: \$123,088<br><br>Interim Value claimed from Insurer: \$120,011 after deductibles as at March 2014<br><br>Insurer supported costs – Currently in negotiation with insurer<br><br>Council report scheduled for October 2014   |  |
| Progress to date and current status: <ul style="list-style-type: none"><li>• Council attempting to engage a meeting with EQC to review claim for costs</li><li>• Stabilisation works are complete</li><li>• Design concepts have been prepared</li><li>• The DEE report has been received</li><li>• The asset owner has confirmed that the required repair level is 67% NBS</li><li>• EQC have been provided with details on residential claim</li></ul> |  |
| Next Steps: <ul style="list-style-type: none"><li>• Design and documentation to be completed for consent</li><li>• Peer review design</li><li>• Prepare budget based on design</li><li>• Request SOP from Insurer</li><li>• Prepare Council report October 14 (Delay due to peer review requirements)</li></ul>  |  |

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| <p><b>Mona Vale Homestead</b></p>   |  |
| <p>Building Status: <b>CLOSED</b><br/>                 DEE Result: 5%</p>   |  |
| <p>Total Sum Insured: \$3,922,202<br/>                 Indemnity: \$912,140</p> <p>Interim Value claimed from Insurer: \$889,337 after deductibles as at March 2014</p> <p>Insurer supported costs \$2,206,111.91</p> <p>Council report approved value \$2,806,627<br/>                 Strengthening budget \$600,415</p>  |  |
| <p>Progress to date and current status:</p> <ul style="list-style-type: none"> <li>• Resource and building consent documentation completed</li> <li>• Budgets have been finalised</li> <li>• An SOP from the Insurers has been received</li> <li>• Final Council Report approved to repair to 67%</li> <li>• Resource Consent Received</li> <li>• Archaeological Authority received and approved</li> </ul> |  |
| <p>Next Steps:</p> <ul style="list-style-type: none"> <li>• Lodge Building Consent 20/06</li> <li>• Physical works to commence once consents have been received (ETA AUG 2014)</li> <li>• Arrange prestart meetings</li> </ul>  |  |


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| <b>Mona Vale Lodge (Residential) – Rear Gatehouse</b> |  |
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| <b>Mona Vale Fernery</b>     |  |
| Building Status: <b>OPEN</b> |   |


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| <p><b>Community Centre – Cracroft (Old Stone House)</b></p>  |  |
| <p>Building Status: <b>CLOSED</b><br/>                 DEE: 15% NBS</p>  |  |
| <p>Total Sum Insured: \$1,584,732<br/>                 Indemnity: \$361,143</p> <p>Value claimed from Insurer: No claim submitted as at March 2014</p> <p>Insurer supported costs of \$38,500 per SOP 10/10/13 for Engineering investigations</p> <p>Council Report scheduled for October 2014</p>   |  |
| <p>Progress to date:</p> <ul style="list-style-type: none"> <li>• Stabilised</li> <li>• Updated DEE reviewed by the Heritage Team and comments received.</li> <li>• Intrusive investigation completed at roof perimeter to verify framing connection conditions by the Engineer</li> <li>• Detailed design received and under review, completion dependent on results of intrusive investigation.</li> </ul>             |  |
| <p>Next Steps:</p> <ul style="list-style-type: none"> <li>• SOP documentation sought for support of works completed to date and proposed works.</li> <li>• Develop design alternatives from the results of the above investigations and select desired course of action</li> <li>• Complete design</li> <li>• Peer review design</li> <li>• Finalise budgets</li> <li>• Prepare Council Report (October 2014)</li> </ul> |  |


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| <p><b>Poseidon</b></p>              |  |
| <p>Building Status: <b>OPEN</b></p> |  |


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| <p><b>Riccarton Bush Deans Cottage</b></p>   |  |
| <p>Building Status: <b>CLOSED</b></p>  |  |
| <p>Total Sum Insured: \$138,030<br/>                 Indemnity: \$778</p> <p>Value claimed from Insurer: Currently in negotiation with insurer</p> <p>Insurer supported costs of \$6,500 for Engineering on chimney – SOP received 19/12/13</p>  |  |
| <p>Progress to date and current status:</p> <ul style="list-style-type: none"> <li>• RBT board have accepted the option to replace the chimney in red brick – These bricks will be salvaged from Chimney 1 in the homestead.</li> <li>• No EQC claim entitlement confirmed.</li> <li>• Structural design works for chimney reinstatement complete</li> <li>• Design review underway by HRPG</li> </ul> |  |
| <p>Next Steps:</p> <ul style="list-style-type: none"> <li>• Prepare documentation then lodge resource and building consent</li> </ul>  |  |

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| <p><b>Riccarton Bush Rangers Cottage (Residential – Tenanted)</b></p>  |  |
| <p>Building Status: <b>Occupied by tenant</b><br/>                 DEE Result: RBT not requesting a DEE report, as asset is a residential dwelling</p>   |  |
| <p>Total Sum Insured: \$255,628<br/>                 Indemnity: \$110,920</p> <p>Insurer supported costs – SOP received 24/4/14, supporting a value of \$146,553.61 and subject to comments within SOP</p>   |  |
| <p>Progress to date and current status:</p> <ul style="list-style-type: none"> <li>• Design work substantially complete and waiting for approval to complete design for Jan 12 event (SW wall)</li> <li>• Council attempting to engage a meeting with EQC to review claim for costs</li> <li>• No DEE report is required for this asset</li> </ul> |  |
| <p>Next Steps:</p> <ul style="list-style-type: none"> <li>• Obtain funding to complete make safe works</li> <li>• Finalise design documentation</li> <li>• Lodge Building Consent</li> </ul>   |  |

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| <p><b>Riccarton House (RBT)</b></p>   |  |
| <p>Building Status: <b>OPEN</b><br/>                 DEE Result: 100% NBS</p> |  |

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| <p><b>Risingholme Hall</b></p>   |  |
| <p>Building Status: <b>CLOSED</b><br/>                 DEE Result: 13% NBS</p>   |   |
| <p>Total Sum Insured: \$538,203<br/>                 Indemnity: \$130,735</p> <p>Value claimed from Insurer: Currently in negotiation with insurer</p> <p>Council Report scheduled for November 2014</p>   |   |
| <p>Progress to date and current status:</p> <ul style="list-style-type: none"> <li>• Remedial Design underway</li> </ul> <p>Next Steps:</p> <ul style="list-style-type: none"> <li>• Undertake detailed Design</li> <li>• Peer review Design</li> <li>• Finalise Budget</li> <li>• Prepare Council Report</li> </ul> |   |



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| <p><b>Risingholme Community Centre and Homestead</b></p>   |  |
| <p>Building Status: <b>CLOSED</b><br/>DEE Result: 33% NBS</p>  |  |
| <p>Total Sum Insured: \$1,089,199<br/>Indemnity: \$168,786</p> <p>Value claimed from Insurer: Currently in negotiation with insurer</p> <p>Council report scheduled for November 2014</p>  |  |
| <p>Progress to date and current status:</p> <ul style="list-style-type: none"> <li>• Make safe works completed with removal of chimney's A &amp; B to first floor level and waterproofing</li> <li>• Deconstruction of chimney A1 and A2 to ground level were later required and works undertaken</li> <li>• Linings were removed (as part of an intrusive investigation) from chimney B in mid-August 2012</li> <li>• Decision made that Chimney B should be deconstructed to ground due to damage viewed.</li> <li>• Remedial Design underway</li> </ul> <p>Next Steps:</p> <ul style="list-style-type: none"> <li>• Undertake detailed Design</li> <li>• Peer review Design</li> <li>• Finalise Budget</li> <li>• Prepare Council Report</li> </ul> |  |

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| <p><b>Rose Historic Chapel</b></p>  |  |
| <p>Building Status: <b>CLOSED</b><br/>DEE Result: 10% NBS</p>   |  |
| <p>Total Sum Insured: \$1,468,417<br/>Indemnity: \$437,037</p> <p>Value claimed from Insurer: \$404,582 after deductible as at March 2014</p> <p>Insurer supported costs: Currently in negotiation with insurer</p> |  |
| <p>Progress to date and current status:</p> <ul style="list-style-type: none"> <li>• Stabilisation works complete</li> <li>• Design options and schemes completed</li> </ul>  |  |

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| <ul style="list-style-type: none"> <li>• Structural and architectural final design work 90% complete</li> <li>• CERA have requested deconstruction of the brick fence</li> <li>• Install and secure footpath and fences - Completed</li> </ul> |
| <p>Next Steps:</p> <ul style="list-style-type: none"> <li>• Complete design documentation</li> <li>• Peer review design</li> <li>• Prepare budgets</li> <li>• Request SOP from Insurer</li> <li>• Prepare Council Report</li> </ul>            |

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| <p><b>Sign of the Kiwi</b></p>   |  |
| <p>Building Status: <b>CLOSED</b><br/>                 DEE: 9.5%NBS</p>  |   |
| <p>Total Sum Insured: \$250,437<br/>                 Indemnity: \$45,135</p> <p>Value claimed from Insurer: Currently in negotiation with insurer</p> <p>Council report scheduled for October 2014</p> |   |
| <p>Next Steps:</p> <ul style="list-style-type: none"> <li>• Detailed Design to be prepared for review</li> <li>• Prepare Council Report</li> </ul>   |   |




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| <p><b>Sign of the Takahe</b></p>   |  |
| <p>Building Status: <b>CLOSED</b><br/>                 DEE: 30%NBS</p>   |  |
| <p>Total Sum Insured: \$5,943,859<br/>                 Indemnity: \$3,479,709</p> <p>Value claimed from Insurer: Currently in negotiation with insurer</p> <p>Insurer supported costs \$1,940,266.00</p> <p>Council report approved value \$3,411,852.57</p> <p>Council approved funding of \$1,471,586 &amp; overdue maintenance cost of \$100,000.</p>   |  |
| <p>Current status:</p> <ul style="list-style-type: none"> <li>• Building has been stabilised</li> <li>• SOP has been received from Insurer</li> <li>• Project approved through Council - Insight will begin the next steps in the reinstatement process, beginning with Resource Consent application Lodged<br/>                     Resource Consent 25/10/13 – Received.</li> <li>• Site Establishment Meeting – Complete</li> <li>• Building Consent Exemption declined due to new Council rules</li> <li>• Approval of plans source and then lodge Building Consent.</li> <li>• Site Establishment Complete</li> <li>• Awaiting Fire Design after amendments – Due 19/6</li> <li>• Lodge Building Consent</li> </ul> <p>Next Steps:</p> <ul style="list-style-type: none"> <li>• Preliminary Reinstatement Works underway</li> </ul> |  |

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| <p><b>Signal Mast Cave Rock</b></p>   |  |
| <p>Building Status: <b>CLOSED</b><br/>                 DEE Result: N/A</p>  |  |
| <p>Progress to date and current status:</p> <ul style="list-style-type: none"> <li>• Currently waiting for approval to lodge Building and Resource consents</li> <li>• Budgets have been finalised by Insight</li> <li>• Project on hold, awaiting funding clarification</li> </ul> |  |
| <p>Next Steps:</p> <ul style="list-style-type: none"> <li>• Council Report</li> </ul>   |  |

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| <p><b>Stoddarts Cottage</b></p>   |    |
| <p>Building Status: <b>CLOSED</b><br/>                 DEE Result:</p>  |  |
| <p>Total Sum Insured: \$194,110<br/>                 Indemnity: \$41,300<br/><br/>                 Value claimed from Insurer: Currently in negotiation with insurer<br/><br/>                 Council report on hold, awaiting funding</p> | <p>Progress to date and current status:</p> <ul style="list-style-type: none"> <li>• Make safe works have been undertaken – Chimney in Gallery. Dismantling of the fireplace and removal of the remainder of the chimney</li> <li>• Urgent waterproofing repairs carried out on the roof.</li> <li>• Intrusive Investigation completed to ascertain condition of timber framing &amp; presence of any diagonal bracing to restrain lateral loading. It enabled an inspection of the connection between the bottom wall plate &amp; foundation.</li> <li>• Design solicitation being prepared</li> <li>• On hold, awaiting funding</li> </ul> |
| <p>Next Steps:</p> <ul style="list-style-type: none"> <li>• Solicit and Award Design Contract</li> <li>• Undertake detailed Design</li> <li>• Prepare Council Report</li> </ul>   |  |

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| <p><b>The Gaiety</b></p>  |  |  |
| <p>Building Status: <b>CLOSED</b><br/>                 DEE: 20%NBS</p>  |  |  |
| <p>Total Sum Insured: \$628,250<br/>                 Indemnity: \$149,583</p> <p>Value claimed from Insurer: Currently in negotiation with insurer</p> <p>Council Report approved value \$624,400</p>   |  |  |
| <p>Progress to date:<br/>                 Temporary vermin and weatherproofing undertaken as directed<br/>                 Current status:</p> <ul style="list-style-type: none"> <li>• Permanent design 99% complete</li> <li>• Completed pricing documentation</li> <li>• Council Report approved to repair to 67% NBS</li> </ul> |  |  |
| <p>Next Steps:</p> <ul style="list-style-type: none"> <li>• Complete Permanent design solution</li> <li>• Complete documentation for consents</li> </ul>  |  |  |

|   |  |
|---|--|
| <p><b>Victoria Park Information Centre</b></p>  |  |
| <p>Building Status: <b>CLOSED</b><br/>                 DEE Result: 25% NBS</p>  |  |
| <p>Total Sum Insured: \$470,466<br/>                 Indemnity: \$60,686</p> <p>Interim value claimed from Insurer: \$59,169 after deductible as at March 2014<br/>                 Insurer supported costs \$185,031.04 to 49% NBS</p> |  |
| <p>Progress to date and current status:</p> <ul style="list-style-type: none"> <li>• Design and Budgets complete</li> <li>• SOP received</li> <li>• Council Report approved to repair to Pre EQ Strength in May 14</li> </ul>           |  |
| <p>Next Steps:</p> <ul style="list-style-type: none"> <li>• Proceed to consenting phase</li> </ul>  |  |

Community Committee 15 July 2014  
Attachment 2- Heritage Programme Status update

|                              |  |
|------------------------------|--|
| <b>YHA Rolleston House</b>   |  |
| Building Status: <b>OPEN</b> |  |

FRP Work Packages Traffic Light Status

|     | Operational Status                       | DEE Assessment           | Damage Assessment & Options* | Insurance Position  | Delivery Status                           |
|-----|--|--------------------------|------------------------------|---|---|
| KEY | Closed or Demolished                     | Not Started              | Not Started                  | CCC position differs significantly from that of LAT   | Not started                               |
|     | Partially Open or Open under Access Plan | In Progress              | In Progress                  | In Negotiation/Review - no major differences of opinion identified                                    | Council Approved, Underway                |
|     | Open                                     | Complete or Not Required | Complete or Not Required     | Intend to move forward with LAT position (although may be awaiting final SoP and/or Council approval) | Work completed (either repair or rebuild) |

| WORK PACKAGE 1 (TOP 30) *initial option only        |                    |                |                              |                    |                 |
|---|--------------------|----------------|------------------------------|--------------------|-----------------|
| ASSET   | Operational Status | DEE Assessment | Damage Assessment & Options* | Insurance Position | Delivery Status |
| Sydenham Creche                                     |                    |                |                              |                    |                 |
| Fendalton Community Centre                          |                    |                |                              |                    |                 |
| Riccarton Community Centre (incl Volunteer Library) |                    |                |                              |                    |                 |
| South Brighton Community Centre (demolished)        |                    |                |                              |                    |                 |
| Risingholme Community Centre craft rooms            |                    |                |                              |                    |                 |
| Hei Hei Community Centre                            |                    |                |                              |                    |                 |
| Sumner Community Centre (& Museum demolished)       |                    |                |                              |                    |                 |
| Sumner Library (demolished)                         |                    |                |                              |                    |                 |
| Bishopdale Library and Community Centre             |                    |                |                              |                    |                 |
| Linwood Resource Centre                             |                    |                |                              |                    |                 |
| Linwood Civic Office and Library Support            |                    |                |                              |                    |                 |
| Linwood Library Support Services                    |                    |                |                              |                    |                 |
| Linwood Library (Cranley Street)                    |                    |                |                              |                    |                 |
| Mairehau Library                                    |                    |                |                              |                    |                 |
| St Martins Volunteer Library                        |                    |                |                              |                    |                 |
| Opawa Library (Cnr Richardson & Opawa Rd)           |                    |                |                              |                    |                 |
| Opawa Children's Library                            |                    |                |                              |                    |                 |
| Hoon Hay Library                                    |                    |                |                              |                    |                 |
| Heathcote Library                                   |                    |                |                              |                    |                 |
| Redcliffs Volunteer Library.                        |                    |                |                              |                    |                 |
| Woolston Volunteer Library.                         |                    |                |                              |                    |                 |
| Lyttelton Service Centre                            |                    |                |                              |                    |                 |
| Waltham Pool (Aggregated)                           |                    |                |                              |                    |                 |
| Lyttelton Swimming Pool (Aggregated)                |                    |                |                              |                    |                 |
| Lyttelton Recreation Centre and Trinity Hall        |                    |                |                              |                    |                 |
| Whale paddling pool in New Brighton                 |                    |                |                              |                    |                 |
| Botanic Gardens paddling pool                       |                    |                |                              |                    |                 |
| Scarborough Paddling Pool (Aggregated)              |                    |                |                              |                    |                 |
| Scarborough Jetboat Shed                            |                    |                |                              |                    |                 |
| Scarborough Lifeboat Facility                       |                    |                |                              |                    |                 |
| Public Toilets/Changing Rooms - Sumner Surf Club    |                    |                |                              |                    |                 |
| Lyttelton Information Centre & Toilets              |                    |                |                              |                    |                 |
| Botanic Gardens Glasshouses (Aggregated)            |                    |                |                              |                    |                 |

| WORK PACKAGE 2                                |                    |                |                              |                    |                 |
|---|--------------------|----------------|------------------------------|--------------------|-----------------|
| ASSET   | Operational Status | DEE Assessment | Damage Assessment & Options* | Insurance Position | Delivery Status |
| St Albans Edu-Care Centre                     |                    |                |                              |                    |                 |
| Duvauchelle Hall                              |                    |                |                              |                    |                 |
| Little Akaloa Community Hall                  |                    |                |                              |                    |                 |
| Okains Bay Community Centre                   |                    |                |                              |                    |                 |
| Woolston Creche (Glenroy Street)              |                    |                |                              |                    |                 |
| Allandale Community Hall                      |                    |                |                              |                    |                 |
| Community Centre - Heathcote                  |                    |                |                              |                    |                 |
| Community Centre -Wainoni (Hampshire St)      |                    |                |                              |                    |                 |
| North Beach Community Creche                  |                    |                |                              |                    |                 |
| Service Centre / Library - Papanui            |                    |                |                              |                    |                 |
| Lyttelton Library & Offices                   |                    |                |                              |                    |                 |
| Library - Parklands                           |                    |                |                              |                    |                 |
| New Brighton Library / Pier Terminus Building |                    |                |                              |                    |                 |
| Service Centre / Library - Shirley            |                    |                |                              |                    |                 |
| Library - Spreydon                            |                    |                |                              |                    |                 |
| Library - Upper Riccarton                     |                    |                |                              |                    |                 |
| Plant Room Jellie Park - 1999/2000 Additions  |                    |                |                              |                    |                 |
| Pioneer Stadium (Aggregated)                  |                    |                |                              |                    |                 |
| Wharenui Pool (Aggregated)                    |                    |                |                              |                    |                 |
| Gymnasium - Wigram Aerodrome                  |                    |                |                              |                    |                 |
| Grandstand & Amenities - Denton Oval          |                    |                |                              |                    |                 |
| Governors Bay Swimming Pool                   |                    |                |                              |                    |                 |
| Halswell Pool (Aggregated)                    |                    |                |                              |                    |                 |
| Cuthberts Green (Aggregated)                  |                    |                |                              |                    |                 |
| South Brighton Motor Camp (Aggregated)        |                    |                |                              |                    |                 |
| Hagley Park South - Implement Shed            |                    |                |                              |                    |                 |
| North Hagley - Lake Albert Shelter/ Toilets   |                    |                |                              |                    |                 |
| North Hagley - RSA Bowling Club               |                    |                |                              |                    |                 |
| Linwood Nursery (Aggregated)                  |                    |                |                              |                    |                 |
| Harewood Nursery (Aggregated)                 |                    |                |                              |                    |                 |
| Spencer Park - Surf Club                      |                    |                |                              |                    |                 |
| Pavilion - Avonhead Park                      |                    |                |                              |                    |                 |
| Pavilion - Waltham Park                       |                    |                |                              |                    |                 |
| Toilets - Sign of the Kiwi                    |                    |                |                              |                    |                 |
| South Hagley - Toilets (Near Hospital)        |                    |                |                              |                    |                 |
| Botanic Gardens - Band Rotunda                |                    |                |                              |                    |                 |
| Pavilion - Bradford Park                      |                    |                |                              |                    |                 |
| Shelter-Pioneer Womens Reserve                |                    |                |                              |                    |                 |
| Cressy Tennis Courts & Club                   |                    |                |                              |                    |                 |
| Changing Shed / Toilets - South New Brighton  |                    |                |                              |                    |                 |
| Dog Shelter                                   |                    |                |                              |                    |                 |
| Milton St Depot (Aggregated)                  |                    |                |                              |                    |                 |

| WORK PACKAGE 3   |                    |                |                              |                    |                 |
|--|--------------------|----------------|------------------------------|--------------------|-----------------|
| ASSET  | Operational Status | DEE Assessment | Damage Assessment & Options* | Insurance Position | Delivery Status |
| Aranui Community Hall                                      |                    |                |                              |                    |                 |
| Shirley Community Centre                                   |                    |                |                              |                    |                 |
| St Albans Community Centre                                 |                    |                |                              |                    |                 |
| Harewood Community Centre                                  |                    |                |                              |                    |                 |
| Pigeon Bay Hall  |                    |                |                              |                    |                 |
| Governors Bay Community facility                           |                    |                |                              |                    |                 |
| Old Port Levy School Community facility                    |                    |                |                              |                    |                 |
| St Martins / Opawa Toy Library                             |                    |                |                              |                    |                 |
| Lansdowne Community Centre                                 |                    |                |                              |                    |                 |
| QE11 pre-school (relocated to South Brighton Comm. Centre) |                    |                |                              |                    |                 |
| Pages Road - City Care yard                                |                    |                |                              |                    |                 |
| Jellie Park (Aggregated)                                   |                    |                |                              |                    |                 |
| Hagley Park North - Shelter/Toilets opps Ayr St            |                    |                |                              |                    |                 |
| Cathedral Square Toilets                                   |                    |                |                              |                    |                 |
| Cuthberts Green Pavilion/Toilets                           |                    |                |                              |                    |                 |
| Botanic Gardens Playground Toilets                         |                    |                |                              |                    |                 |
| Waimairi Cemetery Toilets                                  |                    |                |                              |                    |                 |
| Memorial Park Cemetery Toilets                             |                    |                |                              |                    |                 |
| Lyttelton Recreation Ground Pavilion                       |                    |                |                              |                    |                 |
| Malvern Park Pavilion                                      |                    |                |                              |                    |                 |
| Hoon Hay Park Pavilion                                     |                    |                |                              |                    |                 |
| McCormack's Bay Pavilion                                   |                    |                |                              |                    |                 |
| Scarborough Park Toilets                                   |                    |                |                              |                    |                 |
| Purau Rec reserve Toilets                                  |                    |                |                              |                    |                 |
| Cashmere Valley Reserve Toilets                            |                    |                |                              |                    |                 |
| Clare Park pavilion / toilets (Burwood assoc. football)    |                    |                |                              |                    |                 |
| Tram Barn  |                    |                |                              |                    |                 |

|     | Operational Status                       | DEE Assessment           | Damage Assessment & Options* | Insurance Position  | Delivery Status                           |
|-----|--|--------------------------|------------------------------|---|---|
| KEY | Closed or Demolished                     | Not Started              | Not Started                  | CCC position differs significantly from that of LAT   | Not started                               |
|     | Partially Open or Open under Access Plan | In Progress              | In Progress                  | In Negotiation/Review - no major differences of opinion identified                                    | Council Approved, Underway                |
|     | Open                                     | Complete or Not Required | Complete or Not Required     | Intend to move forward with LAT position (although may be awaiting final SoP and/or Council approval) | Work completed (either repair or rebuild) |

**HOUSING COMMITTEE  
15 JULY 2014**

**A meeting of the Housing Committee  
was held in Committee Room 1  
on 15 July 2014 at 1pm.**

**PRESENT:** Councillor Glenn Livingstone (Chairperson)  
Councillors Vicki Buck, Phil Clearwater, Pauline Cotter and Ali Jones

**APOLOGIES:** Councillors Yani Johanson and Paul Lonsdale.  
The meeting was adjourned from 2.15 until 2.23pm, at this point Councillors Cotter and Buck left the meeting.  
Councillor Cotter returned at 2.35pm and was absent for part of Clause 1.  
Councillor Buck returned at 2.50pm and left again from 3.26pm until 3.48pm. She was absent for Clauses 1, 4, 10 and 11 and parts of Clauses 5 and 9.

The Committee reports that:

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

**(1.) FACILITIES REBUILD PROGRAMME SOCIAL HOUSING STATUS UPDATE**

|   |   | Contact | Contact Details |
|---|---|---------|-----------------|
| <b>Executive Leadership Team Member responsible::</b> | Director Council Facilities and Infrastructure                      | N       |                 |
| <b>Officer responsible:</b>                           | Unit Manager Community Support                                      | N       |                 |
| <b>Author:</b>  | Scott Bennett – Facilities Rebuild Social Housing Programme Manager | Y       | DDI 941 8114    |

**1. PURPOSE AND ORIGIN OF REPORT**

1.1 This report provides a status update on the Facilities Rebuild Social Housing Programme.

**2. EXECUTIVE SUMMARY**

2.1 The Social Housing Programme has a total portfolio of 2675 units including the 12 new units opened at Maurice Carter Courts on 13 May 2014. It also includes 113 units closed in the Residential Red Zone (located across 5 housing complexes).

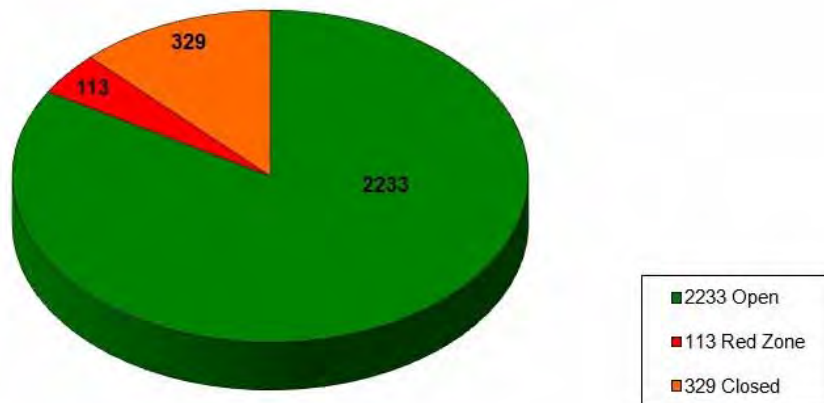
As at 24 June 2014, 2233 units (84 percent) are open (refer Figure 1).



**COUNCIL 31. 7. 2014**  
**Housing Committee 15. 7. 2014**

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(1.) Cont'd



**Figure 1: Social Housing Portfolio Status – 24 June 2014**

- 2.2 Closed units total 329 subject to repair or rebuild under the Facilities Rebuild Programme and consist of the following:
- 2.2.1 266 units closed due to varying degrees of structural damage and design weakness, which includes 144 units closed due to failing a Detailed Engineering Evaluation assessment.
- 2.2.2 63 units closed due to health and safety (from Civil Defence Yellow Placard).
- 2.3 The accommodation type breakdown of the 442 closed units (inclusive of the red zone units) is shown in Figure 2.

|                  | Portfolio Totals | Red Zone Closed | Remaining Closed | Total Closed |
|------------------|------------------|-----------------|------------------|--------------|
| <b>Bedsits</b>   | 214              | 1               | 9                | 10           |
| <b>Studios</b>   | 673              | 59              | 77               | 136          |
| <b>1 Bedroom</b> | 1528             | 44              | 152              | 196          |
| <b>2 Bedroom</b> | 238              | 8               | 87               | 95           |
| <b>3 Bedroom</b> | 16               | 1               | 4                | 5            |
| <b>4 Bedroom</b> | 6                | 0               | 0                | 0            |
| <b>Totals</b>    | <b>2675</b>      | <b>113</b>      | <b>329</b>       | <b>442</b>   |

**Figure 2: Social Housing Closed Units by Accommodation Type – 24 June 2014**

- 2.4 Over the period, one unit was closed at Airedale Courts due to major damage after tenant vacancy.
- 2.5 Housing Wait List Status:
- 2.5.1 As at 19 June 2014, there are 332 applicants on our waiting list consisting of 267 single applicants, 26 couples and 39 others. Fifty one of these applications have been assessed as having urgent, immediate need.

### 3. BACKGROUND

- 3.1 The Social Housing Portfolio has been currently divided into three streams of work with current metrics as follows:
- 3.1.1 Stream 1: Repair and Replacement: 1704 Units (1457 Open Units + 202 Closed Units)



**COUNCIL 31. 7. 2014**  
**Housing Committee 15. 7. 2014**

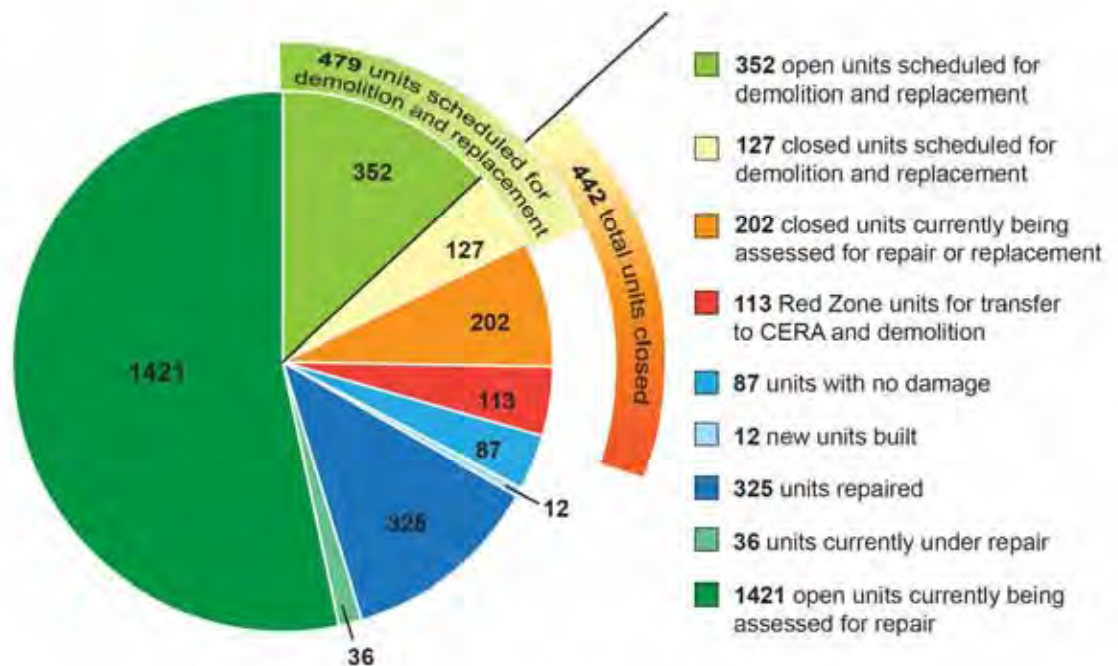
- 3 -

**(1.) Cont'd**

3.1.2 Stream 2: Red Zone: 113 Units being replaced through intensification of existing sites.

3.1.3 Stream 3: Partnership Programme: Replacement of 479 Units (352 Open Units + 127 Closed Units) across 17 complexes that were previously identified in 2009 to be poor performers and planned for early replacement subject to funding.

3.2 The current status of the Social Housing Portfolio is shown in Figure 3.



**Figure 3: Social Housing Portfolio Current Status – 24 June 2014**

3.3 Social Housing Work Packages:

The delivery of the Facilities Rebuild Social Housing Programme streams of work has been allocated within five Work Packages spanning the following dates in alignment with the overall Facilities Rebuild Programme:

3.3.1 Work Package 1 (1 year duration: January 2013 to December 2013)

3.3.2 Work Package 2 (1.5 year duration: January 2014 to June 2015)

3.3.3 Work Package 3 (1 year duration: July 2015 to June 2016)

3.3.4 Work Package 4 (1 year duration: July 2016 to June 2017)

3.3.5 Work Package 5 (1 year duration: July 2017 to June 2018).

3.4 Refer to **Attachment 1** for the Social Housing Asset Repair Programme Delivery Strategy.

3.5 The Facilities Rebuild Programme is striving to repair or replace the remaining 202 closed units on or before the end of Work Package 3 (June 2016) and complete the open unit repairs in Work Package 5 by December 2017. The speed of the open unit repairs programme is limited by the rate of which tenants can be temporarily relocated while repairs are carried out.

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**(1.) Cont'd**

**4. COMMENT**

**4.1 Closed Units Status:**

A summary of the current damage assessment position on the social housing portfolio closed units is shown in Figure 4.

|   | Closed Units Totals | EQC Repairable Units Classification |                      | EQC Total Constructive Loss Units Classification | Demolish Only Units |
|---|---------------------|-------------------------------------|----------------------|--|---------------------|
|   |                     | Economic to Repair                  | Uneconomic to Repair |  |                     |
| <b>Stream 1: Partnership Programme (Demolition &amp; Replacement) Units</b> | 127                 | 8                                   | 33                   | 86   | 0                   |
| <b>Stream 2: Closed Units for Repair or Replacement</b>                     | 202                 | 63                                  | 50                   | 65   | 24                  |
| <b>Stream 3: Red Zone Units</b>   | 113                 | 0                                   | 0                    | 0  | 113                 |
| <b>Closed Unit Totals</b>   | <b>442</b>          | <b>71</b>                           | <b>83</b>            | <b>151</b>                                       | <b>137</b>          |

**Figure 4: Social Housing Portfolio Closed Unit Damage Assessment Status – 24 June 2014**

4.1.1 Of the repairable units in Streams 1 and 2 in Figure 4, 21 units have been identified as straight-forward repairs and are currently being progressed for approval to proceed. An additional 38 units have been identified as containing reasonable structural repairs and are being progressed for approval to proceed. A further 12 closed units have been identified with significant structural repairs and are undergoing assessment to determine if repair is economically viable. In total, there are currently 71 closed unit repairs being developed for Work Package 2.

**4.2 Work Package 2 Summary:**

Work Package 2 progress summary is shown in Figure 6. Subsequent to the last May 2014 report, monthly progress is summarised as follows:

- 4.2.1 All remaining open unit repairs have been completed at Lyn Christie Place.
- 4.2.2 Repairs are currently underway on 17 open units at Harman Courts, 15 open units at Gloucester Courts along with a number of vacant unit redecorations.
- 4.2.3 Significant work is underway on the Earthquake Commission (EQC) Global Settlement Claim for the Social Housing portfolio to speed up the repair and rebuild process. The Council Technical Advisory Group has developed and continues to refine the model for quantifying the total claim damage assessment. Unfortunately, this process has led to a suspension of the current joint damage assessment process with implications on the associated repairs programme. Work Package 2 repair targets will be confirmed following finalisation of the EQC settlement.
- 4.2.4 The Council now has an approved Panel of Demolition Contractors. Prices for the demolition of Airedale Courts Block B (24 units) will be sought in early July 2014 with demolition expected to commence late July/early August 2014.
- 4.2.5 Evaluation of the Tenders for the intensification of 25 new units at Harman Courts, Berwick Courts and HP Smith Courts has been completed and a Council Report is being prepared targeting the 17 July 2014 Meeting to seek approval to proceed. Following Council approval to proceed, completion is currently forecast to be in April 2015.

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**Housing Committee 15. 7. 2014**

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**(1.) Cont'd**

4.2.6 Detailed design has been completed and resource consent and building consent approved for the eight new intensification units at Knightsbridge Lane. Site construction is scheduled to commence on 25 June 2014 with completion now targeted for February 2015.

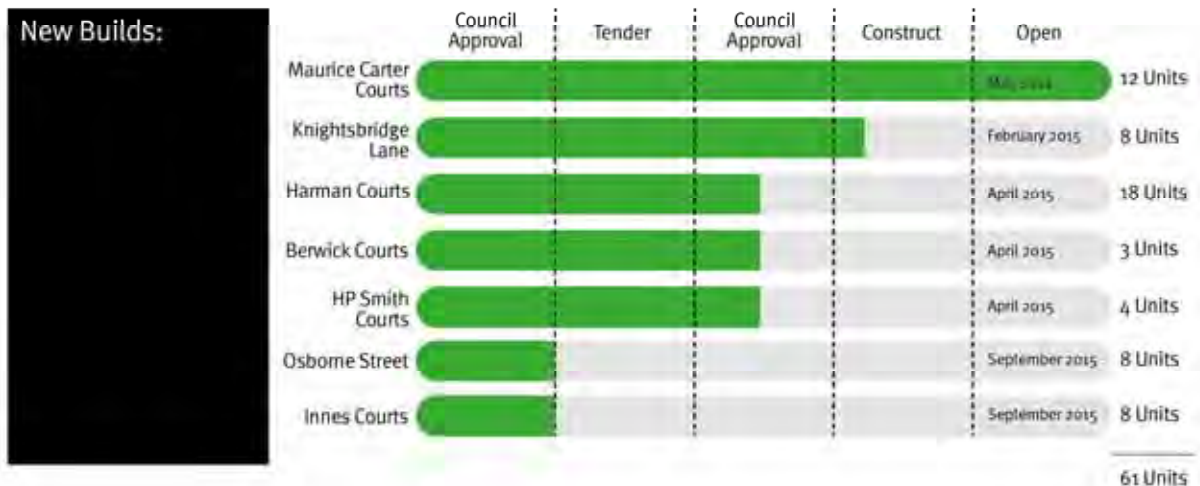


**Figure 5: Knightsbridge Lane 8 x New Intensification Units Digital Rendering**

4.2.7 Tender documents have been issued on 24 June 2014 for the intensification of 16 new units at Osborne Street (four two-bed and four one-bed units) and Innes Courts (eight one-bed elderly persons housing units). The tender incorporates learnings from the Maurice Carter Courts development and uses the new NZ3916 contract conditions specifically written for design/build applications.

4.2.8 The Facilities Rebuild Project Team are continuing to assist City Housing in delivering the feasibility studies for the 17 'old and cold' complexes identified in 2009 for early replacement through Partnership.

**Social Housing - Work Package 2: Jan 2014-Jun 2015**



**Figure 6: Social Housing Work Package 2 Progress – 24 June 2014**

**5. FINANCIAL IMPLICATIONS**

5.1 The \$21 million EQC Interim payment has been fully committed to housing unit repairs, new unit builds on existing sites, demolitions and the trial relocation of residential red zone houses. An additional \$15 million interim payment has been received from EQC.

**COUNCIL 31. 7. 2014****Housing Committee 15. 7. 2014**

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**(1.) Cont'd**

5.2 The resulting insurance settlement for earthquake damage to housing portfolio will be insufficient to repair and/or replace all of the earthquake damage housing stock. This is primarily due to both the forecast unit rebuild costs along with the unit repair costs for significant structural damage (including strengthening) being greatly in excess of the unit block insurance cap limits. Staff are preparing a report to prioritise the unit repair and rebuilds programme to ensure that maximum value is derived from the assets with the available funds. This report will be used to determine how the additional \$15 million interim payment from EQC is committed.

**6. STAFF RECOMMENDATION**

That the Council receive the report.

It was **decided** to receive the report and recommend that the Council do likewise.

**PART B – REPORTS FOR INFORMATION****(2.) DECLARATION OF INTEREST**

Nil.

**(3.) DEPUTATIONS BY APPOINTMENT****3.1 Amy Burke - homelessness and emergency housing**

Ms Burke spoke to the Committee regarding her concerns for the wellbeing of homeless people living on the streets of Christchurch. She requested support from the Council to establish a hub for homeless people that would provide a roof over their heads and other support so that they could re-enter society.

**3.2 Karen Terris - homelessness and emergency housing**

Ms Terris spoke in support of Ms Burke's deputation and re-iterated the need for further assistance for homeless people in Christchurch.

It was **decided** to request a report by 31 July 2014 on options for the Council to help address emergency housing needs in Christchurch, with one option being the refit of the City Mission at a cost of up to \$200,000, with up to \$100,000 from the Council (i.e. the social housing fund or other appropriate fund), noting that the Government has committed to contributing \$100,000.

It was noted that:

- (in addition to the option outlined above) a number of other facilities are required to provide for the increasing numbers of homeless people in Christchurch
- the Council will work with other agencies, as well as partners in the community and business sectors, towards solutions to the issues raised in these deputations.

**3.3 New Zealand Green Building Council**

Leigh Featherstone (Homestar Director) and Peter Coldicott (Canterbury Manager) addressed that Committee regarding energy and water efficiency standards for new residential buildings. In particular, they advocated for the incorporation of the Six Homestar rating into the District Plan.

**COUNCIL 31. 7. 2014****Housing Committee 15. 7. 2014**

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**(3.) Cont'd**

The Committee **requested** clarification on the Council's current position within the draft District Plan on the energy rating of housing. This was provided at the meeting.

It was noted that:

- The draft District Plan, includes key standards equivalent to the Six Homestar rating that can be checked during the building consents process.
- The Plan does not include direct reference to the Homestar rating, nor does it include every standard within the Six Homestar rating.
- Other Councils have faced legal challenges to their District Plans, as a result of including direct reference to the Six Homestar rating
- Staff working on the District Plan will contact the Homestar presenters to clarify whether the proposed Residential Zone standards achieve the equivalent of Six Homestar rating as was intended.

**(4.) HOUSING WARRANT OF FITNESS – BRIEFING**

This item was deferred until the August meeting, when information will be provided as part of the report on a rental register.

**(5.) TRANSITIONAL YOUTH HOUSING GROUP - BRIEFING**

The Committee received an update on its request that staff investigate if there is any Council land available, within 10 minutes walk of the bus station, which would be suitable for a transitional youth housing facility.

It was noted that there is no available Council land within the four avenues that would be suitable to meet the needs of the group that wish to set up the facility.

It was therefore **decided** to broaden the scope of the Committee's request from its meeting of 13 May 2014 to investigate the possibility of other agencies providing land and/or working with the Council to identify land for a transitional youth housing facility.

**PART C – DELEGATED DECISIONS****(6.) APOLOGIES**

It was **resolved** that apologies for absence from Councillors Johanson and Lonsdale be received and accepted.

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

At 3pm, it was **resolved** to adopt the resolution to exclude the public as set out on pages 15 to 17 of the agenda.

At 3.56pm it was **resolved** to re-admit the public to the meeting.

The meeting concluded at 3.57pm.

**CONSIDERED THIS 31<sup>ST</sup> DAY OF JULY 2014**

**MAYOR**

**ATTACHMENTS**

**ATTACHMENT 1 : SOCIAL HOUSING ASSET REPAIR PROGRAMME DELIVERY STRATEGY**

| Year                   | New Units Intensification | New Units Partnership | New Units Rebuild | Open Unit Repairs | Closed Unit Repairs |
|------------------------|---------------------------|-----------------------|-------------------|-------------------|---------------------|
| <b>2014/15 (WP2)</b>   |                           |                       |                   |                   |                     |
| Airedale Courts        |                           |                       |                   | 31 Units          | 21 Units            |
| Aldwins Courts         |                           |                       |                   | 1 Unit            | 8 Units             |
| Andrews Crescent       |                           | 86 Units              |                   |                   |                     |
| Aorangi Courts         |                           |                       |                   | 18 Units (Done)   | 3 Units (Done)      |
| Berwick Courts         | 3 Units                   |                       |                   |                   |                     |
| Biddick Courts         |                           |                       |                   |                   | 4 Units             |
| Boyd Cottages          |                           |                       |                   |                   | 4 Units             |
| Bryndwr Courts         |                           |                       |                   | 31 Units          |                     |
| Cecil Courts           |                           |                       |                   | 12 Units          | 8 Units             |
| Concord Place          |                           |                       |                   | 43 Units          | 8 Units             |
| Fred Price Courts      |                           |                       |                   | 20 Units          |                     |
| Gloucester Courts      |                           |                       |                   | 11 Units          |                     |
| Glue Place/Sparks Road |                           |                       |                   |                   | 2 Units             |
| Greenhurst Courts      |                           |                       |                   | 20 Units (Done)   |                     |
| Haast Courts           |                           |                       |                   | 31 Units          |                     |
| Hadfield Courts        |                           |                       |                   | 20 Units          |                     |
| Harman Courts          | 18 Units                  |                       |                   | 20 Units          |                     |
| Hornby Courts          |                           |                       |                   | 22 Units (Done)   |                     |
| HP Smith Courts        | 4 Units                   |                       |                   |                   |                     |
| Innes Courts           | 8 Units                   |                       |                   | 28 Units          |                     |
| Knightsbridge Lane     | 8 Units                   |                       |                   |                   |                     |
| Lancewood Courts       |                           |                       |                   | 11 Units          |                     |
| Lyn Christie Place     |                           |                       |                   | 25 Units (Done)   | 1 Unit (Done)       |
| Margaret Murray Courts |                           |                       |                   | 13 Units (Done)   |                     |
| Mary McLean Place      |                           |                       |                   | 39 Units          | 1 Unit              |
| Maurice Carter Courts  | 12 Units (Done)           |                       |                   |                   |                     |
| Norman Kirk Courts     |                           |                       |                   | 56 Units          |                     |
| Osborne Street         | 8 Units                   |                       |                   |                   |                     |
| Pickering Courts       |                           |                       |                   | 13 Units          |                     |
| Resolution Courts      |                           |                       |                   | 18 Units          |                     |
| Sandilands             |                           |                       |                   |                   | 2 Units             |
| Tommy Taylor Courts    |                           |                       |                   | 13 Units          | 12 Units            |
| Torrens Road           |                           |                       |                   | 16 Units          |                     |
| Veronica Place         |                           |                       |                   |                   | 1 Unit              |
| Whakahoa Village       |                           |                       | 5 Units           | 10 Units          | 5 Units             |
| <b>TOTALS</b>          | <b>61 Units</b>           | <b>86 Units</b>       | <b>5 Units</b>    | <b>522 Units</b>  | <b>80 Units</b>     |

**Figure 7 : Social Housing Work Packages Delivery Strategy – Work Package 2 (January 2014 – June 2015)**

| Year                      | New Units Intensification | New Units Partnership | New Units Rebuild | Open Unit Repairs | Closed Unit Repairs |
|---------------------------|---------------------------|-----------------------|-------------------|-------------------|---------------------|
| <b>2015/16 (WP3)</b>      |                           |                       |                   |                   |                     |
| Aberfoyle Place           |                           |                       | 6 Units           | 8 Units           |                     |
| Airedale Courts           |                           | 24 Units              |                   | 8 Units           |                     |
| Allison Courts            |                           |                       |                   | 7 Units           |                     |
| Avonheath Courts          |                           |                       | 11 Units          | 6 Units           |                     |
| Biddick Courts            |                           |                       | 7 Units           | 5 Units           |                     |
| Bridgewater Courts        |                           |                       |                   | 21 Units          |                     |
| Briggs Row                |                           |                       |                   | 4 Units           |                     |
| Brougham Street           |                           | 89 Units              |                   |                   |                     |
| Charles Gallagher Place   |                           |                       | 7 Units           |                   |                     |
| Charles Street            |                           |                       | 4 Units           |                   |                     |
| Cresselly Place           |                           | 30 Units              |                   |                   |                     |
| Division Street           |                           |                       |                   | 19 Units          |                     |
| Dover Courts              |                           |                       |                   | 23 Units          |                     |
| Elm Grove                 |                           | 12 Units              |                   |                   |                     |
| Fred Price Courts         |                           |                       | 17 Units          |                   |                     |
| Gayhurst Road             |                           |                       |                   | 4 Units           |                     |
| GF Allan Courts           |                           |                       |                   | 7 Units           |                     |
| Guthreys Courts           |                           | 32 Units              |                   |                   |                     |
| HP Smith Courts           |                           |                       | 6 Units           | 11 Units          |                     |
| Jennifer/Manor/Torquay PI |                           |                       |                   | 14 Units          |                     |
| Jura Courts               |                           |                       |                   | 27 Units          |                     |
| Kaumatua Place            |                           |                       |                   | 8 Units           |                     |
| Manse Place               |                           |                       |                   | 25 Units          |                     |
| Marwick Place             |                           |                       |                   | 26 Units          |                     |
| Maurice Carter Courts     |                           |                       |                   | 25 Units          |                     |
| Maurice Hayes Place       |                           |                       |                   | 17 Units          |                     |
| Mooray Ave                |                           |                       |                   | 4 Units           |                     |
| Nayland Street            |                           |                       |                   | 5 Units           |                     |
| Palliser Place            |                           |                       |                   | 15 Units          |                     |
| Phillipstown Courts       |                           |                       |                   | 15 Units          |                     |
| Poulton Courts            |                           |                       |                   | 11 Units          |                     |
| Raleigh/Newmark Streets   |                           |                       |                   | 9 Units           |                     |
| Reg Adams Courts          |                           |                       |                   | 12 Units          |                     |
| Reg Stillwell Place       |                           |                       | 28 Units          |                   |                     |
| Roimata Place             |                           |                       |                   | 21 Units          |                     |
| Santa Cruz Lane           |                           | 24 Units              |                   |                   |                     |
| St Johns Courts           |                           |                       |                   | 10 Units          |                     |
| Templeton Courts          |                           |                       |                   | 4 Units           |                     |
| Thames Courts             |                           |                       |                   | 10 Units          |                     |
| Treddinick Place          |                           |                       |                   | 5 Units           |                     |
| Veronica Place            |                           |                       |                   | 34 Units          |                     |
| Vincent Courts            |                           |                       |                   | 17 Units          |                     |
| William Massey Courts     |                           |                       |                   | 14 Units          |                     |
| Walsall Street            |                           |                       |                   | 25 Units          |                     |
| Waltham Courts            |                           |                       | 4 Units           | 20 Units          |                     |
| Willard Street            |                           | 50 Units              |                   |                   |                     |
| <b>TOTALS</b>             | <b>0 Units</b>            | <b>261 Units</b>      | <b>90 Units</b>   | <b>496 Units</b>  | <b>0 Units</b>      |

Figure 8 : Social Housing Work Packages Delivery Strategy – Work Package 3 (July 2015 - June 2016)



| Year                 | New Units Intensification | New Units Partnership | New Units Rebuild | Open Unit Repairs | Closed Unit Repairs |
|----------------------|---------------------------|-----------------------|-------------------|-------------------|---------------------|
| <b>2016/17 (WP4)</b> |                           |                       |                   |                   |                     |
| Alma Place           |                           |                       |                   | 23 Units          |                     |
| Angus Courts         |                           |                       |                   | 14 Units          |                     |
| Arran Courts         |                           |                       |                   | 13 Units          |                     |
| Bartlett Street      |                           |                       |                   | 9 Units           |                     |
| Cedar Park           |                           |                       |                   | 20 Units          |                     |
| Cleland Street       |                           |                       |                   | 7 Units           |                     |
| Forfar Courts        |                           |                       |                   | 19 Units          |                     |
| Gowerton Place       |                           | 30 Units              |                   |                   |                     |
| Halswell Courts      |                           |                       | 2 Units           | 13 Units          |                     |
| Harold Denton Place  |                           |                       |                   | 14 Units          |                     |
| Jecks Place          |                           |                       |                   | 41 Units          |                     |
| Louisson Courts      |                           |                       | 13 Units          |                   |                     |
| Mabel Howard Place   |                           |                       |                   | 51 Units          |                     |
| Mackenzie Courts     |                           |                       |                   | 24 Units          |                     |
| Martindales Road     |                           |                       |                   | 11 Units          |                     |
| Nelson Street        |                           |                       |                   | 4 Units           |                     |
| Picton Avenue        |                           |                       |                   | 10 Units          |                     |
| Rue Viard Cottages   |                           |                       |                   | 3 Units           |                     |
| Tyrone Street        |                           |                       |                   | 12 Units          |                     |
| Weaver Courts        |                           |                       |                   | 34 Units          |                     |
| Wycola Courts        |                           |                       |                   | 26 Units          |                     |
| <b>TOTALS</b>        | <b>0 Units</b>            | <b>30 Units</b>       | <b>15 Units</b>   | <b>348 Units</b>  | <b>0 Units</b>      |

Figure 9 : Social Housing Work Packages Delivery Strategy – Work Package 4 (July 2016 - June 2017)

| Year                       | New Units Intensification | New Units Partnership | New Units Rebuild | Open Unit Repairs | Closed Unit Repairs |
|----------------------------|---------------------------|-----------------------|-------------------|-------------------|---------------------|
| <b>2017/18 (WP5)</b>       |                           |                       |                   |                   |                     |
| Barnett Avenue             |                           |                       |                   | 24 Units          |                     |
| Bruce Terrace Cottages     |                           |                       |                   | 3 Units           |                     |
| Carey Street               |                           |                       |                   | 31 Units          |                     |
| Clent Lane                 |                           |                       |                   | 19 Units          |                     |
| Coles Place                |                           |                       |                   | 19 Units          |                     |
| Glue Place/Sparks Road     |                           |                       |                   | 30 Units          |                     |
| Guise Lane Courts          |                           |                       |                   | 20 Units          |                     |
| Hennessey Place            |                           |                       |                   | 10 Units          |                     |
| Huggins Place              |                           |                       |                   | 28 Units          |                     |
| Feast Place/Poulson Street |                           |                       |                   | 23 Units          |                     |
| Fletcher Place             |                           |                       |                   | 55 Units          |                     |
| MacGibbon Place            |                           |                       |                   | 25 Units          |                     |
| Sandilands                 |                           | 24 Units              |                   |                   |                     |
| <b>TOTALS</b>              | <b>0 Units</b>            | <b>24 Units</b>       | <b>0 Units</b>    | <b>287 Units</b>  | <b>0 Units</b>      |

Figure 10 : Social Housing Work Packages Delivery Strategy – Work Package 5 (July 2017 – June 2018)



## CHRISTCHURCH CITY COUNCIL

Clause 11

## MINUTES OF THE SUBMISSIONS PANEL MEETING

Held on Wednesday 4 June 2014, at 1PM  
in Committee Room 1, Civic Offices, 53 Hereford Street

**PRESENT:** Councillors Paul Lonsdale (Deputy Chairperson), Jimmy Chen, David East, Raf Manji and Andrew Turner.

**IN ATTENDANCE:** Lucy Halsall, Rae-Anne Kurucz, Emerson Yeoman, Brent Pizzey, Peter Kingsbury and Jeanine Keller.

**1. APOLOGIES**

Councillor Jamie Gough.

**2. SUBMISSIONS**

The Panel considered draft submissions from staff on two Environment Canterbury issues as detailed below.

**2.1 METRO BUS REVIEW MAY 2014**

It was **resolved** on the motion of Councillor Turner seconded by Councillor East that the Panel approve the Council's submission on the Metro Bus Review May 2014 as amended (**Attachment 1**) including:

- paragraph 4.2 – “Council questions” to be changed to “Council is concerned”
- to strengthen logical connections between neighbouring communities where possible
- Community Board feedback to be included – comments from the recommendation column.

**2.2 ENVIRONMENT CANTERBURY'S VARIATION 1 TO PROPOSED LAND AND WATER REGIONAL PLAN**

It was **resolved** on the motion of Councillor East seconded by Councillor Chen that the Panel affirms Council officers lodging the submission on Variation 1 to the Proposed Land and Water Regional Plan (**Attachment 2**) and authorises the Chief Planning Officer to approve any further submission consistent with the Council's original submission.

The meeting concluded at 2.16PM.

**PAUL LONSDALE  
DEPUTY CHAIRPERSON**



# **Christchurch City Council**

**Submission**

**To**

**Environment Canterbury**

**on**

**Metro Bus Service Review May 2014**



June 2014

## **Metro Bus Service Review, June 2014**

### **1.0 Introduction**

Thank you for the opportunity to submit on Environment Canterbury's Metro Bus Service Review May 2014 ('the Review'). Christchurch City Council (the Council) sees this review as a key component in the delivery of Christchurch Transport Strategic Plan (CTSP) and is keen to work closely with Environment Canterbury (ECan) to help deliver and develop an effective and efficient public transport system.

### **2.0 Submission summary**

Council supports ECan's broad approach to shift from many routes operating at low frequencies to fewer routes operating at higher frequencies to achieve economically viable services without increasing fares or rates, as well as higher public transport patronage. However the Council would like to see any savings achieved through this approach reinvested in higher frequency services, and that provision is made for those residents who are no longer able to easily access a bus route. Council would like to work collaboratively with ECan to identify and implement measures to ensure all residents are supported with appropriate transport options.

### **3.0 General Comments**

3.1 The key theme of the Review is one of service rationalisation. Overall, the amount of reduced coverage is greater than the amount of new service introduced, and therefore there appears to be a net decrease in coverage/accessibility levels. The Council recognises the need for this rationalisation of services and supports this in principle, subject to the following two qualifiers:

1. That any savings achieved through the rationalisation of services will contribute to an overall network improvement if those savings are appropriately reinvested elsewhere on the network in the form of higher levels of service on remaining routes. The Council believes this reinvestment should take the form of increased service frequencies. We recognise the review proposes increased frequency on some routes but we would support increasing this even further.

2. The transport needs of those residents who can no longer access a bus route should be provided for in other ways.

3.2 Wherever possible the Council would support ECan looking for ways to improve the viability of a route rather than discontinuing it.

3.3 The Council recognises and supports that the proposed changes also mean some areas have become more accessible to and by public transport.

### **4.0 Accessibility**

4.1 Policy 1.1a of the Regional Public Transport Plan 2012 (RPTP) states:

“Provide a network of scheduled services in the Christchurch urban area consistent with Policies 1.2-1.6, so that most households are within reasonable walking distance of a bus route (generally within 500 metres).”

The RPTP also lists the following measures of accessibility that ECan will monitor:

- Proportion of households within 500 metres of a bus route.
- Proportion of households accessible to 2 or more key activity centres by public transport within 30 minutes travel time.

ECan’s Draft Annual Plan 2014/15 also included a target that 95% of households will be within 500m of a bus route.

The effect that the changes proposed in the Review will have on Policy 1.1a, and these measures of accessibility, has not been explained. The Council would encourage ECan to provide information on how the proposals fit in relation to these policies and targets in order to enable full and proper assessment of the impact of the changes.

The Council also considers it may be appropriate to review these targets to ensure they reflect current aspirations and priorities for public transport. The Council is keen to work with ECan on such a review of both organisations’ targets for public transport coverage.

- 4.2 The rationalisation of services will mean some residents have to travel further to access a bus route. ECan acknowledges this under the ‘Frequently Asked Questions’ page on the Metro Info website which states:

“... in this review we have put more emphasis on frequent services. However, to be able to do this, we have to propose cutting some services. Our hope is that people will walk a little bit further to get a 15 minute frequency bus instead of catching a bus which may go past their house, but which only comes every hour.”

This will be possible for some users and may be justified if there is an adequate level of service on that bus route when they reach it. However, it will also leave some residents without reasonable access to a bus service. Council is very concerned how the transport needs of these members of the community will be provided for in areas where the bus service is proposed to be reduced or removed, and encourages ECan to provide for these residents with options other than a fixed-route fixed-timetable bus service. This may include more flexible ‘dial-on-demand’ shuttle services, and/or greater promotion of the Total Mobility Scheme. The Council is keen to work collaboratively with ECan to identify and implement such measures to ensure all residents are supported with appropriate transport options.

## 5.0 Maintaining community connections

The Council emphasises the importance of identifying the logical connections that form an integral part of community social life and economic activity, and maintaining and supporting these with appropriate bus services. We support the move toward an integrated network, however we also encourage ECan to explore where key inter-community connections might be and provide service to support these. Examples of such connections are the connection between Lyttelton and Ferrymead (currently provided by the 535 service, proposed for removal) and the

connection between Lyttelton and Sumner. Even with efficient transfers and appropriate infrastructure, these important community connections will not be (reasonably) possible under the new network. It is likely there will be other similar inter-community connections around the city which should be identified through consultation and provided for where possible.

## 6.0 Frequency

- 6.1 There are only five High Frequency Routes and therefore it is not unrealistic for their frequencies to be increased (for example 5 minutes at peak times and 10 minutes at non-peak times) or have a standard 10 minute frequency at all times, as has proved successful on the Orbiter line. Research indicates frequencies of 10 minutes or less are optimal for providing an attractive well patronised service and that increasing off-peak frequency offers very good value for money and increases patronage<sup>1</sup>. In light of this research the Council's view is that 15 minute service does not constitute a 'high frequency service' as the head-way between buses at a 15 minute frequency is unlikely to be sufficiently close to achieve a 'forget the timetable' and 'turn up and go' type of service for customers. In order to achieve patronage growth and ensure good levels of service for customers, especially those who may now have to walk further to access a route, the Council's view is that frequencies should be increased, especially on the core routes (those called 'High Frequency Routes' in the consultation documents).
- 6.2 With greater reliance on transfers, the connecting routes play a considerably more important role in the network. Frequency of between 15 and 60 minutes is considerable range in the levels of service on connecting routes. While a 15 - 20 minute frequency for a connector route would be acceptable, 60 minutes in most cases would not. We would suggest that the frequency be improved from 60 minutes (even at off-peak times) wherever possible.
- 6.3 The Council recognises that increasing frequency is an increased cost. However, it also an important aspect of increasing bus patronage. As the proposed changes mean a cost saving, the Council advocates reinvesting those savings into these increased frequencies to achieve both ECan's and Council's strategic objectives for increasing the use of public transport as set out in the Regional Public Transport Plan and the Christchurch Transport Strategic Plan.

## 7.0 Timetabling

We understand that once the route structure is finalised ECan will be rewriting the timetables as necessary. The Council wishes to emphasise the importance of late night services and we support retaining late night services with no reductions wherever possible. Late night services provide an important connection to support a vibrant city and providing people a safe, responsible travel option.

We also highlight the importance of timed connections between the Diamond Harbour Ferry and the number 28 service at Lyttelton and encourage ECan to ensure the best level of connection possible is achieved through the review timetables.

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<sup>1</sup> NZTA Research Report 396. Mees, P.; Stone, J., Imran, M. and Nielson, G. (2010) Public transport network planning: a guide to best practice in New Zealand cities.



## **8.0 Infrastructure**

- 8.1 Service frequency is also closely tied to infrastructure investment. As the infrastructure provider for public transport, the Council needs to ensure good value for money regarding any infrastructure investment to support the proposed bus routes. Higher frequencies on the core routes where Council's infrastructure investment is likely to be highest will provide greater justification for such investment, particularly where that investment includes bus priority measures. Council is currently working through the best approach to infrastructure investment with ECan and NZTA, in the Public Transport Infrastructure Investment Business Case process. The Council would like to acknowledge ECan's collaboration and support in this process and would encourage ECan to consider the need for higher service frequencies to further support this infrastructure work.
- 8.2 As the collaborative Public Transport Infrastructure Investment Business Case process is currently underway, the Council would encourage ECan to consider revisiting the timeframes for implementing the new routes in light of any prioritised infrastructure programme that is agreed. This will help ensure the service roll-out and infrastructure programme are aligned.

## **9.0 Promotion and communications**

- 9.1 The Council would like ECan to promote public transport use to school aged users moving into Year 9. This is a key transitional time as a young person moves into high school and targeting this group with education about using the bus system may be an effective way of increasing bus patronage and establishing habits that support a less car-dependent city in the future.
- 9.2 The Council also encourages ECan to raise further awareness of its Total Mobility Scheme. There may be people who no longer have adequate access to a bus route and who qualify for Total Mobility yet may be unaware of this.

## **10.0 Airport routes**

- 10.1 Christchurch International Airport serves a central role in Christchurch's economy. The Council encourages ECan to reconsider the services proposed for Christchurch International Airport. The Review proposes that every second bus on the Number 3 (Airport – Sumner) service will connect to the airport. This will mean the airport is served by a 20 – 30 minute service. Likewise the Number 29 (Airport – City along Memorial Avenue) service operates at a similar low frequency.

The alternating airport connection provided by the Number 3 route may create confusion for those users unaware that only every second bus connects to the airport. This could cause delays if people get on a bus and find out it does not go to the airport. Additionally, the Number 3 route may not provide a sufficiently fast, direct route to the airport as it takes a meandering path through Avonhead. The Number 29 route is a faster, more direct connection but also operates at a low frequency. There may also be issues of duplication as a result of providing these two airport services at similarly moderate to low frequencies.

For these reasons the Council would encourage ECan to consider a more frequent and more easily legible airport service. Specifically we would support at least one, clearly branded service which serves the airport at the same high frequency across the day and operates on the fastest, most direct route possible.

#### **11.0 Community Board feedback**

11.1 The Community Boards have also provided comments on the Review for consideration through this Council submission. These issues are outlined as follows:

11.2 Burwood/Pegasus Community Board:

The Burwood/Pegasus Community Board have expressed concern at the loss of service in parts of the Eastern suburbs, particularly New Brighton and North New Brighton, and particularly the loss of the Metrostar. We recognise that ECan has already engaged with the Community Board and we encourage further consultation with the Community Board and the wider community to achieve the best possible level of service to support the recovery of this area. We acknowledge the challenges with providing effective service to this area post-quake but ensuring the residents and businesses in this area are supported by the best possible transport connections is a high priority for the Council.

The Council encourages ECan to further engage with the Southshore Residents Association and bus users in the Southshore / New Brighton area to explore whether smaller shuttle buses with a transfer, or a no-transfer continuous route should be pursued for Southshore. We also encourage ECan to engage with the community (and take into account the Draft New Brighton Masterplan) to explore whether alternative routing of the routes through the New Brighton centre might provide better accessibility.

The Board has also highlighted that some residents are concerned about the loss of service in the Waitakiri area. We encourage ECan to further explore options to providing appropriate service to the Prestons/Waitakiri area.

11.3 Fendalton/Waimairi Community Board:

The Fendalton/Waimairi Community Board has identified that the Bishopdale centre should be served by more frequent bus service, including the Orbiter and better local service. We encourage ECan to explore options for rerouting the Orbiter to include Bishopdale and implementing this change if the costs and benefits justify it without undue adverse effect on the Orbiter's performance. We also encourage ECan to explore the viability of improving local connections between Sheffield Crescent and Bishopdale. We recommend that ECan engage directly with the Fendalton/Waimairi Community Board which has requested a response on this issue.

The Fendalton/Waimairi Community Board has identified the current lack of direct bus connection to and from the airport terminals as undesirable. Council acknowledge the progress being made by ECan and CIAL to improve this situation and encourage ECan to continue working with CIAL to ensure there is a bus connection to the Airport terminals. We recommend ECan engage directly with the

Fendalton/Waimairi Community Board which has requested a response on this issue.

#### 11.4 Hagley/Ferrymead Community Board:

The Board oppose the rerouting of Route 60 off Worcester Street and on to Hereford St. This is because of the location of Aspire Canterbury (on Worcester St) and its connection to Burwood Hospital.

We acknowledge that the proposal to change route 60 from Worcester St to Hereford St has, in part, been prompted by the *An Accessible City* chapter of the Central City Recovery Plan which identifies Hereford St as the public transport route and Worcester St as the key cycling link. We acknowledge that the bus routes need to be consistent with *An Accessible City*. However, we recognise that this change may create an access issue for people requiring access to the Aspire Canterbury disability support centre. The Council would be willing to work with ECan and the Hagley/Ferrymead Community Board to explore ways to resolve this issue.

#### 11.5 Lyttelton/Mt Herbert Community Board:

The Lyttelton/Mt Herbert Community Board has identified that the proposed loss of the 535 Lyttelton-Ferrymead connection is an issue. The Council agrees that this connection is important and encourages ECan to engage with the Community Board to ascertain demand for this service and to explore options for how this connection can be provided, and to explore whether a shuttle service connecting Rapaki to the 28 route in Lyttelton could be viable (we suggest that a similar approach as that proposed for the 151 Southshore could be explored).

#### 11.6 Riccarton/Wigram Community Board:

The Riccarton/Wigram Community Board supports the following aspects of the Review:

- the frequency of route #111 Westmorland.
- reduction and less duplication of routes through Riccarton to city centre.
- the new services to Wigram Skies and into key local employment areas.
- the high frequency # 5 route to Hornby via Riccarton Road and Church Corner.

The Riccarton/Wigram Community Board has expressed a preference that the new 140 service continue to use Masham Rd. They would also like to see the 140 routed off Buchanans Rd through Vanguard Drive to serve the Brookfields community. We recognise these may be conflicting aims so we encourage ECan to engage with the Community Board to explore the best alignment of routes in this area.

The Board have also expressed their preference that the new 140 service run at a 15 minute peak frequency as opposed to the proposed 30 minute frequency. We encourage ECan to engage with the Community Board to explore the possibility of providing a higher peak frequency on the 140.

**12.0 Conclusion**

Council would again like to thank ECan for the opportunity to give feedback on the Metro Bus Service Review 2014. Should any issues need clarifying Council staff would be happy to discuss the content of this Submission further.

Yours faithfully

A handwritten signature in blue ink, consisting of a large, sweeping oval shape followed by a series of horizontal strokes that taper off to the right.

**Chair, Submissions Panel  
Christchurch City Council**

## CHRISTCHURCH CITY COUNCIL

Clause 12

## MINUTES OF THE SUBMISSIONS PANEL MEETING

Held on Tuesday 17 June 2014, at 2.05PM  
in Committee Room 1, Civic Offices, 53 Hereford Street

**PRESENT:** Councillors Gough (Chairperson), Paul Lonsdale, Jimmy Chen, David East, Raf Manji and Andrew Turner.

**IN ATTENDANCE:** Lucy Halsall and Peter Kingsbury.

**1. APOLOGIES**

Nil.

**2. SUBMISSION**

The Panel considered a draft submission regarding Environment Canterbury's Air Plan Discussion Document.

It was **resolved** on the motion of Councillor Gough seconded by Councillor Turner that the Panel approve the Council's draft submission on Environment Canterbury's Air Plan Discussion Document (**Attachment 1**).

The meeting concluded at 2.14PM.

**JAMIE GOUGH  
CHAIRPERSON**



**To:** Canterbury Regional Council

**Submitter:** Christchurch City Council

This is a submission on **Environment Canterbury's Air Plan Review discussion document**.

I could not gain an advantage in trade competition through this submission.

The specific provisions of the proposal that my submission relates to are:

*As attached.*

My submission is:

*As attached.*

I seek the following decision from Environment Canterbury:

*na*

I wish to be/not to be heard in support of my submission:

*na*

Signature of submitter:



Date:

*19/6/14*

Michael Theelen  
Chief Planning Officer

Address for service of submitter:

Peter Kingsbury  
Strategy & Planning Group  
Christchurch City Council  
P O Box 73012  
Christchurch 8154

peter.kingsbury@ccc.govt.nz  
03 941 8487 or 027 599 4615

## **Christchurch City Council's submission on Environment Canterbury's Air Plan Review discussion document**

1. The Christchurch City Council (the Council) acknowledges the effort and achievements by Environment Canterbury in improving the quality of air in Canterbury and the commitment to work with key stakeholders and the public. Along with a reliable source of clean water, healthy air is of considerable importance to the Council and Christchurch residents.
2. Overall the discussion document provides a concise and thorough summary of the history of 'air planning', the key focus of the existing Air Plan and why changes to the Plan are needed.
3. The Council supports the general intent and purpose of the proposed central policy framework given in the discussion document, and the proposed approaches to addressing industry and large scale emissions, nuisance effects, outdoor burning and home heating emissions.
4. The Council acknowledges in particular the challenge of meeting the Government's National Environment Standards for Air Quality concentration limit for PM<sub>10</sub> and the timeframe in which the concentration limit is to be achieved. As outlined in the discussion document, the suite of measures across all polluters needed to achieve the concentration limit appears fair and practical.
5. Providing for economic growth while also achieving improved air quality can be difficult to balance. The Council acknowledges this and is encouraged by the policy framework objective to "provide for economic growth in rural and urban areas". Furthermore the recognition of the importance of regionally significant infrastructure for local and regional development and growth is critical for Christchurch.
6. The recognition by Environment Canterbury that land use patterns and careful planning can minimise adverse effects to air quality, is a significant position to take and one that the Council supports. This matter is currently an integral part of the Council's review of the District Plan.
7. The Council specifically supports the introduction of policy to set targets to achieve health based guidelines set by the World Health Organisation for PM<sub>2.5</sub>. Given that PM<sub>2.5</sub> makes up a large proportion of PM<sub>10</sub> from solid fuel burning, and that solid fuel burning is the most common form of home heating in Christchurch, policy to reduce harmful health effects to people in the long-term, is required.
8. Applying the precautionary approach for assessing any adverse effects from the discharge of hazardous air pollutants where the effects are not predictable because of uncertainty or absence of information is fully supported by the Council. The Council recommends that a precautionary approach, and on a case-by-case basis follows Risk Management Standard AS/NZS ISO 31000:2009, is adopted to help ensure the Air Plan achieves the defined objectives.
9. A 'best practice standards' approach across all polluters as suggested in the discussion document is supported by the Council. This approach will help ensure the responsibility for clean air is shared by all.



10. The Council acknowledges Environment Canterbury's recognition of odour issues and the need for Environment Canterbury to work more closely with District and City Councils. The Council supports Environment Canterbury's intention to investigate differing standards for offensive and objectionable effects between sensitive land uses such as residential and commercial areas and less sensitive industrial or rural areas. The Council recognises the land use planning role it has to manage the co-location of 'incompatible' activities and the support that the Canterbury Regional Policy Statement provides for Council to do this.
11. Prohibiting outdoor burning of waste in urban areas is fully supported by the Council as is suggested buffer zones around residential areas where stubble burning could be more stringently managed. The application of industry guidelines for burning large volumes of tree waste near urban areas is a matter that the Council would encourage Environment Canterbury to pursue.
12. Although the discussion document does not specifically recognise the impact of the 2010/11 Canterbury Earthquakes, the Council acknowledges, given the rebuild, the considerable opportunity to improve air quality through the installation of more efficient home heating devices. For this reason the Council specifically supports Environment Canterbury's proposed encouragement for the development and use of new ultra-low emission burners and non-emitting home heating appliances, the keeping of records where wood burners are in use and, requiring wood burner users to manage their smoke emissions.
13. The discussion document identifies the need to keep homes warm and at the same time to improve air quality. The Council supports Environment Canterbury's recognition of the reliance that many people and households have on wood burners for keeping warm.
14. The intention to make the Air Plan easier to read and understand, as done with the proposed Land and Water Regional Plan, is supported by the Council. This should ensure that the Air Plan is more 'accessible' to a broader range of people and lead to greater adherence to plan provisions and improved air quality.
15. The Council has worked closely with Environment Canterbury on air quality matters over many years and will continue to do this through both informal and formal contact. The Council's Environment Committee and Council staff will continue to meet bi-monthly with Environment Canterbury Commissioners and staff to discuss matters of mutual interest. The Council is likely to submit on the draft Air Plan, when notified, and take part in subsequent hearings.



## CHRISTCHURCH CITY COUNCIL

Clause 13

## MINUTES OF THE SUBMISSIONS PANEL MEETING

Held on Friday 4 July 2014, at 10.03AM  
in Committee Room 1, Civic Offices, 53 Hereford Street

**PRESENT:** Councillors Paul Lonsdale (Deputy Chairperson), Jimmy Chen and Raf Manji.

**IN ATTENDANCE:** Lucy Halsall and Glenda Dixon.

**1. APOLOGIES**

Apologies were received and accepted from Councillors Vicki Buck, David East, Jamie Gough and Andrew Turner. Councillor Raf Manji left the meeting at 10.30am and was absent for part of the discussions regarding the South Frame Planning Framework, but before leaving signalled his approval of the Council's draft submission on this subject.

**2. SUBMISSIONS**

The Panel considered the Council's draft submissions regarding the Canterbury Earthquake Authority's Christchurch Central Recovery Plan's proposals for:

- Central City Noise Provisions
- South Frame Planning Framework.

Regarding the first proposal, it was **resolved** on the motion of Councillor Lonsdale, seconded by Councillor Chen, that the Panel adopt **Attachment 3** as the Council's Submission on "Review of Central City Noise Provisions" from the Canterbury Earthquake Recovery Authority, and direct officers to submit the Submission accordingly, with any minor changes in general accordance with the draft submission. Amendments are to include the high cost of retrofitting if noise attenuation is required.

Regarding the second proposal, it was **resolved** on the motion of Councillor Lonsdale, seconded by Councillor Chen, that the Panel adopt **Attachment 4** as the Council's Submission on "South Frame Planning Framework" from the Canterbury Earthquake Recovery Authority, and direct officers to submit the Submission accordingly, with any minor changes in general accordance with the draft submission.

The meeting concluded at 10.40PM.

**PAUL LONSDALE  
DEPUTY CHAIRPERSON**



## **Christchurch City Council Comments on CERA's Christchurch Central Recovery Plan: "Review of the Central City Noise Provisions"**

1. The Council thanks CERA for the opportunity to make these comments. The comments have been approved by the Council's Submissions Panel on behalf of the Council
2. The Council's submission includes general comments as well as specific comments on key issues raised by review of the document. Minor editing comments will be sent under separate cover.
3. Should you require any further information, please contact Brigitte de Ronde, City Planning Unit Manager, mail to:Brigitte.deronde@ccc.govt.nz by email, or phone 941 8669; or Carolyn Ingles, Urban Design and Regeneration Unit Manager, mail to Carolyn.ingles@ccc.govt.nz or phone 941-8902.

### **General Comments on "Review of the Central City Noise Provisions"**

4. The Council supports the intent of the reviewed provisions, and the aim of a successful and vibrant Central City. It shares the view that if the central city is to support entertainment and hospitality activities (typically the noisiest activities in the central city) as well as residential activity and travellers accommodation, it is necessary to manage the interaction of these different types of activity. It also shares the aim of striking a good balance in the CCRP amendments to the City Plan provisions, to successfully manage this interaction.
5. While the Council supports some of the reviewed provisions as outlined below, it is the Council's view that the reviewed provisions do not achieve this balance in respect of the Victoria Street Category 2 Noise Level area.
6. The key points of the comments below on the Central City Noise provisions, can be summarised as follows. The Council generally supports the revised provisions with regard to the Category 1 highest noise level area, and the Core and adjoining Category 2 moderate noise level areas. However the Council opposes proposed changes to the current noise provisions with regard to the Victoria Street Category 2 moderate noise level precinct and the Category 3 lowest noise level areas. It is of the view that provisions in the latter two areas should generally remain unchanged.

### **Specific Comments on "Review of Central City Noise Provisions"**

#### **Size of Precincts**

7. Enlargement of the Category 1 Noise Level area is welcomed as it gives a clear focal area for the hospitality industry to invest in, and this area was clearly too small previously. It is noted that the expanded area adjoins the East and South Frames and that Rule 1.3.4(f) effectively states that the usual noise standards for the adjoining blocks in those Frame areas will not apply (the higher noise standards for the Category 1 area will apply instead). This is perhaps an acknowledgement that the usual noise standards within areas adjoining Category 1 areas, cannot be met or are unlikely to be met. Increased insulation requirements within these areas are a recognition of this, but these now only apply to bedrooms not to all habitable spaces. (see paras 21-23 below for further comment). Council is of the view that it could be appropriate to retain the "all habitable spaces" insulation requirement for areas adjoining the Category 1 Noise Level area, to reduce internal noise levels both for spaces used in the daytime and for those used at night-time.

8. Moreover, Council notes that the CERA review of the Residential chapter of the CCRP identifies the blocks between Manchester and Madras, to the northeast of the Category 1 area and between that and the proposed stadium, for “residentially led” development. There is no apparent acknowledgement in the layouts provided of the sensitivity of this area to noise and disturbance from both sources, or of the clear traffic implications for west-east streets in this area eg Cashel, and Lichfield Streets. The future of these few blocks within the East frame needs further thought, and will be considered by Council in its response to the Residential chapter review.
9. Enlargement of the Category 2 area in the central city and a further Category 2 area for the Innovation Precinct in the southeast of the Central City are broadly considered appropriate, as this will provide scope to extend the mix of uses within the wider core of the central city, and may help to activate otherwise empty streets during night hours, with appropriate management, design and policing. However, the lengthy interface of the expanded Category 2 area with the residential East Frame needs consideration, given the intention that the East Frame area should deliver a high quality residential neighbourhood . It is noted that under Rule 1.3.4 (k) outdoor areas of licensed premises should be set back at least 25m from any living zone, or Mixed Use zone, but there is an exemption for areas adjoining the Stadium.

#### **Changeover from Higher Daytime to Lower Night Time Noise Limits**

10. The changeover from 11pm to 1am as the limit of “daytime” noise levels for Category 2 areas excluding Victoria St is considered acceptable, subject to the comments above about the residential East Frame.
11. However, delaying this changeover from 11pm to 12am in Victoria St is opposed, especially if there is also an increase in allowable “daytime” noise level. Pre-earthquakes, Victoria Street’s dominant offer was of food and drink, where restaurants and quieter bars were prevalent. Since the earthquakes the area has evolved to provide entertainment and hospitality opportunities which were found in the core of the central city pre-earthquake, and maintaining the 11pm changeover would signal that Victoria Street should transition back to a hospitality role that reflects its more sensitive surroundings, as the central city is redeveloped.
12. The conflict in recent years between activity in and associated with bars in the street and adjoining established residential use in the Victoria Street area is demonstrated by **Appendix One**, which is a record of noise complaints received about licensed premises in the area by Council in the last four years. Almost all of the complaints listed were attended by the Council’s after-hours contractor, Armourguard, and assessment will have been as per the excessive noise provisions of the RMA. This would have been on the basis of volume, tonality, time of day etc. No actual noise measurements are undertaken or required under these provisions. There has been some limited follow up noise monitoring to assess City Plan compliance, initially in Montreal Street, and more recently in Salisbury Street. Monitoring on these occasions indicated compliance with the appropriate noise criteria, and further monitoring is likely to be carried out in the next month.
13. The Victoria Street record of complaints clearly indicates that irrespective of whether or not City Plan noise levels are met, nuisance is occurring. Most complaints are made about music and bass noise, and these complaints are made all through the evening, as well at later hours when residents could reasonably be expected to be sleeping. Complaints about people noise eg people queuing or arriving and departing from licensed premises, are fewer in number, probably because

of the shorter duration of such noise, but this type of noise is still understood to be of significant concern to residents.

14. Across the Central City, the revised noise provisions suggest amending the changeover from higher daytime to lower night-time noise limits in Category 3 areas (those with lowest noise levels, including residential zones) from 10pm to 11pm. Council does not consider this necessary, as Category 3 areas should generally not have noisy entertainment activities located within them, and the new hours have the potential to reduce amenity for residential uses. Where some of these uses are already established post earthquakes in Category 3 areas eg in the St Asaph “strip”, the proposed provision for 6 years exemption from noise standards in Mixed Use zones (while the rebuild is occurring) and further applications for additional periods, is more than adequate to take account of this. Retaining the 10pm changeover to night time noise limits to discourage additional noise generation in Category 3 areas is in keeping with encouraging residential use in Mixed Use areas, and making Category 1 and 2 areas more attractive for noisy activities.

### **Increasing Allowable Daytime Noise Levels in Category 2 Areas**

15. The proposal is to increase allowable daytime noise from 55 to 60 dB LAeq in these moderate noise level areas (noting that this is in combination with the proposal to extending “daytime hours” to 11pm to 1am, and 11pm to 12am in the Victoria St area).
16. An increase of 5 dB LAeq on a logarithmic measurement scale would definitely be noticeable. While noise does attenuate significantly with distance, distance in itself may not be adequate to reduce noise to acceptable levels, unless there is sound insulation of habitable spaces as well. Council is in principle opposed to the increase in allowable “daytime” noise levels in the Victoria Street area. In the surrounding residential area, sound insulation requirements will generally not be implemented, as the area is more intact and less rebuilding is occurring here than in some other parts of the Central City. Councillors consider that while there may be an argument to liberalise noise levels elsewhere, the existing allowable noise levels (and timings for day and night levels) in the City Plan, introduced via the CCRP, should be retained in the Victoria Street area. (ie 55 dB until 11pm and 50 dB thereafter).

### **Exempt People Noise in the “Daytime” and Introduce a Density Provision on People**

17. Council supports the proposal to exempt people noise in outdoor areas of licensed premises in Category 1 areas, 24 hours a day, and to exempt people noise in Category 2 and 3 areas during daytime hours. This is a practical measure.
18. For simplicity it is appropriate to align the hours for the exemption from people noise in Categories 2 and 3 to the “daytime” hours for music noise. At present this is not the case for Victoria St where 11pm is proposed for people noise and 12am for music noise. These times should be standardised at 11pm: Similarly both these times should be standardised to 10pm for Category 3 areas, not the 11pm proposed for both.
19. The density limits proposed on people in outdoor areas in the reviewed provisions are complicated, confusing, and totally unenforceable. They should be deleted.

### **Provide for Noisy Activities in Category 3 areas to be Exempt from Noise Limits for a Specified Period**

20. The current proposal is to provide for exemptions from the noise limits in the Plan for 6 years on a resource consent, and also to provide for applications for exemptions for further periods. This 6 year limit will not apply to activities which comply with the relevant noise standards. It is intended that this aligns with two terms of a liquor licence, but it should be noted that licences are given for an initial 12 month period, then on a three year cycle after this. This means that if alignment with liquor licensing is considered important, a term of 7 years exemption initially may be more appropriate than 6 years. Council is prepared to live with this exemption on the basis that it is a transitional provision, but notes that it will be difficult to refuse approval for exemptions to be extended, and applicants could claim existing use rights if they were already established and generating noise above the limits in the Plan before this rule becomes operative..

### **Noise Insulation and Attenuation Requirements for Habitable Spaces**

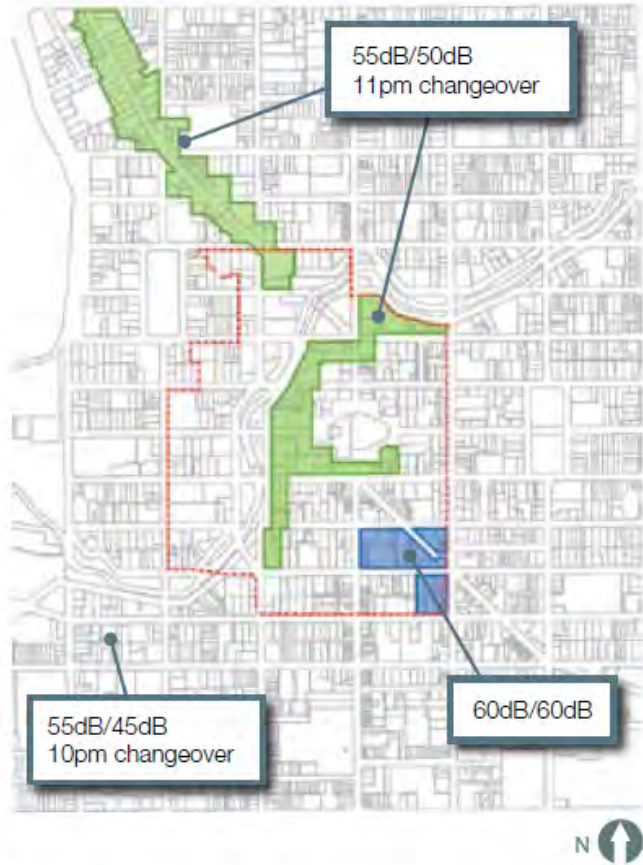
21. The proposal to increase the noise attenuation requirement in Category 2 areas, and sites in Category 3 adjoining the Category 1 area, from a reduction of 30dB LAeq to a reduction of 35 dB, is supported. So is the proposal to remove the 30 dB attenuation requirement in Category 1 areas and replace with it with a requirement for purpose-designed attenuation for each particular building used for residential and travellers accommodation activity, managed through the resource consent process.
22. However the proposal to limit noise insulation to bedrooms only is opposed. The Building Act requires structures to achieve a durability of no less than 50 years , the use of particular rooms within buildings can vary over this time eg. living rooms may become bedrooms. Insulating only bedrooms is short sighted and is likely to discourage central city living, which already suffers from a perception that it is a noisy environment with potentially a lower standard of amenity than elsewhere. New buildings built to Building Code should already provide 25 dB attenuation to habitable areas if windows are closed; however a further 10 dB reduction in noise in all habitable spaces is significant and is well worth achieving to provide a better quality living environment both during the day and at night, eg a higher level of protection from people/behavioural noise, and noise from service deliveries, outside air conditioning equipment etc.
23. Most Central City locations would only require acoustic treatment for one or two facades, as building layout and characteristics, and surrounding structures and their use will vary. If acoustic evidence shows that more than this would be required to achieve a total 35 dB attenuation, (e.g. in particularly noisy locations), and therefore that costs may increase significantly, Council would prefer that the lower standard of attenuating noise by 30 dB is retained for all habitable spaces, rather than differentiating between rooms to achieve a higher standard for bedrooms.

### **Assessment Matter about Management of Outdoor Areas, External Doors and Windows etc**

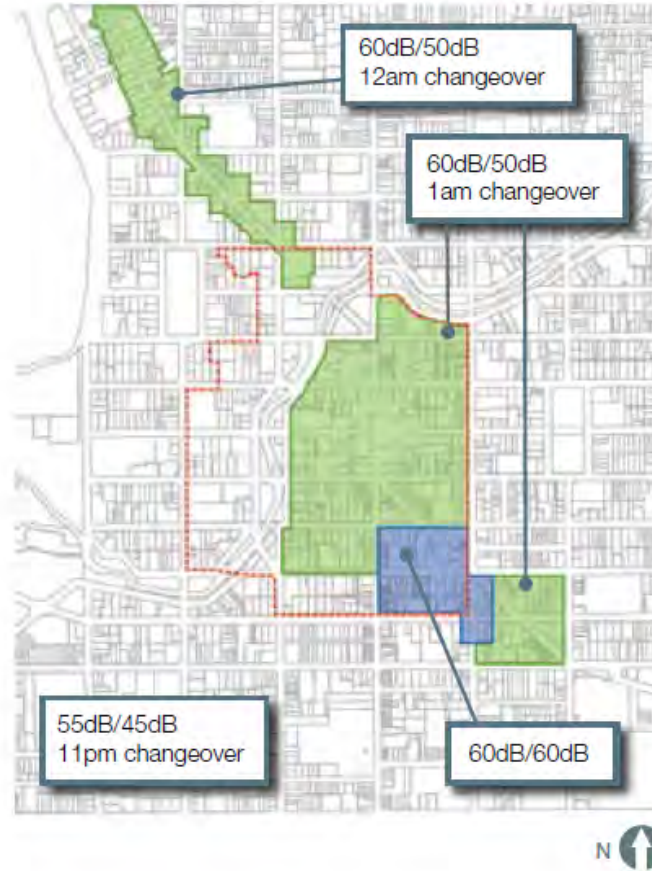
24. The Council welcomes this new assessment matter for resource consents, which should ensure that best practical measures are taken to reduce unnecessary noise.



**Map 1**  
Existing entertainment and hospitality precinct areas



**Map 2**  
Proposed entertainment and hospitality precinct areas



**Legend**

- The Core
- Entertainment / Hospitality Precincts (Category 2 Noise Level)
- Entertainment / Hospitality Precincts (Category 1 Noise Level)
- Lower Noise Level Area (Category 3 Noise Level)

Note: At the boundary of each noise category area the more stringent provision applies.



## APPENDIX ONE

### CERA review of Central City Noise Provisions Complaints register for licensed premises in Victoria St

#### NOISE COMPLAINTS about Licensed Premises Victoria Street Precinct (including Carlton Corner) or associated with these premises

2011 to current (20.06.2014)

- *Total Number of Noise Complaints – 114*
- *Number of premises in precinct with noise complaints received about them – 8*
- *\*Other - 2*
  
- *Total number of complaints by Year*

| Year | Number of Complaints | Number of Premises generating complaints |
|------|----------------------|--|
| 2011 | 33                   | 4  |
| 2012 | 57                   | 3  |
| 2013 | 11                   | 2  |
| 2014 | 13*                  | 5  |

\* Spurious complaint about Cruz Bar not counted in totals.

- *Complaints Listed by Premise*

#### 50 VICTORIA Street – The Bog 2 complaints

| noise       | date       | time       | on site time | assessment & action   |
|-------------|------------|------------|--------------|---|
| <b>2014</b> |            |            |              |   |
| MUSIC/BASS  | 6/03/2014  | 9:11:00 pm | 9:37:00 pm   | Not excessive. Opening night.   |
| MUSIC/BASS  | 17/03/2014 | 8:41:00 pm | 9:06:00 pm   | <b>Excessive.</b> Other. St Patrick's Day. Police already on site. Sound tech reduced level of music & lobby doors closed. Large crowd. |

#### 77 VICTORIA Street - Cruz Niteclub 4\* complaints

| noise       | date       | time       | on site time | assessment & action   |
|-------------|------------|------------|--------------|---|
| <b>2011</b> |            |            |              |   |
| BASS        | 26/05/2011 | 9:34:00 pm | 9:40:00 pm   | Not excessive   |
| <b>2014</b> |            |            |              |   |
| MUSIC/BASS  | 23/01/2014 | 2:35:00 am | 2:41:00 am   | No noise  |
| MUSIC/BASS  | 16/02/2014 | 1:34:00 am | 1:50:00 am   | Not excessive   |
| MUSIC       | 6/04/2014  | 2:24:00 am | 3:02:00 am   | Not excessive.<br>*Complaint not counted in totals as caller name and address were found to be false. |
| MUSIC/BASS  | 6/04/2014  | 9:15:00 pm | 9:45:00 pm   | Not excessive   |

### 32 Salisbury Street – Harlequin Public House

#### 5 complaints

| noise         | date       | time        | on site time | assessment & action  |
|---------------|------------|-------------|--------------|--|
| <b>2013</b>   |            |             |              |  |
| EXTRACTOR FAN | 28/07/2013 | 10:00:00 pm | 4:00:00 pm   | <b>Unreasonable.</b><br>Levels not complying with Plan criteria. Will need acoustic work on fan.   |
| EXTRACTOR FAN | 2/08/2013  | 1:45:00 pm  | 10:00:00 am  | <b>Unreasonable.</b><br>Levels definitely not complying with night time Plan criteria. Fans to be switched off at 10 pm until acoustic work on plant is carried out. |
| EXTRACTOR FAN | 14/08/2013 | 2:06:00 pm  | 10:00:00 am  | <b>Unreasonable.</b><br>Fans are being switched off at 10 pm until acoustic work is carried out. Reducing fan speed.   |
| BAND          | 24/11/2013 | 4:01:00 pm  | 4:15:00 pm   | <b>Excessive.</b> Direction served.  |
| <b>2014</b>   |            |             |              |  |
| EXTRACTOR FAN | 28/02/2014 | 2:04:00 pm  | 3:00:00 pm   | Log details. Previous monitoring showed compliance.  |

### 94 VICTORIA Street – The Revival Bar

#### 50 complaints

| noise                                 | date       | time                     | on site time | assessment & action                             |
|---------------------------------------|------------|--------------------------|--------------|---|
| <b>2011</b>                           |            |                          |              |   |
| BASS                                  | 19/11/2011 | 10:52:00 pm              | 11:31:00 pm  | Not excessive                                   |
| MUSIC                                 | 25/11/2011 | 11:25:00 pm              | 11:33:00 pm  | Not excessive                                   |
| STEREO                                | 27/11/2011 | 1:22:00 am               | 1:35:00 am   | <b>Excessive.</b> Reduced on request            |
| MUSIC                                 | 2/12/2011  | 10:08:00 pm              | 10:20:00 pm  | Not excessive                                   |
| BASS                                  | 3/12/2011  | 12:11:00 am              | 12:29:00 am  | Not excessive                                   |
| MUSIC/BASS                            | 3/12/2011  | 12:47:00 am              | 1:16:00 am   | Not excessive                                   |
| BASS                                  | 3/12/2011  | 1:25:00 am               | 1:25:00 am   | Log only. Just left site and was not excessive. |
| <b>2012</b>                           |            |                          |              |   |
| MUSIC                                 | 13/01/2012 | 11:21:00 pm              | 11:46:00 pm  | Not excessive                                   |
| BASS<br>MUSIC<br><b>X2 complaints</b> | 21/01/2012 | 1:47:00 am<br>1:59:00 am | 2:11:00 am   | Not excessive                                   |
| BASS                                  | 21/01/2012 | 2:37:00 am               | 2:37:00 am   | Log only. Just left site and was not excessive. |
| BAND                                  | 26/01/2012 | 11:40:00 pm              | 12:20:00 am  | <b>Excessive.</b> Reduced on request            |
| DJ and Band                           | 16/03/2012 | 2:35:00 am               | 2:46:00 am   | Not excessive                                   |
| DRUNKEN<br>PEOPLE<br>MISBEHAVING      | 24/03/2012 | 12:32:00 am              | 12:32:00 am  | Log only. Police matter.                        |

| noise                                     | date       | time                       | on site time | assessment & action                  |
|---|------------|----------------------------|--------------|--------------------------------------|
| MUSIC                                     | 19/04/2012 | 11:40:00 pm                | 12:15:00 am  | <b>Excessive.</b> Reduced on request |
| LOUD BASS                                 | 29/04/2012 | 1:31:00 am                 | 3:03:00 am   | Not excessive                        |
| LOUD DJ/BASS                              | 5/05/2012  | 11:18:00 pm                | 12:18:00 am  | Not excessive                        |
| LOUD DJ/BASS/PEOPLE                       | 19/05/2012 | 11:53:00 pm                | 12:13:00 am  | Not excessive                        |
| MUSIC                                     | 20/05/2012 | 1:31:00 am                 | 2:05:00 am   | Not excessive                        |
| DJ  | 31/05/2012 | 11:08:00 pm                | 11:28:00 pm  | Not excessive                        |
| MUSIC                                     | 3/06/2012  | 12:23:00 am                | 12:48:00 am  | <b>Excessive.</b> Reduced on request |
| DJ  | 3/06/2012  | 1:12:00 am                 | 1:43:00 am   | Not excessive                        |
| MUSIC/HEAVY BASS                          | 9/06/2012  | 1:37:00 am                 | 2:09:00 am   | Not excessive                        |
| BASS                                      | 9/06/2012  | 11:07:00 pm                | 11:23:00 pm  | Not excessive                        |
| MUSIC/HEAVY BASS                          | 10/06/2012 | 12:01:00 am                | 1:55:00 am   | Not excessive                        |
| BASS                                      | 16/06/2012 | 1:35:00 am                 | 2:47:00 am   | Not excessive                        |
| BASS                                      | 16/06/2012 | 2:45:00 am                 | 2:55:00 am   | Not excessive                        |
| LOUD MUSIC                                | 14/07/2012 | 12:17:00 am                | 12:47:00 am  | Not excessive                        |
| DJ  | 27/07/2012 | 11:25:00 pm                | 11:42:00 pm  | Not excessive                        |
| MUSIC                                     | 19/08/2012 | 1:14:00 am                 | 1:33:00 am   | Not excessive                        |
| MUSIC                                     | 1/09/2012  | 2:51:00 am                 | 2:56:00 am   | <b>Excessive.</b> Reduced on request |
| LOUD MUSIC                                | 20/09/2012 | 9:01:00 pm                 | 9:37:00 pm   | Not excessive                        |
| BASS                                      | 21/09/2012 | 1:25:00 am                 | 1:41:00 am   | Not excessive                        |
| BAND                                      | 27/10/2012 | 5:26:00 pm                 | 5:38:00 pm   | Not excessive                        |
| LOUD MUSIC                                | 2/11/2012  | 1:22:00 am                 | 1:30:00 am   | Not excessive                        |
| PEOPLE NOISE                              | 15/11/2012 | 11:15:00 pm                | 11:20:00 pm  | Log only.                            |
| MUSIC/PEOPLE                              | 16/11/2012 | 1:05:00 am                 | 1:10:00 am   | Not excessive                        |
| BAND                                      | 3/12/2012  | 8:36:00 pm                 | 9:25:00 pm   | Not excessive                        |
| MUSIC                                     | 3/12/2012  | 10:40:00 pm                | 11:38:00 pm  | Not excessive                        |
| BASS                                      | 18/12/2012 | 1:29:00 am                 | 1:54:00 am   | No noise                             |
| <b>2013</b>                               |            |                            |              |                                      |
| LOUD MUSIC<br>PA<br>X2 complaints         | 6/01/2013  | 12:08:00 am<br>12:25:00 am | 12:27:00 am  | Not excessive                        |
| MUSIC/PA                                  | 3/02/2013  | 12:36:00 am                | 1:23:00 am   | Not excessive                        |
| LOUD MUSIC<br>MUSIC<br>X2 complaints      | 4/07/2013  | 10:43:00 pm<br>10:51:00 pm | 11:35:00 pm  | Not excessive                        |
| LOUD MUSIC                                | 27/10/2013 | 11:46:00 pm                | 12:17:00 am  | No noise                             |
| MUSIC/BASS                                | 1/11/2013  | 11:11:00 pm                | 11:34:00 pm  | Not excessive                        |
| <b>2014</b>                               |            |                            |              |                                      |
| MUSIC/BASS                                | 20/03/2014 | 10:44:00 pm                | 11:37:00 pm  | Not excessive                        |
| MUSIC/BASS                                | 3/04/2014  | 10:06:00 pm                | 10:31:00 pm  | <b>Excessive.</b> Direction served.  |
| LOUD BAND                                 | 3/04/2014  | 10:49:00 pm                | 11:11:00 pm  | No noise.                            |
| MUSIC/BASS<br>BASS/MUSIC<br>X2 complaints | 8/06/2014  | 01:12:00 am<br>01:27:00 am | 02:04:00 am  | Not excessive.                       |

**98 VICTORIA Street – Tequila Mockingbird**  
**2 complaints**

| noise       | date      | time        | on site time | assessment & action     |
|-------------|-----------|-------------|--------------|-------------------------|
| <b>2014</b> |           |             |              |                         |
| LOUD MUSIC  | 2/02/2014 | 12:11:00 am | 1:01:00 am   | Not excessive           |
| LOUD MUSIC  | 6/02/2014 | 2:29:00 am  | 2:48:00 am   | No noise. TM is closed. |

**\*101-109 VICTORIA Street (cnr Salisbury St) – vacant site**  
**used by bar patrons for parking**  
**Included for information but not in totals.**

|                 |            |             |            |   |
|-----------------|------------|-------------|------------|---|
| <b>2014</b>     |            |             |            |   |
| CAR STEREO/BASS | 21/02/2014 | 11:51:00 pm | 0:06:00 am | Not excessive. Just people noise from the site. |

**\*376 MONTREAL Street (cnr Salisbury St) – vacant site**  
**Food caravan with generator**  
**Included for information but not in totals.**

|                            |            |             |             |   |
|----------------------------|------------|-------------|-------------|---|
| <b>2014</b>                |            |             |             |   |
| GENERATOR FOR FOOD CARAVAN | 10/05/2014 | 01:18:00 am | 02:07:00 am | <b>Excessive.</b> Other. Pita Pit had a canteen set up with a generator. Spoken to them & they shut off generator & cleared site. |

**131 VICTORIA Street – Chinwag Eathai Bar. Now Mexicano's.**  
**1 complaint**

| noise       | date      | time       | on site time | assessment & action                 |
|-------------|-----------|------------|--------------|-------------------------------------|
| <b>2011</b> |           |            |              |                                     |
| MUSIC       | 4/09/2011 | 1:12:00 am | 1:54:00 am   | <b>Excessive.</b> Direction served. |

**183 VICTORIA Street – Smash Palace.**  
**11 complaints**

| noise        | date       | time        | on site time | assessment & action |
|--------------|------------|-------------|--------------|---------------------|
| <b>2012</b>  |            |             |              |                     |
| SINGING/BASS | 27/05/2012 | 8:43:00 pm  | 9:14:00 pm   | Not excessive       |
| MUSIC/BASS   | 27/05/2012 | 8:52:00 pm  | 8:52:00 pm   | Not excessive       |
| BASS         | 31/05/2012 | 10:14:00 pm | 11:22:00 pm  | Not excessive       |

| noise          | date       | time        | on site time | assessment & action   |
|----------------|------------|-------------|--------------|---|
| MUSIC          | 2/06/2012  | 11:29:00 pm | 11:44:00 pm  | Not excessive   |
| BAND/DJ        | 14/06/2012 | 10:23:00 pm | 11:47:00 pm  | No noise  |
| MUSIC          | 21/07/2012 | 10:00:00 pm | 1:00:00 pm   | Not assessed after event. Discussed problem with complainant. |
| MUSIC & PEOPLE | 21/07/2012 | 10:54:00 pm | 11:52:00 pm  | Not excessive   |
| BASS           | 5/08/2012  | 12:09:00 am | 12:53:00 am  | Not excessive   |
| MUSIC          | 17/08/2012 | 10:41:00 pm | 11:31:00 pm  | <b>Excessive.</b> Reduced on request                          |
| BASS           | 17/08/2012 | 11:38:00 pm | 12:22:00 am  | Not excessive   |
| MUSIC          | 22/08/2012 | 10:23:00 pm | 10:34:00 pm  | <b>Excessive.</b> Direction served.                           |

1 PAPANUI Road - Carlton Country Club - temporary venue - until July 2012.  
Now the new CARLTON HOTEL.

**37 complaints**

| noise                          | date       | time                       | on site time | assessment & action  |
|--------------------------------|------------|----------------------------|--------------|--|
| <b>2011</b>                    |            |                            |              |  |
| MUSIC                          | 29/01/2011 | 10:12:00 pm                | 10:32:00 pm  | Not excessive  |
| BASS                           | 9/08/2011  | 9:22:00 pm                 | 9:32:00 pm   | <b>Excessive.</b> Reduced on request   |
| BASS                           | 9/08/2011  | 10:14:00 pm                | 9:30:00 am   | Not assessed after event. Advised complainant that venue operator has been warned that they are not permitted to have amplified music. |
| BASS                           | 9/08/2011  | 10:14:00 pm                | 10:22:00 pm  | <b>Excessive.</b> Reduced on request   |
| MUSIC                          | 23/08/2011 | 10:10:00 pm                | 10:32:00 pm  | Not excessive  |
| LOUD BAND                      | 5/10/2011  | 9:04:00 pm                 | 9:15:00 pm   | <b>Excessive.</b> Direction served.  |
| MUSIC                          | 5/10/2011  | 9:45:00 pm                 | 10:13:00 pm  | No noise   |
| BASS                           | 7/10/2011  | 9:43:00 pm                 | 10:18:00 pm  | Not excessive  |
| MUSIC                          | 9/10/2011  | 1:20:00 am                 | 1:28:00 am   | Not excessive  |
| MUSIC                          | 12/10/2011 | 9:20:00 pm                 | 10:32:00 pm  | <b>Excessive.</b> Reduced on request   |
| MUSIC                          | 20/10/2011 | 10:00:00 pm                | 10:07:00 pm  | <b>Excessive.</b> Direction served.  |
| MUSIC                          | 23/10/2011 | 11:28:00 pm                | 12:07:00 am  | <b>Excessive.</b> Direction served.  |
| MUSIC                          | 27/10/2011 | 9:47:00 pm                 | 10:17:00 pm  | <b>Excessive.</b> Reduced on request   |
| BASS<br>MUSIC<br>X2 complaints | 8/11/2011  | 8:07:00 pm<br>8:12:00 pm   | 8:19:00 pm   | <b>Excessive.</b> Direction served.  |
| MUSIC                          | 8/11/2011  | 9:02:00 pm                 | 9:09:00 pm   | <b>Excessive.</b> Second Direction served as evidence of Infringement offence.   |
| MUSIC                          | 9/11/2011  | 9:41:00 pm                 | 10:33:00 pm  | Not excessive  |
| BAND                           | 11/11/2011 | 9:17:00 pm                 | 9:20:00 pm   | Cancelled  |
| BAND                           | 12/11/2011 | 8:54:00 pm                 | 9:14:00 pm   | No noise   |
| BAND                           | 22/11/2011 | 9:30:00 pm                 | 10:15:00 pm  | Not excessive  |
| MUSIC                          | 13/12/2011 | 9:27:00 pm                 | 9:42:00 pm   | No noise   |
| MUSIC<br>BAND<br>x2 complaints | 13/12/2011 | 10:11:00 pm<br>10:14:00 pm | 10:17:00 pm  | <b>Excessive.</b> Direction served.  |
| MUSIC                          | 20/12/2011 | 10:00:00 pm                | 10:37:00 pm  | No noise   |
| <b>2012</b>                    |            |                            |              |  |

| noise                                | date       | time                       | on site time | assessment & action  |
|--------------------------------------|------------|----------------------------|--------------|--|
| MUSIC                                | 20/01/2012 | 10:01:00 pm                | 11:12:00 pm  | No noise   |
| BASS                                 | 27/01/2012 | 10:14:00 pm                | 11:20:00 pm  | Not excessive  |
| MUSIC                                | 9/02/2012  | 9:36:00 pm                 | 9:42:00 pm   | <b>Excessive.</b> Direction served.  |
| LOUD MUSIC<br>MUSIC<br>X2 complaints | 10/02/2012 | 10:27:00 pm<br>10:36:00 pm | 11:10:00 pm  | Not excessive  |
| BAND                                 | 23/02/2012 | 9:54:00 pm                 | 10:11:00 pm  | Not excessive  |
| MUSIC<br>MUSIC<br>X2 complaints      | 27/02/2012 | 9:43:00 pm<br>9:43:00 pm   | 9:48:00 pm   | No noise   |
| MUSIC                                | 1/03/2012  | 9:00:00 pm                 | 9:13:00 pm   | <b>Excessive.</b> Direction served.  |
| MUSIC                                | 1/03/2012  | 9:55:00 pm                 | 10:06:00 pm  | <b>Excessive.</b> Second Direction served as evidence of Infringement offence. |
| MUSIC/BASS                           | 15/05/2012 | 9:54:00 pm                 | 10:35:00 pm  | No noise   |
| HEAVY BASS                           | 11/07/2012 | 9:26:00 pm                 | 9:54:00 pm   | Not excessive  |
| LOUD MUSIC                           | 28/07/2012 | 10:27:00 pm                | 10:41:00 pm  | Not excessive  |



## **Christchurch City Council Comments on CERA's Christchurch Central Recovery Plan: "South Frame Planning Framework"**

1. The Council thanks CERA for the opportunity to make these comments. The comments have been approved by the Council's Submissions Panel on behalf of the Council
2. The Council's submission includes general comments as well as specific comments on key issues raised by review of the document. Minor editing comments will be sent under separate cover.
3. Should you require any further information, please contact Brigitte de Ronde, City Planning Unit Manager, mail to:Brigitte.deronde@ccc.govt.nz by email, or phone 941 8669; or Carolyn Ingles, Urban Design and Regeneration Unit Manager, mail to Carolyn.ingles@ccc.govt.nz or phone 941-8902.

### **General Comments on "South Frame Planning Framework"**

4. The Council supports the intent of the new provisions in terms of facilitating development in the South Frame area, and appreciates the commitment of CERA to implement the key elements of the "public realm" within the South Frame. The Council also supports the introduction of urban design provisions for this area.
5. However it is not convinced at this stage that the detail of the proposed amendments to the Christchurch Central Recovery Plan and thereby to City Plan rules will necessarily support the intent of the objectives and policies. A number of issues require further thought and discussion with Council. These include the concept, dimensions and landscaping of the greenway, the design of laneways, mechanisms for "holding" public open space, and vehicle access points and circulation within the blocks. Some of the amendments in the document appear to make only minor adjustments to the existing rules package for the Central City Mixed Use zone in extending that zone over the South Frame. There are numerous editing matters which would improve and simplify the document, and these editing comments will be sent under separate cover.

### **Specific Comments on "South Frame Planning Framework"**

#### **Greenway Concept**

6. There are some basic concerns with the greenway concept. The introductory text of the document (p5) describes a "lengthwise" open space corridor for pedestrians and cyclists, linking Hagley Park and East Frame. This should be reworded to reduce the emphasis on the expectation of a continuous facility, which may not be achievable. Existing use rights will apply to all the uses made non-complying in these changes to the City Plan eg industrial activity, motor servicing and yard based retailing. As well, Map 1 of the South Frame zone shows the greenway and Special Purpose (Pedestrian and Cycle) zone finishing in the middle of a block owned by the CDHB, rather than extending to Hagley Park.
7. The greenway confuses the function and legibility of, the two parallel key cycling streets that "An Accessible City" proposes on St. Asaph and Tuam Streets, ie on either side of the South Frame. If the cycleway remains in the South Frame, it should serve more of a recreational cycling function along with walking, and connections to the cycleways on Tuam and St Asaph Streets may need to

be revisited. In the development of “An Accessible City” a cycleway was originally proposed for the South Frame but safe east to west crossings were seen to be unachievable on such short (100m north to south) blocks, therefore the key cycle route was shifted to Tuam (eastbound) and St Asaph (westbound).. At the western end of the greenway as shown on Map 3, it would be preferable to have a greenway connection with cycle access to St Asaph Street (or continue through to Hagley Park), which will likely be the main cycling route through to Hagley Park. Where the greenway crosses busy north – south streets, new mid block crossings would be needed, with pedestrian crossings offset 10m from greenway entrances, if there to be any vehicular access along the greenway.

8. Currently, little attention appears to have been given to vehicular access, circulation and parking within the blocks, although the key to Map 3 indicates little or no vehicular access E-W along the greenway. More thought needs to be given as to interactions with the adjacent local road network. Some access points and implied crossings will be very difficult to achieve in practice, and clashes at intersections, and rat running, could well occur. Council is concerned at the safety implications of cross-greenway vehicular traffic in several locations. It is also possible that some premises, including residential, would be better served through vehicular access in an engineered low speed environment along the central open space cycle/pedestrian zone, to reduce servicing pressures on adjacent busy Distributor Roads (an objective of An Accessible City). The functions of the greenways and laneways do need to be more clearly worked through.
9. An inter-related issue is the status of the greenway. The document states that the Crown will acquire the land for the greenway, and that it will be vested in the CCC as Local Purpose Reserve. Council is against vesting of this land as a Local Purpose Reserve, as this could create complex issues with installing and subsequently maintaining services, and use by vehicular traffic, eg difficulties in creating easements in relation to servicing numerous adjacent land holdings. It is recommended therefore that the greenway and possibly also the laneways need to be held by a different mechanism such as becoming a Utility Reserve, to avoid such complications. This would permit access by different transport modes, but provide the ability to restrict such access when required. Council requests further discussion with CERA on this matter.
10. Previous drafts of the South Frame Planning Framework have indicated a greenway width of 7-10m, although no dimensions are given in the current document. The greenway illustration on p8 of the current document conveys the impression of a fairly well planted corridor with a double avenue of trees. There is a requirement for a 3m setback on private sites adjoining the proposed greenway or pocket park areas, which would increase the total distance between buildings to 13-16m. The diagram shows landscaping on the setbacks on private sites on each side of the greenway. A 7-10m width for the publicly owned parts of the greenway other than for the pocket park areas, would be too narrow to achieve the outcomes shown in the diagram, and does not in itself allow adequate space for trees capable of reaching a minimum height at maturity of 8 metres, the size required by the rules.
11. The achievement of a well planted outcome for the greenway will therefore be partly reliant on supplementary landscaping within these 3m setbacks on private land. However the proposed rules do not require any of the 10% of the total area of any private site which is to be landscaped, to be located adjoining the greenway (although it could be). Moreover, the definition of landscaping in the operative City Plan, and Rule 2aa.2.5 in this document, allow for the open space area within this 3m setback to be completely paved. This definition of landscaping is proposed to be amended in

the District Plan Review for industrial, commercial zones and commercial retail park zones to require landscaping to mean “predominantly tree and/or shrub plantings”, but this will not apply to amendments to the operative City Plan. This means that the only planted landscaping could be that within the possibly 7-10m of public land. An amount of planting specific to this boundary should be required on private sites. This could follow the one tree per 10m approach of Rule 2aa.2.5 ( c) for road boundaries, or similar, acknowledging Crime Prevention Through Environmental Design (CPTED) issues around denser shrub planting.

12. A related matter is the deletion of an urban design assessment matter found elsewhere in the Central City Recovery Plan, about the extent to which the building or use reinforces the context of a site, in this case adjoining the greenway. This could mean for example the incorporation of features such as green walls, outdoor decks and balconies. Wording to this effect would reinforce Rule 2aa.2(a).
13. Finally with regard to the greenway, preliminary shading diagrams prepared by Council’s urban design staff, including allowance for the 3m setbacks and recession planes, indicate that even using a 10m dimension for publicly owned greenway space, there will be total shading of the greenway around the winter solstice, as well as significant shading of the laneways except in the very middle of the day.

#### **Additional Greenspace in Pocket Parks etc**

14. The comments on shading in the preceding paragraph apply also to the proposed location of two pocket parks on the north side of the greenway. These locations are clearly less than ideal. These new pocket parks will need to be on the south side of the W-E corridor otherwise they will be fully shaded, under utilised, damp in the winter and difficult to maintain.
15. There is no recognition in the South Frame Planning Framework of existing trees in the area, One example is the very large pin oaks in Peter Scouler Park on Tuam Street. As at 2012 there were approximately 35 trees in the area, including street trees eg along Tuam Street, St Asaph Street in the ex Council carpark, and on Colombo Street. Some of these trees are protected by resource consent conditions. There should be an emphasis on retaining trees where possible, with more than 3m setbacks adjoining mature trees.

#### **Design of Laneways**

16. Laneways need to be carefully designed. Attention is drawn to the “Central City Lanes Report” produced by the Council and Boffa Miskell pre-earthquakes, which includes a lanes design guide. This guide indicates that successful laneways are likely to be narrower than the ones proposed in the South Frame Planning Framework, for example that the widths of the greenway and the laneways shown on Map 3 could be reversed, with the greenway being wider and the laneways narrower than shown. Lanes wider than 10m as indicated on Map 3 will begin to lose some laneway qualities and will attract more traffic. It is noted that previous drafts of the South Frame Planning Framework have indicated a laneway width of 10-12.5m wide, and include parking spaces.
17. Careful attention should be paid to the safety implications of lane design. Council is concerned that the lack of consistent setback provisions from the legal roads indicated in Rule 2aa.2.5 will lead to

an unsafe environment, and considers that rules requiring continuous building frontages are important to promote safety and eliminate concealment opportunities. The Council notes that the Innovation precinct co-incides with the Category 1 Highest Noise Level Area where entertainment and hospitality premises such as bars are being encouraged to be located. In this area, design of laneways in accordance with CPTED principles will be particularly important.

18. It is noted that there is reference in Rule 2aa.3.5 to the possibility of laneways being secured by resource consent conditions requiring public access to be provided during business opening hours, which implies that some laneways could be closed at night-time. Resource consent conditions relate to the use of the land, and in themselves would not secure legal status for a laneway, as implied in Rule 2aa.3.5. For example, the resource consent conditions can only require that "the activity shall not commence until an easement is registered on the title". Resource consent conditions are also not guaranteed in perpetuity as people can surrender their land use consent, and conditions can be changed through a Section 127 application. If properties are on-sold, owners may not be aware of the applicable resource consent conditions, so conditions would need to be registered on certificates of title. On this latter note, it is also unclear whether the Crown will acquire all the land for the (pedestrian) "greenways" within the Innovation Precinct. Where it does, this land could be subdivided from the parent land parcels and legal mechanisms/easements in favour of the CCC may not be required.
19. Although mention is made of CERA acquiring the land for the primary laneways in the Innovation Precinct and the CDHB creating a laneway in the Health Precinct, there is no mention of who is to create laneways in the centre blocks and how that public space is to be secured. It is assumed that CCC is expected to either purchase the land for the laneways, or alternatively negotiate easements. This would obviously need to occur before the opportunity for particular laneway locations is lost through development. Discussion between CERA and CCC is required on this topic.

### **Implications of South Frame Planning Framework for Council Budgets**

20. CCC is under severe budgetary pressure at this time. While the CCC supports the proposed "public realm" in general it is not in a position to commit to unbudgeted capital expenditure associated with securing land for laneways, and creating high quality, attractive open spaces across the "public realm" in the South Frame. There are also significant implications for operational expenditure, which need to be considered in the broader picture of the Council's overall operational budget, and as part of the Long Term Plan. Further discussion with CERA is needed with regard to who will be responsible for meeting the capital and operational costs and who will acquire and be the final "owner" of the public realm. While creation of the "public realm" in this area may not occur quickly, it does need to occur in a co-ordinated manner to avoid piecemeal outcomes.

### **Health Precinct**

21. As already noted, this area does not appear to be well linked to the greenway. Despite the comment on p6 of the text that the open space corridor will be supplemented by wider open spaces in the two western-most blocks, there is nothing in the zone rules which would achieve this.

### **Innovation Precinct**

22. There is currently no definition in the City Plan of what constitutes an innovation activity. Is an innovation activity only information technology or communications related?? Policy 12.6A.5 needs to be reworded, as “Innovative offices” is unclear in its meaning and so are the phrases “other businesses” and “complementary activities” also used in this policy. Rewording should also eliminate the words “where people and ideas can collide”.

#### **Costs associated with Christchurch Central Joint Design Approvals Board**

23. While Council supports the introduction of urban design assessment for new buildings and alterations to existing buildings in the South Frame, and considers that the Joint Design Approvals Board process has been successful and pragmatic for larger scale developments in the ‘core’, it adds a significant level of additional cost for applicants for smaller developments. While it is appropriate for large scale proposals to go through this process, some smaller scale straight forward applications may not need to use the Board process. The Council’s view is that for smaller scale developments, going through the JDAB should be an optional process which the applicant may request; otherwise consents could be signed off in house. As these comments have implications beyond the South Frame, and may involve changes to the Joint Management Agreement, Council would be happy to discuss these comments with CERA.

#### **Inconsistency with Review of the Central City Noise Provisions**

24. The acoustic insulation rule for residential activities proposed in the South Frame planning Framework is the version of the rule which was removed in the Review of Central City Noise Provisions, and needs to be made consistent. A cross-reference is not adequate.

#### **Other Zone Provisions**

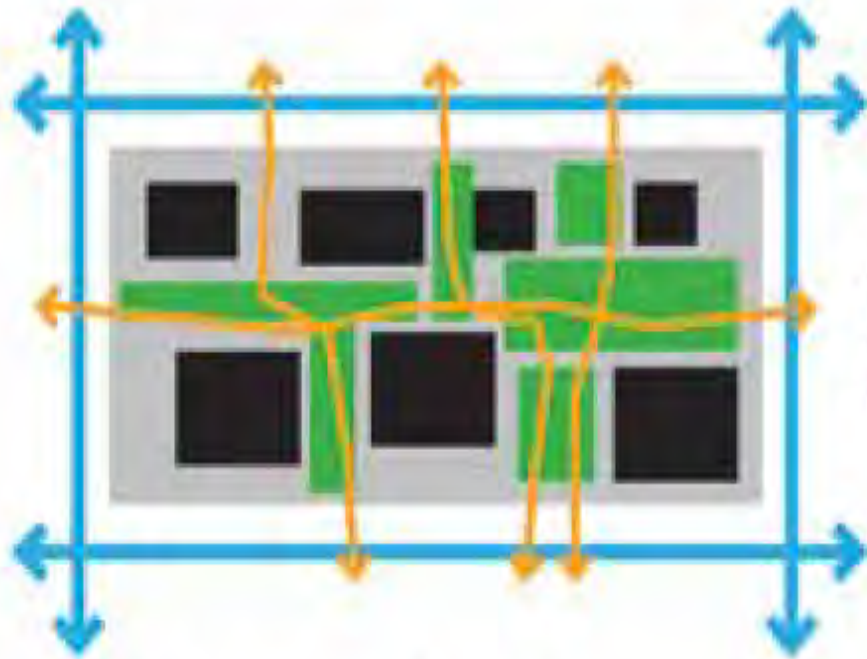
25. Under Rule 2aa.2.5 buildings must be built up to and across entire front boundaries adjoining Colombo Street, to promote “high street retailing”. In this part of Colombo St there are significant challenges in delivering the outcomes sought in An Accessible City. We seek further discussion between CERA and CCC on how to safely cater for cyclists, pedestrians and cars along this busy section of Colombo Street while still encouraging buildings as near as possible to, or up to front boundaries.
26. On streets other than Colombo and High Street there is proposed to be an option of up to 5m setback from a road boundary, with a minimum 2m wide landscaping strip. Council urban designers consider that this should be reduced to 4m and that the setback should be either 0m or 4m along particular streets rather than a variable setback.
27. Editing comments sent under separate cover will address a number of other issues where the Council would like to see minor amendments to the Central City (South Frame) Mixed Use zone provisions.



DIAGRAMS FOR COUNCILLORS INFORMATION (from CERA document)

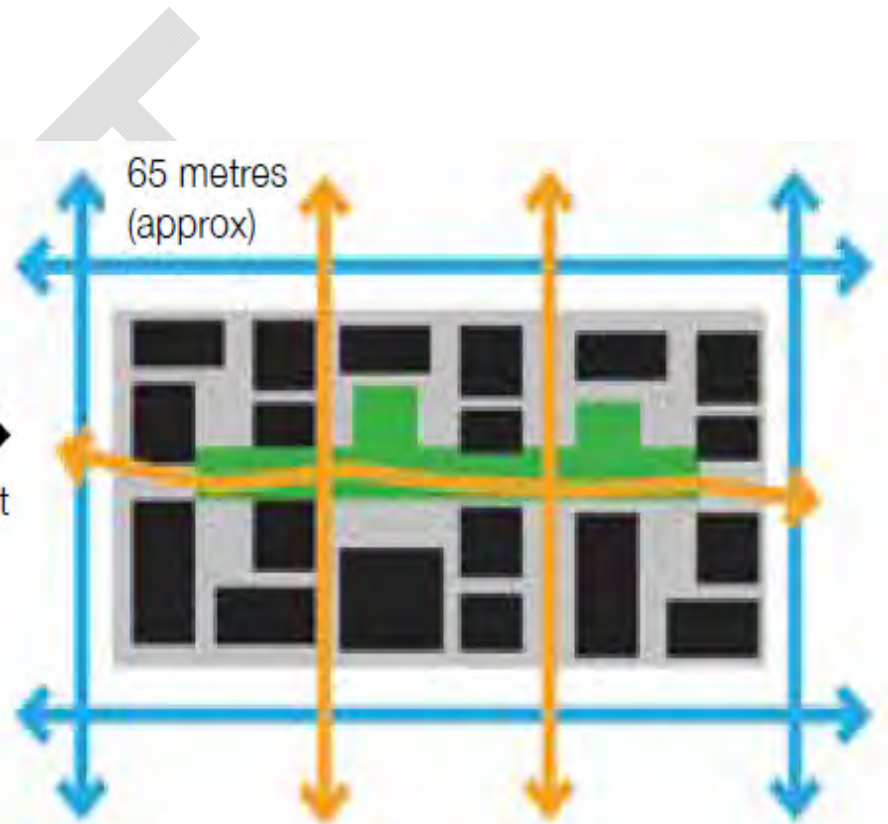


*The South Frame encompasses the Health Precinct and the Innovation Precinct, both of which sit within the South Frame designation*



*'Suburban' campus layout*  
*Buildings set within open space*

Post Blueprint  
Plan refining



*'Urban' campus layout*  
*Buildings define and enclose open space*



## COUNCIL 31. 7. 2014

**REPORT BY THE CHAIRPERSON OF THE  
BURWOOD/PEGASUS COMMUNITY BOARD**

21 JULY 2014

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

**1. DRAFT NEW BRIGHTON MASTER PLAN**

|  |  | Contact | Contact Details |
|--|--|---------|-----------------|
| <b>Executive Leadership Team Member responsible:</b> | Chief Planning Officer Strategy and Planning Group | N       |                 |
| <b>Officer responsible:</b>                          | Unit Manager, Urban Design & Regeneration          | Y       | 941 8239        |
| <b>Author:</b>                                       | Miranda Charles                                    | N       |                 |

**1. PURPOSE AND ORIGIN OF REPORT**

1.1 The purpose of this report is to:

- 1.1.1 Inform the Burwood/Pegasus Community Board and the Council of the community's response to the Draft New Brighton Master Plan (the Draft Plan);
- 1.1.2 Inform the Burwood/Pegasus Community Board and the Council of the recommendations of the New Brighton Community Advisory Group (CAG) to the Draft Plan;
- 1.1.3 Provide a response by Council Officers to feedback by the community, the CAG and other stakeholders, including proposed amendments to the Plan in the event the Council decides not to hear the submissions; and
- 1.1.4 Recommend whether or not hearings of submissions be held.

1.2 The origins of this report stem from six Council resolutions and a Community Board resolution (see **Attachment 1**).

**2. EXECUTIVE SUMMARY**

2.1 A draft Master Plan ('the Draft Plan') for the New Brighton Centre was prepared and publicly consulted on between December 2012 and February 2013<sup>1</sup>. Three hundred and seventeen submissions were received (see **Attachment 2**). The overall response by submitters to the Draft Plan is positive. Eighty seven submitters have signalled that they wish to be heard should the Council decide to hold hearings (see **Attachment 3**).

2.2 Since submissions closed, several projects and processes have been initiated which are relevant to the completion of the Master Plan, and may have a potential impact on submitter's views and perceptions. These include:

- 2.2.1 The preparation of the 'draft Align plan' in conjunction with the New Brighton Business and Landowners Association (NBBLA);
- 2.2.2 The establishment of a New Brighton Community Advisory Group (CAG) to identify public and private space initiatives which would assist in revitalising the commercial centre;
- 2.2.3 A potential New Brighton Legacy project;
- 2.2.4 The new Eastern Recreation and Sports Facility project; and

<sup>1</sup> Click on the 'New Brighton' icon at [www.ccc.govt.nz/Suburban](http://www.ccc.govt.nz/Suburban) Centres

**COUNCIL 31. 7. 2014**

**1 Cont'd**

- 2.2.5 The District Plan Review and further investigations into the potential consolidation of the commercial centre through land rezoning.
- 2.3 The above projects and processes are relevant to the Draft Plan because individually and/or combined they could potentially impact:
  - 2.3.1 The response by submitters;
  - 2.3.2 The Council's response to submissions; and
  - 2.3.3 The degree to which the final Master Plan demonstrates connections to other significant projects in the locality.
- 2.4 On the basis of the above, Council Officers recommend that submitters are given the opportunity to present their submission at a hearing. Hearings would optimise community participation and engagement during this phase of New Brighton's recovery, and would improve the quality of information needed by the Council to make appropriate changes to the final Plan.
- 2.5 Should the Council decide not to hold hearings, Council Officers have provided a response to feedback by the community, the CAG and other stakeholders, including proposed amendments to the final Plan (see **Attachment 4**). The proposed amendments, in summary, address the following aspects of the Draft Plan:
  - 2.5.1 General detail and clarity of information, including a review and update of the Plan's vision and goals;
  - 2.5.2 The historic and contemporary relationship between Ngai Tahu and the area;
  - 2.5.3 The relationship between the centre and the foreshore;
  - 2.5.4 Alternate options or design concepts for actions 'A2 Road Through the Pedestrian Mall' and 'B2 Develop an Indoor Entertainment Hub';
  - 2.5.5 Further consideration of focal points and features, open space and overarching urban design principles and low impact urban design features; and
  - 2.5.6 New Brighton's economic revitalisation through further investigations into the creation of an 'Economic Development Zone' or 'Business Improvement District, and the potential use of public/private partnerships.

**3. BACKGROUND**

- 3.1 The Suburban Centres Programme was approved by the Council in June 2011 to respond to damage caused by the 2010/2011 Canterbury earthquakes. The scope of the programme focuses on Business 1 and 2 zones of the Christchurch City Plan. Under this programme, seven master plans have been adopted and two are in draft form. The master plans are non-statutory documents that create a vision, framework and action plans for the repair and recovery of the centre.
- 3.2 The Council approved the commencement of the New Brighton Centre Master Plan in April 2012. Following a series of open forums and workshops which collected feedback from the community and a diverse range of internal and external stakeholders, Officers prepared a Draft Plan comprising four 'big picture' themes and seventeen projects/actions.
- 3.3 Public consultation on the Draft Plan took place over nine weeks, from 17 December 2012 to 18 February 2013. Three hundred and seventeen submissions were received. **Attachment 2** contains the Summary of Submissions. A key highlight is that the majority of submitters support the direction of the Master Plan; 88 percent of submitters either agree or strongly agree with the vision, goals and actions. Overall, this is a positive response to the Draft Plan.

**COUNCIL 31. 7. 2014**

**1 Cont'd**

**SUMMARY OF SUBMISSIONS**

- 3.4 Respondents were asked if they strongly agree, agree, neither agree nor disagree, disagree, or strongly disagree with various aspects of the Master Plan. Not all submitters provided a response to all of the questions on the submission form. Unless otherwise stated, the percentages shown in this Report are based on those submitters that responded to the question.
- 3.5 In addition to the strong support for the Draft Plan's direction, at least 89 percent of submitters agree or strongly agree with the Draft Plan's four 'big picture' themes. These four 'big picture' themes are:
- Consolidation of the centre through rezoning of land (90 percent support);
  - Enhancing the flow of pedestrians and cycle routes to, through and around the centre (94 percent support);
  - Development of precincts; entertainment, retail/commercial and residential while encouraging mixed-use activities (89 percent support);
  - Reinforcing the river to sea link through the centre and connections to recreation spaces (89 percent support).
- 3.6 Because of the relevance of centre consolidation and land re-zoning for both the Master Plan and the District Plan Review, the Council directed staff to undertake further investigations into land rezoning to support consolidation (see **Attachment 1**, Council resolution 3 October 2013). Investigations are currently underway and, when complete, the findings will be presented to the Board. These will inform 'Stage 2' of the District Plan Review and final amendments to the Master Plan. Should the Council decide not to hold hearings and to approve the Officer recommendations (**Attachment 4**), these amendments may need further refinement once consolidation options are better understood.
- 3.7 Of all Draft Plan actions, the action that has received the most agreement/support from submitters is A5 General Streetscape Improvements (97 percent support). Remaining Master Plan actions typically receive between 81 percent to 94 percent of support from submitters. The exception is for A2 The Continuation of the Road Through the Pedestrianised Mall which achieved an almost even level of support/opposition (46 percent oppose it, 40 percent support it, and 15 percent neither agree nor disagree). Submitter opposition to other Draft Plan actions is dispersed across the rest of the Plan, and opposition ranges from between 1 percent to 14 percent.
- 3.8 In addition to the above results, key improvements suggested by submitters to the Draft Plan relate to:
- 3.8.1 Establishing anchor projects which have a 'wow' factor' that will make New Brighton a destination in its own right, and draw more people to the suburb; and
- 3.8.2 Incorporating the foreshore area into the Draft Plan, to enhance existing assets, strengthen recreation links, and increase connectivity between the centre and the sea.
- 3.9 For the full copy of the Summary of Submissions to the Draft Plan, see **Attachment 2**.

**SUBMITTERS WISHING TO BE HEARD**

- 3.10 Eighty seven (27 percent) submitters signalled they wish to be heard if the Council decides to hold hearings on the Draft Plan. **Attachment 3** contains their response to the Draft Plan's overall direction and actions, to show the extent of their support or opposition. Of the eighty seven submitters who wish to be heard, sixty seven (77 percent) support the direction of the Draft Plan and eleven (13 percent) do not. Nine submitters (10 percent) neither agree nor disagree and eight submitters (9 percent) did not respond to the question.

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**1 Cont'd**

- 3.11 For the most part, opposition by submitters wishing to be heard is distributed across a large number of actions. The exception relates to A2 the Continuation of the Road Through the Pedestrianised Mall (46 percent of those submitters who wish to be heard oppose it and 29 percent support it).

**AQUATIC FACILITIES**

- 3.12 A New Brighton waterpark proposal was put forward at the same Board meeting that staff presented the Draft Plan for public consultation. In February 2013, proponents of the waterpark presented a petition to the Council with over 20,000 signatures in support of a waterpark concept being included in the Draft Plan.
- 3.13 Many submitters also requested the inclusion of a water park/recreation and aquatic facility in their Draft Plan submissions. In response to this feedback, the Council decided to further investigate options to integrate a water park concept/aquatic facilities into the Draft Plan before receiving the Officer's report on the Summary of Submissions (see **Attachment 1**, Council resolutions on 26 February 2013, 27 June 2013 and 3 October 2013).
- 3.14 A separate process is now underway to investigate site options across the east of the city for an Eastern Recreation and Sports Facility. Another related process currently underway is the identification of options for a legacy project in New Brighton (see **Attachment 1**, Council resolution 24 April 2014). An Officer's report and recommendations on next steps will be presented to the Board and the Council shortly.

**'DRAFT ALIGN PLAN'**

- 3.15 After public submissions to the Draft Plan closed, a draft plan prepared by a company called "Align Ltd" in collaboration with the New Brighton Business and Landowners Association (NBBLA) was submitted to Council Officers in October 2013. The 'draft Align plan' signalled high level opportunities for the revitalisation of the wider New Brighton suburb, and included several pages copied directly from the Council's Draft Plan for the commercial centre.
- 3.16 Staff have reviewed and responded to Align Ltd, but have recently been advised by the NBBLA that the draft Align plan is on-hold until more funding is found to complete it. In the absence of further information, staff have identified areas of commonality and a number of potential amendments which could be made to the Draft Plan (see **Attachment 4**).

**COMMUNITY ADVISORY GROUP**

- 3.17 To foster community input to the next stages of the New Brighton Centre Master Plan, the Council directed the Board to establish a new Community Advisory Group (CAG) (see **Attachment 1**, Council resolution 12 December 2013). The decision was partly in response to feedback received from submitters that the Draft Plan was lacking a 'wow factor' which would attract visitors to New Brighton and support local community wellbeing.
- 3.18 The CAG's brief was to *"identify key elements of private investment and public place-making initiatives which would assist in revitalising the centre, and funding options to achieve those"*. A related aspect of the brief were ideas and initiatives that offered a 'wow' factor to the Draft Plan and the commercial centre.

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**1 Cont'd**

3.19 Through an Expressions of Interest process, the Board established the CAG in February 2014. In addition to Board representation, the CAG comprised representatives of the following organisations:

- New Brighton Project Inc.
- New Brighton Pier and Foreshore Promotion Society
- Renew Brighton
- New Brighton Business and Landowners' Association
- Eastern Vision
- WOW Brighton

3.20 The CAG was chaired by the Board Chair (Andrea Cummings) and an independent facilitator was engaged to provide facilitation services (Carl Pascoe). The New Zealand Police and Mahaanui Kurataiao Ltd (MKT) were also kept informed as honorary members of CAG.

3.21 The CAG met for four hours a week over a nine week period during April and May 2014. The CAG has prepared thirty recommendations to the Draft Plan for consideration by the Board and the Council. These recommendations are attached alongside an Officer response in **Attachment 4**.

**4. COMMENT**

4.1 Since the preparation of a Draft Plan in 2012, Council Officers have received a considerable amount of feedback from the community and other stakeholders through workshops and drop-in sessions, public submissions, the draft Align plan, and the work of the CAG. This feedback presents several positive opportunities for Officers to amend and improve the Draft Plan prior to submitting a final Master Plan for adoption by the Council.

4.2 Should the Council decide not to hold hearings of submissions, **Attachment 4** provides the basis of Officer recommendations for proposed Plan amendments. The recommendations generally seek the following changes to the Draft Plan:

- 4.2.1 General detail and clarity of information and its presentation/layout, including updates to text and illustrations which may now be out of date, or no longer critical for inclusion in the final Plan (e.g. contents of Appendices);
- 4.2.2 Additional opportunities to appropriately reflect the historic and contemporary relationships between Ngai Tahu and the area (as previously indicated on page 14 of the Draft Plan);
- 4.2.3 Strengthening of references to the relationship between the centre and the foreshore area (e.g. acknowledge the foreshore is an existing New Brighton 'precinct' with associated recreation, open space and tangata whenua values and opportunities);
- 4.2.4 Alternate options or design concepts for New Brighton Mall currently identified as the action 'A2 Road Through the Pedestrian Mall';
- 4.2.5 Alternate options or design concepts for the area/action currently identified as the action 'B2 Develop an Indoor Entertainment Hub';
- 4.2.6 Additional opportunities for community focal points and features, flexible open space, weather protection, overarching urban design principles and the use of low impact urban design features;
- 4.2.7 Additional opportunities for the economic revitalisation of the New Brighton centre through the inclusion of a new action for further investigations into the creation of an 'Economic Development Zone' or 'Business Improvement District'.
- 4.2.8 Additional detail and/or opportunities for 'Section C' of the Draft Plan 'Recovery Together' actions (e.g. for potential public-private partnerships).
- 4.2.9 Review and update of the Plan's vision and goals to ensure they appropriately reflect final amendments to the Draft Plan.

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**1 Cont'd**

**HEARINGS**

- 4.3 Finalising the Plan with these proposed amendments would accelerate completion of this work and allow implementation to commence in earnest. However, there are several benefits to holding hearings first, and finalising the Plan in 2015. The rationale for holding hearings is as follows:
- 4.3.1 It is now well over a year since submissions to the Draft Plan were received. Several important projects/processes have been initiated since the Draft Plan was prepared and publicly consulted on (i.e. the CAG, the potential New Brighton Legacy project, the new Eastern Recreation and Sports Facility project, and further investigations into land rezoning for centre consolidation). These projects/processes may have a direct or indirect impact on the Master Plan, and could impact:
- 4.3.1.1 The response by submitters to the Draft Plan;
- 4.3.1.2 The Council's response to submissions; and,
- 4.3.1.3 The degree to which the final Master Plan demonstrates connections to other significant projects in the locality.
- 4.3.2 Generally speaking, hearings encourage community participation and engagement in planning processes and, in this situation, earthquake recovery. It is especially important that the community and stakeholders are given ample opportunity to express their views, and to be actively involved in the recovery phase. This is important not only for community wellbeing and resilience, but also for fostering the partnership approach that is needed between the Council, the community and other stakeholders for Plan development and implementation. Any matters raised through hearings that are beyond the scope of the master plan may be useful in informing the development of other projects in New Brighton.
- 4.4 Additional reasons for holding hearings in the current New Brighton context are:
- 4.4.1 Many submitters believe the Draft Plan is missing an anchor project with a 'wow' factor that would make New Brighton a destination in its own right. It is important for submitters to have the opportunity to explain their submission and their expectations for the Draft Plan. Furthermore, it could provide submitters with the opportunity to comment on either the CAG recommendations and/or proposed changes to the Draft Plan prior to its adoption by the Council, especially given that the CAG was to contribute ideas and initiatives that bring a 'wow' factor to the Draft Plan.
- 4.4.2 Community perceptions about the long term decline of the suburb are impacting its expectations for post-earthquake recovery of the commercial centre, and application of the Master Plan. As explained in Paragraph 4.3.2, hearings would provide submitters the opportunity to fully express themselves and their views, further explain their submission points and rationale, and achieve a sense of involvement and participation in local government decision making processes that will shape their suburb in the near future.
- 4.5 If the Council agrees with this rationale and the need for hearings, it would be appropriate for CAG recommendations to the Draft Plan to be distributed to all submitters, and for all submitters to be given another opportunity to indicate whether or not they wish to be heard. As the Community Board submitted on the Draft Plan and two Elected Members have indicated that they wish to be heard if hearings are held, it would also be appropriate for the Council to establish an independent Hearings Panel.

**COUNCIL 31. 7. 2014**

**1 Cont'd**

**5. FINANCIAL IMPLICATIONS**

- 5.1 Preparation of the Plan within the Strategy and Planning Group's budget was confirmed through both the 2012/2013 and 2013/14 Annual Plan process. Completion of the Plan will now fall into the 2014/2015 financial year, whether or not the Council decides to have hearings.
- 5.2 One capital improvement project recommended in the Draft Plan with a value of \$2.2 million has been included in the Council's Three Year Plan (TYP). This is for the purchase of land for a new road extension at Oram Ave (action "A1").
- 5.3 The majority of funding for implementation of the Plan will need to be considered through the 2015-2025 Long Term Plan process. Hearings will need to be held, reported on and a final direction for the masterplan agreed by no later than the end of December 2014 to inform the Long Term Plan.
- 5.4 An independent hearings panel will incur additional costs on the project budget. These additional costs relate to time and expenses associated with engaging up to three independent panel members. To reduce estimated costs, which might range from \$20-25 thousand, the Council could engage a sole commissioner to run the hearings.

**6. STAFF RECOMMENDATION**

- 6.1 It is recommended to the Council that:
  - 6.1.1 The Report and **Attachments 1 to 4** are received;
  - 6.1.2 Hearings of submissions on the Draft Plan are held, and all submitters to the Draft Plan are sent **Attachment 4** and given another opportunity to indicate whether or not they wish to be heard; and
  - 6.1.3 If hearings of submissions on the Draft Plan are held, an independent hearings panel or a sole commissioner is engaged to hear submissions;
  - 6.1.4 The membership of the independent hearings panel or a sole commissioner is to be approved by the Mayor; and Chief Executive.

**7. BOARD CONSIDERATION AND RECOMMENDATION**

On the advice of staff the following staff recommendation was added.

- 6.1.5 Authority will be given to the independent hearings panel or sole commissioner to make recommended changes to the Draft Plan, to the Council.

At the request of Evan Smith, CAG and Eastern Vision member, an illustration was tabled showing the reverse pier and piazza/square concept, as an addition to **Attachment 4**.

- 7.1 It is recommended to the Council that:
  - 7.1.1 The Report and **Attachments 1 to 4** are received noting that the Community Board particularly endorses **Attachment 4** as providing direction for finalising the New Brighton Master Plan.
  - 7.1.2 Hearings of submissions on the Draft New Brighton Master Plan are not held.
  - 7.1.3 The Council ensure that the New Brighton Master Plan is in place to enable consideration in the Long Term Plan.
  - 7.1.4 If hearings are to take place, authority be given to the Mayor and Chief Executive Officer to appoint members of the independent hearings panel or sole commissioner to recommend changes to the Draft New Brighton Master Plan, to the Council.

**COUNCIL 31. 7. 2014**

**ATTACHMENT 1 TO CLAUSE 1**

**Relevant resolutions of the Council and the Burwood Pegasus Community Board**

Council, 6 December 2012:

- (a) Approve the content of the draft New Brighton Master Plan (Attachment 1) for public consultation.
- (b) In 2013, receive a consultation report on submissions and consider and recommend whether to conduct hearings prior to adopting the final version of the Plan.
- (c) Note that the presentations made by David East, Tim Sintes, Alan Direen and Tracey Knox at the Council meeting of 6 December 2012 will be considered as part of the consultation process and invite community comment.

Council, 26 February 2013:

- (a) Request a report to the Planning Committee on the Draft New Brighton masterplan, to address the process and steps required to integrate the masterplan and waterpark concepts at New Brighton.
- (b) Request staff to consult with key stakeholders in the New Brighton community as part of the report to Council, and recommend a process to Council on their ongoing engagement through the process.

Council, 27 June 2013.

- (a) Receive the information in this report
- (b) Approve the commencement of work outlined in Supplementary Information Attachment 2 (as detailed in Attachments 3 and 4) from the 5 June Officers Report) to assess the economic feasibility and revitalisation potential of a number of Waterpark/Eastern Recreation and Sports development scenarios, including but not limited to the scenarios listed below:
  - A waterpark in New Brighton that incorporates a Council Eastern Recreation and Sports Facility – noting that an Eastern Recreation and Sports Facility would include other non-aquatic facilities such as a fitness centre, basketball courts, etcetera;
  - A New Brighton waterpark, additional to a Council Eastern Recreation and Sports Facility located elsewhere in the east of the city;
  - A Council Eastern Recreation and Sports Facilities (i.e. no New Brighton waterpark), located either: (i) in New Brighton; or (ii) elsewhere in the East of the city;
  - A blend of services, locates and scale of facilities – for example: (i) a boutique salt water pool in New Brighton to complement an Eastern Recreation and Sports Facility elsewhere; and (ii) all entertainment elements in New Brighton and a reduced scale Eastern Recreation and Sports Facility elsewhere.

**(Note:** The evaluations undertaken do not imply any financial commitment by the Christchurch City Council to the waterpark, at this stage).



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- (c) Request that the results of the work undertaken in (b) be reported to the September Planning Committee and Council meeting. Note that a workshop will be held with the Burwood – Pegasus Community Board ahead of the Planning Committee meeting.
- (d) Request that staff report back to the Council (and Burwood – Pegasus Community Board) at a December 2013 meeting on: (i) the recommended amendments to the Draft New Brighton Centre Master Plan, incorporating any relevant aquatic/entertainment factors agreed to in (c) above; and (ii) the preferred locations and scope of an Eastern Recreation and Sports facility, as agreed to in (c) above.
- (e) In evaluating specific sites in New Brighton (conducted as necessary following recommendation (c)), adopt an Inquiry by Design process, and include key stakeholders and affected landowners.
- (f) Ensure the outcomes of the September Council meeting inform the Draft Master Plan work and the final site selection process for the Eastern Recreation and Sports facility.

Council, 3 October 2013:

- (a) Receive the report.
- (b) Direct staff to consider the options for consolidation of commercial zones in New Brighton in accordance with the proposals of the Draft New Brighton Centre Master Plan.
- (c) Support in principle the development of a variety of appropriately-sized privately funded attractions and public place-based initiatives in New Brighton, where these assist revitalisation of the commercial core, are economically feasible and complement the functions of other Council facilities.
- (d) Continue to work with key stakeholders to develop a preferred model of smallscale public and private aquatic facilities (e.g. such as salt water pools, splash pad) that support/match the revitalisation of New Brighton as a functioning but unique neighbourhood centre, together with improvements to the public realm (streetscape), the private realm (landowner and business investment) and funding options.
- (e) That the Council approach the Prime Minister's Earthquake Fund to explore the opportunity to utilise the proposed \$6.5m grant separately from the Eastern Recreation and Sport Facility.

Council, 12 December 2013:

1. Approve the formation of a Stakeholder Team, chaired by a member of the Burwood - Pegasus Community Board, to consider public and private initiatives for revitalising the commercial centre, with members of the Stakeholder Team to be confirmed by the Community Board in 2014.
2. Agree to a process for finalising the Draft Master Plan that incorporates the following actions and anticipated timeframes:
  - 2.1 Stakeholder Team meetings/workshops – April 2014;
  - 2.2 Workshop with the Burwood - Pegasus Community Board – May;

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- 2.3 Proposed amendments to the Draft Master Plan reported to the Community Board and Council including a recommendation as to whether or not to hold hearings – end July;
- 2.4 If no hearings are held, the Master Plan be finalised and adopted – November 2014.

Burwood Pegasus Community, 17 February 2014:

- 18.1 To appoint a representative from each of the following organisations to the Community Advisory Group, who will inform the development of the New Brighton Centre Master Plan:
  - New Brighton Project
  - New Brighton Pier and Foreshore Promotion Society
  - Renew New Brighton
  - New Brighton Business and Landowners Association
  - Eastern Vision
  - WOW Brighton
- 18.2 That the Chairperson of the Community Advisory Group be Andrea Cummings (Chairperson of the Burwood Pegasus Community Board)
- 18.3 That Stan Tawa and Tim Sintes also be members of the Community Advisory Group.

(With respect to CAG memberships, local Police and MKT were also kept informed as honorary members of CAG).

Council, 24 April 2014

- 11.1 Begin a new site selection process (including site criteria and working party membership) for an Eastern Recreation and Sport Centre in the Northeast of Christchurch, with the final decision on the process to be signed off by the Burwood/Pegasus Community Board, the Chairperson of the Community Committee and the Mayor; with an interim report from this group to come back to the Council in May 2014.
- 11.2 Request staff to identify options for a legacy project in New Brighton and report these back to the Council by the end of May 2014.
- 11.3 Request staff to identify opportunities and options for an aquatic facility in the Linwood-Woolston area, possibly in conjunction with the Ministry of Education.

At the time of writing the following staff recommendation is also relevant. This recommendation is scheduled to be reported to the Burwood Pegasus Community Board in July 2014.

It is recommended:

- 5.1 That the Burwood/Pegasus Community Board recommend to the Council that the following recommendation of the Community Advisory Panel be received:
  - 5.1.1 For the New Brighton legacy project, the Council seed funds a minimum of \$20 million towards a substantial and unique aquatic complex, including all-weather hot salt water pools, to provide a strong commercial and leisure focus and encourage further investment in New Brighton. Noting that this sits within the context of wider development plans for the New Brighton coastal zone.

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- 5.2 That the Community Board consider whether there are any legacy project options other than a hot salt water pool complex which it wishes to recommend to Council for further consideration.
- 5.3 That if the Community Board wishes to recommend an all-weather hot salt water pool complex as a potential legacy project for New Brighton, that it recommends to Council that it:
  - 5.3.1 Allocate \$90,000 for a feasibility study to evaluate location and scope options for an all-weather hot salt water pool complex in New Brighton.
  - 5.3.2 Request staff to commission a feasibility study, with further input from the Community Advisory Panel as required.
  - 5.3.3 Request that staff report back to the Council on completion of the feasibility study with options and a recommendation for cost, location and scope of a hot salt water pool complex in New Brighton.
- 5.4 Alternatively, if the Community Board recommends a different legacy project or projects to the Council than indicated in 5.3, that the Council seek advice on feasibility and next steps.
- 5.4 That on completion of the work outlined in 5.3 and/or 5.4 above, the Council confirm the amount, source and timing of funding for any New Brighton legacy project.



ATTACHMENT 2 TO CLAUSE 1

# New Brighton Master Plan

*for public consultation*  
*December - February 2012-13*

## Summary of Submissions



**PREPARED BY**  
AERU – Lincoln University  
**PREPARED FOR**  
Christchurch City Council

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## **Introduction to this report**

This report presents and summarises the public comments made on the draft New Brighton Master Plan which was made available for public consultation from 17 December through 18 February 2013. Information was gathered through submissions gathered online, by mail, email, in person and through drop-in sessions.

## **The total number of submissions**

In total, 317 submissions were made on the Plan. Three hundred and seven (97%) were provided on the submission form for the Plan or through the Have Your Say form and 10 (3%) as free form submissions. Free form submissions were often in the form of a letter-style submission provided via an electronic (Word) document or by the respondent providing a submission formatted similarly to the official submission form.

## **Methodology**

Information is presented in two ways. Respondents were asked if they strongly agree, agree, neither agree nor disagree, disagree, or strongly disagree overall and with particular actions within the Plan. The results of these responses are presented as charts, showing the frequency of each response. Note that totals don't always add to 100% (either 99% or 101%). This is a result of rounding to a whole number and dropping decimal places. This is a standard way to present frequencies.

The second type of information presented is the comments made by respondents on the Plan. Each comment was categorised into one or a number of themes and topics. The themes were based on the Plan's structure, while the topics evolved from the comments made. Information has been sorted, categorised, analysed and summarised in writing this report. Each comment has been read multiple times by analysts.

This report presents points repeated by multiple respondents and one-off ideas. The report also presents a count of the number of comments made about each topic.

The numbers presented in this report, because they are not randomly collected cannot be considered representative of the whole population. They are though a good representation of the opinions of those who submitted on the Plan.

## **How to read this document**

The structure of this report generally follows the sections contained in the Plan.

A significant number of comments were received on the development of a swimming complex in New Brighton. While these are considered outside the formal Plan the level of interest warranted including them in this report. A summary of the comments on the swimming pool complex is the last section of this report.

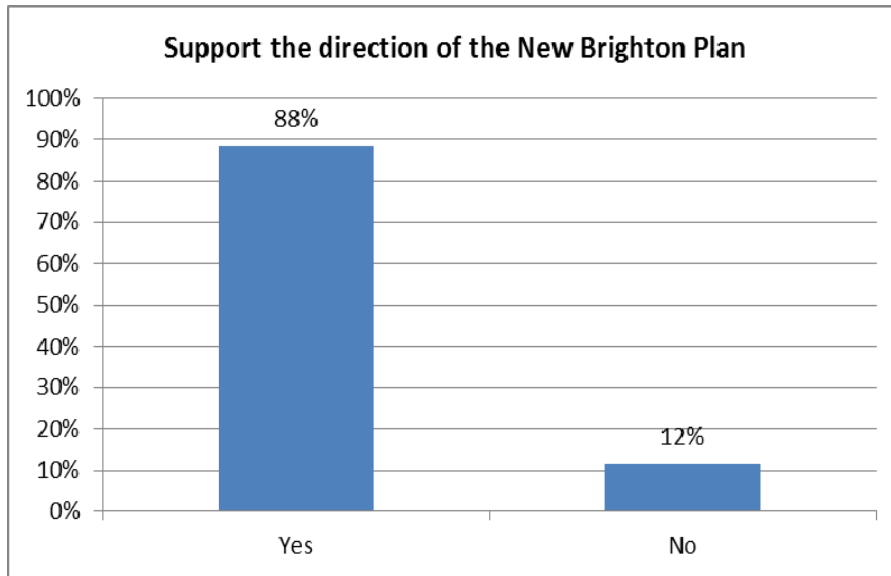
## Overall summary of findings

This discussion presents the most discussed topics within the submissions made on the plan.

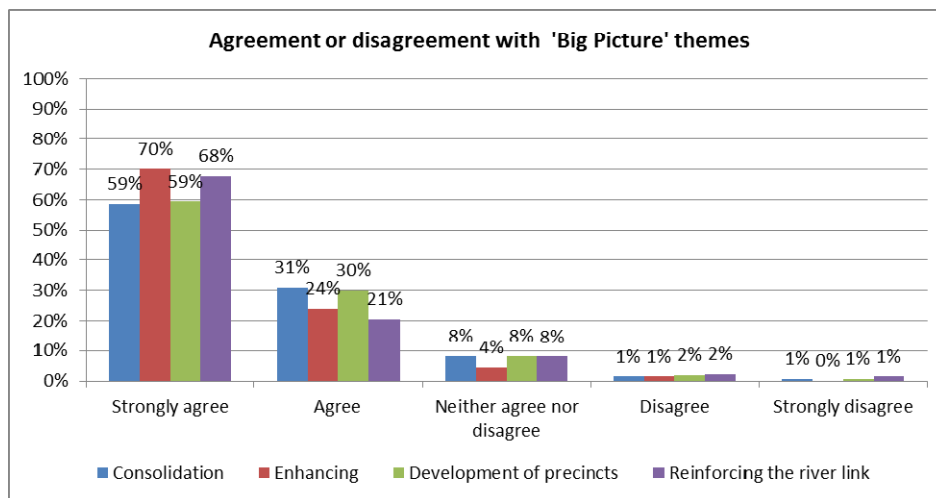
- There was an 'overall' positive response to the Plan with many respondents indicating an appreciation for the initiative taken by the Council.
- However, with that appreciation, more than half of the respondents commented that the Plan lacked an 'anchor project' with enough 'wow factor' to make it viable.
- Many respondents identified with the alternative Swimming Pool Complex Plan as what it would take for the regeneration of New Brighton. Often, these same respondents suggested that there would be benefits for the South Island's tourist industry by creating a 'world class' seaside venue, thereby, making New Brighton an actual destination. Many cited the loss of Queen Elizabeth II swimming complex for the eastern suburbs, and its replacement potential in New Brighton, to be a logical and appropriate 'anchor project' that could revive the area.
- A large number of respondents who supported the development of an aquatic centre believed that such a complex would be far more beneficial to New Brighton than the 'entertainment hub' as proposed in the Plan.
- Many respondents suggested that another enhancement for New Brighton would be to establish a link from central city to the proposed Avon River Park through to the river's coastal outlet in the New Brighton area. Walking and biking accesses were recommended.
- Most respondents who commented on the topic, supported the idea of condensing the centre through rezoning the land.
- There was some confusion amongst the respondents about opening the Marine Parade, closing the Marine Parade and opening and closing the roads. This was mainly due to some respondents not understanding the concept, from the material presented in the Plan. On the actual issue of closing the road there was mixed opinions.
- There were clear suggestions that most of central New Brighton needed to be 'pedestrian friendly' and thereby, 'community friendly'.
- The suggestion to move the supermarket was very well received. Many of the respondents suggested that the current supermarket site would be a good place for the 'un-proposed pool complex'.
- Creating venues that were sheltered from the easterly wind and/or covered was recommended by many respondents. Landscaping was suggested to be in keeping with a seaside venue and maintaining such in a more exemplary way.



## Big Picture



There was strong support for the direction of the plan. Eighty eight percent of people stated yes when asked if they overall support the direction of the plan.



Respondents were asked how much they agreed or disagreed with the Big Picture Themes. At least 89% of people or more agreed or strongly agreed with each of the Big Picture Themes.

### Consolidation of the centre through rezoning of land

Agree: 90%; Ambivalent: 8%; Disagree: 2%

#### Best aspects

*Comments 49*

Respondents generally supported the consolidation of the centre. Some also provided reasons for their support. Supporting reasons included that it will contribute to a better community feel in the area by making it more efficient, viable, people friendly and interactive.

*The reduction and consolidation of the retail area into a more village like (sic) which will enhance contact amongst community.*

Respondents suggested the number of shops should decrease to ensure the premises are better looked after and that there is a good fit of shops that the residents can support.

*... reducing the number of commercial properties is essential. Rundown/empty shops destroy the momentum.*

Commercial centre consolidation was also supported, because it would create more space for other land uses such as residential.

### **Improvement suggestions**

*Comments 10*

Improvement suggestions for centre consolidation included the process that will be taken in the rezoning, the scale of the consolidation and future development considerations. Three respondents suggested that the Council should take over control of the land to ensure that a uniformed approach is taken to the rebuild. Others also expressed concern about the amount of time that might be involved in the plan change process.

*That, after rezoning land in accordance with the plan, the Council facilitate redevelopment by establishing a revolving land purchase fund to buy property to amalgamate titles or extinguish existing use rights, the land to be on-sold (or leased) for development under the new zoning.*

Others think that even though consolidation is needed, the scale involved in the plan is too excessive. Respondents stated that there will need to be consideration as to how future development will be allowed for, that if more people are attracted to New Brighton due to the Draft Plan's success then consolidation may be short sighted.

### **Enhancing the flow of pedestrian and cycle routes to, through and around the centre**

Agree: 94%; Ambivalent: 4%; Disagree: 1%<sup>1</sup>

### **Best aspects**

*Comments 10*

Respondents who commented on enhancing the flow of pedestrian and cycle routes stated that they think it is one of the best aspects of the plan. Further explanation of support was limited but included comments that the improved pedestrian and cyclist flow could have other uses such as training areas and be alternative transport option.

*A smaller walkable centre makes a lot of sense. Increased emphasis and provision for cyclists and pedestrians. New Brighton is a small suburb and easily navigable by cycle and foot, providing safe infrastructure for people to walk and cycle will reduce our reliance on the car.*

### **Improvement suggestions**

No respondents commented on how this big picture theme could be improved.

---

<sup>1</sup> Note that the frequency numbers don't always add to 100%, this is because of rounding.

## **Development of precincts: entertainment, retail/commerce and residential while encouraging mixed-use activities**

Agree: 89%; Ambivalent: 8%; Disagree: 3%

### **Best aspects**

Comments 20

Development of precincts: entertainment, retail/commerce and residential was generally supported by respondents. Some stated that it would bring more cohesion between different parts of the area.

*The creation of precincts will give the area more cohesion and will hopefully bring new development into the business area.*

Some respondents supported the concept of mixed-use activities, particularly a mix involving retail/office and residential.

*Development of precincts, entertainment, retail/commercial and residential (with mixed-use activities) is also supported...*

### **Improvement suggestions**

Comments 4

There were limited comments from respondents about how this theme could be improved. Statements were made about having mixed-use throughout the area, meaning that residents could play a role in monitoring the area, the need to incorporate more green/open space and make better use of the foreshore by including it in the plan as an entertainment precinct.

*Would like to see a mixed use of residential and commercial all throughout the area e.g. like Sydenham, apartments above. Check out other seaside towns around the world. Not put into separate areas.*

*...Our suggestion is to allow a mixed retail/office and residential zone on Seaview Road's south side between Union Street and Oram Avenue.*

One respondent raised the concern that this theme was entirely dependent on landowners to put into action.

*Theme #3 depends entirely on landowners as to all but the last of these "development stars", so the role of the Council in devising actual business cases is minimal.*

## **Reinforcing the river to sea link through the centre and connections to recreation spaces**

Agree: 89%; Ambivalent 8%; Disagree: 3%.

### **Best aspects**

Comments 24

Respondents were generally in support of reinforcing the river to sea link. Reference was frequently made to the benefit of developing links to the river that would allow people to follow the river from the Central City and all the way out to the sea at New Brighton.

*Linkage to the river park with New Brighton e.g. being able to cycle/run from the city centre to New Brighton along the river park and then swim at the pool would be a great linkage for Christchurch.*

The need to make the most of the natural features surrounding the area was well supported.

*Given its unique location by the sea and near the river, the links to the natural environment should be enhanced as much as possible.*

### **Improvement suggestions**

Comments 6

Improvements that could be made under this theme included increasing the links to the sea through incorporating the foreshore area into the Draft Plan and considering how to best use that space, such as cafés and walkways.

*You really need to consider cafes-restaurants all along the foreshore next to the library, you have a chance here to make this right don't blow it again like they did 10-12 years ago. Don't believe me? Look at every seaside town around the world - look at Australia. Cafes and restaurants will simply transform and make New Brighton a wonderful place again. Don't do it and you will have a revamped sleepy hollow.*

### **Additional big picture themes**

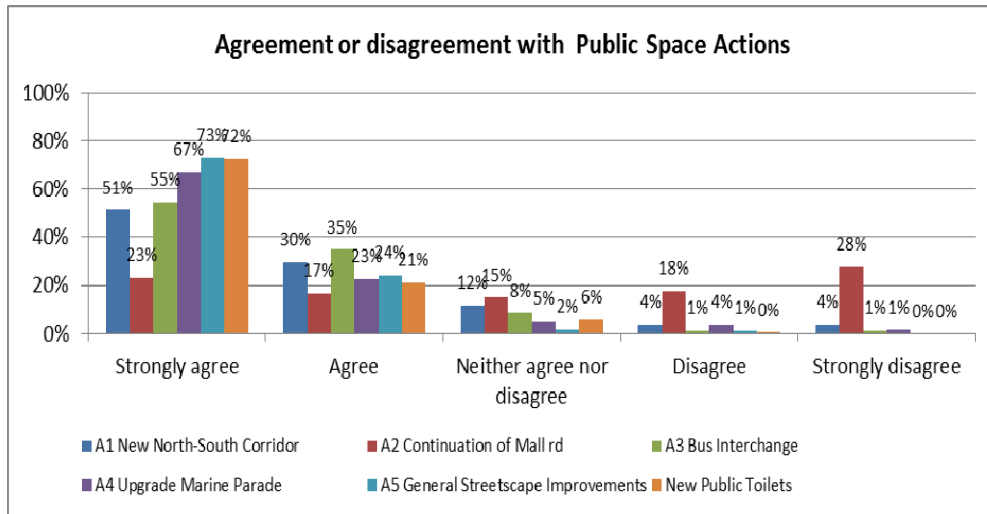
Often respondents included comments about the need to incorporate and consider ways in which people can be attracted to go to New Brighton. The need to be able to provide attractions within New Brighton that bring residents from across Christchurch, as well as national and international tourists, has been highlighted by respondents as a theme that could bring improvement to the Draft Plan. A lack of 'wow' factor is a statement repeated by a number of respondents.

*I love the overall direction of the master plan, and the majority of the goals. However it lacks any real point of difference or wow factor - it runs the risk of being just another suburban shopping area, or worse, 5-10 years after implementation it runs the risk of once again being a run-down out of date mall. It needs something to make it stand out, appeal to tourists and attract locals.*

The ideas put forward for this are generally about attractions that would bring people to the area that are more unique than what has been put forward. Many of these specify a swimming complex as something that could bring a greater focus to the area.

*New Brighton needs a focal attraction that is unique to Christchurch to attract all.*

## Public Space Actions



Respondents were asked how much they agreed or disagreed with the Public Space Actions. A low level of support was received for the action to continue the Mall Road with 40% of people agreeing or strongly agreeing with this action.

### A1 New north-south road corridor

Agree: 81%; Ambivalent: 12%; Disagree: 8%

#### Best aspects

Comments 62

There was a high level of general support from respondents for a new north-south road corridor. Many respondents stated that they thought it was one of the best aspects of the plan. Others provided the reasons why they supported this action. Particular support was given to the way planning the changes to the streets took into account providing shelter from the Easterly wind.

*Improving North to South shopping Roads to hide from the easterly winds would encourage shoppers to New Brighton.*

Other reasons to support the road layout changes were; improving traffic flow to the Centre, opening up space for other developments and that it can lead to diverting traffic away from Marine Parade.

*A1 – Oram Ave extension is a good idea, and is crucial to the Waterpark proposal in terms of road layout. Given that if Marine Parade is closed off or bridged (see A4, below) this road will take a large fraction of the diverted traffic, its design needs to be more robust than is perhaps indicated*

#### Improvement suggestions

Comments 32

Some respondents didn't agree with a new north-south road corridor and others suggested improvements, especially in the way it is handled. The reasons given for not supporting this action included that the area doesn't need more roads and moving the road divides up the mall area and that there is a need for more pedestrian space in general to encourage walking.

*Strongly dislike the proposed roading and access, because the proposed roads will divide up the mall area, separating retail from entertainment. This will make it unfriendly to pedestrians. It will also leave little room for outdoor areas and decent landscaping. I don't think the proposed roading helps achieve the stated goals, particularly those related to making it an attractive public space which is accessible to all users.*

The suggestions that respondents have made in relation to this action include: making the new corridor one way; limiting speeds to 30 km/hr.; stopping the road at the top end of Oram Street; having no on-street parking; ensuring that there are no roads crossing the corridor and that pedestrians take priority. Other options are also suggested such as extending Shaw Ave into Union St. This was another alternative suggestion;

*Oram Ave (currently a massive waste of bitumen) needs to be made the main thoroughfare from Mountbatten/Shackleton Sts to Kepple St, returning to Marine Pd behind the New Brighton Club.*

## **A2 Continuation of road through the pedestrianised mall**

Agree: 40%; Ambivalent: 15%; Disagree: 46%

### **Best aspects**

Comments 22

There were some respondents who supported opening up the mall to traffic, with the main reason being that it would bring more people into the retail area. Two respondents had this thought.

*As we have seen previously, the pedestrian mall has become stagnant and revitalization through the encouragement of traffic flow (pedestrian, cycles and motor vehicles) is, in my opinion, one of the main benefits of this Draft Plan.*

Most comments that supported this action were in support of the general redevelopment of the mall, that any revitalisation would improve the mall aesthetics and therefore bring more people into the area.

### **Improvement suggestions**

Comments 86

A significant number of respondents were strongly opposed to this action, with the main reasons being concerns about safety and the loss of public space for people to meet in, particularly the space for the market to take place.

*"Shared space" is nonsense as both vehicles and pedestrians are inconvenienced. Pedestrians, particularly parents, do not feel safe and relaxed and car drivers are frustrated by delays. The mall should remain pedestrian for the same reasons. Car drivers will gain nothing by being allowed to crawl through the area and all chances of creating an inviting outdoor area for restaurants, street entertainers street markets etc. will be lost. The existing streetscape is very attractive and well established and would inevitably be compromised by introducing traffic.*

Some respondents were concerned that this action would impact on pedestrians' full access to the beach and also that it would have a limited impact on improving retail performance. Suggestions that were made by respondents include: covering the pedestrian area of the mall; limited car speeds along new roads; restricting access during certain hours of the day (e.g. 10am and 5pm); improving shelter along the mall and emphasising a shopping square rather than road mall.

### A3 Bus interchange

Agree: 90%; Ambivalent:8%; Disagree: 2%

#### **Best aspects**

Comments 49

There was general support for this action, with a number of respondents listing it as one of the best aspects of the plan.

*Bus interchange and new residential development. Both these aspects will bring people in and offer alternative accommodation for those who like to live in small spaces and they won't need a car. Hopefully it will attract a more multi-cultural diverse range of people in New Brighton.*

#### **Improvement suggestions**

Comments 17

There were some concerns from respondents about the location of the bus interchange, with particular reference to the need for it to be closer to the main public spaces. Also, that just having stops on the roadside would allow the space to be used for other things and the need to consider other road users.

*The location of the bus exchange and cycle links on the same street (Beresford Street) needs some thought to prevent conflict. Buses and bicycles should not meet!*

A number of suggestions were made about what should be incorporated into the bus interchange, including: bus driver layover facilities; sheltered areas and walkways; protection from vandalism; park and ride provisions and cycle lock up facilities.

Two respondents disagreed with this action, stating that it would bring trouble into the area.

*Don't want the bus interchange. Brings the trouble to the area. We don't need lots of buses at one time, just need a regular bus schedule. The bus interchange area could be used for something else.*

### A4 Upgrade of Marine Parade

Agree: 90%; Ambivalent: 5%; Disagree: 5%

#### **Best aspects**

Comments 40

There was general support for the upgrade of Marine Parade, particularly the improvement of connections between the mall and foreshore areas. The concept of shared space is seen to make this more user friendly.

*I think rerouting Marine Parade traffic and having good pedestrian/family areas that can flow from the mall area to library and the beach will be great.*

#### **Improvement suggestions**

Comments 53

A number of respondents suggested that Marine Parade should be closed off to traffic between Hawke and Beresford Street, along with some respondents that seemed to have the impression that the Draft Plan proposed to do this.

*Don't close or reduce traffic flow through Marine Parade. Marine Parade is a main Road. When a motorway circumvents a town the town dies. A lot of traffic such as cars with trailers, trucks, refuse trucks, emergency services, passenger cars, etc. use Marine Parade. Diverting traffic through the shopping area would cause traffic jams in the shopping precinct and be dangerous. A traffic count should be conducted on Marine Parade over the summer to gauge the traffic flow volume.*

Some respondents supported the idea of closing Marine Parade to traffic, while others were opposed as they thought it was a vital transport link. Other comments regarding this were about the road layout and how this should be managed in conjunction with other road actions (A1 and A2). For example:

*A4) no vehicles exiting [sic] the mall here. There is not enough room and it is a pedestrian thoroughway. Connection here to library and beach to be enhanced, close Marine Parade from Beresford St. to Hawke St. Cycles and emergency and service vehicles (after hours) only. Add disabled and pram access to library direct from mall. Upgrade space, beautify view of clock tower, war memorial and whale park as places to discover!*

Three respondents stated that the upgrades of Marine Parade should take into consideration the development of a swimming complex, but were mixed regarding where traffic should be directed to.

*If the pools go in Marine Parade should not be closed off. It is the only through road from North Beach to Southshore and you don't want through traffic going around shopping streets. It's time wasting and dangerous.*

Respondents suggested improvements to Marine Parade which include; open courtyard area between mall and library, cafes and retail development along Marine Parade, allowing traffic through only on weekdays, enhancing the clock tower, exploring the possibility of a boardwalk and improving the area around the library.

## **A5 General streetscape improvements**

Agree: 97%; Ambivalent: 2%; Disagree: 1%

### **Best aspects**

*Comments 49*

There was general support for improving streetscape. Overall, tidying up and revamping the area was supported. Specific support was given to the water sculptures and play features, which respondents thought are an excellent idea. Some respondents also supported the proposed planting and street furniture.

*Looks visually appealing and welcoming. Will draw people from outside the Brighton area which will bring more money into the area and businesses. Great mix of retail and pleasure activities for all the family. Trees, love the idea of more green areas!*

### **Improvement suggestions**

*Comments 27*

Respondents made suggestions about the types of planting and street furniture that should be incorporated into the plan. These included: retaining all the palm trees; quick growing trees suited to dry sandy soils; fruit trees on public land; a focus on native plantings; greenways; removal of concrete kerbs; unique playgrounds; signage with interesting or historical facts; appropriate materials; quality lighting and artwork, pedestrian crossings; and plans in place to keep the streetscape well maintained.



## A6 New public toilets

Agree: 93%; Ambivalent: 6%; Disagree: -

### Best aspects

Comments 31

There were a number of comments in support of new public toilets, with some expressing specific support for the location of the toilets in a central location.

*I strongly support new public toilets that are centrally located, thoughtfully designed, safe and attractive.*

### Improvement suggestions

Comments 15

Respondents made suggestions of what needs to be included in the design of toilets, in particular; baby change and disabled facilities, the need for them to be bigger and more creative or themed.

*A6- New Public Toilets: These are well placed but far too small. The design needs to be expanded to include a family change room and to be well lit at night. The design could be creative, minimise vandalism and be innovative reflecting a beach or water front theme.*

There was also concern expressed about the need to retain toilets close to the beach and that there is a need for more toilets in that area.

## Additional public space actions

Comments 70

A range of different actions or ideas were put forward by respondents about public space actions. Some of these were suggested regularly and others less frequently or just by one respondent. The most supported actions were:

- an aquarium;
- the need for Saturday or indoor market space;
- an amusement park or arcade;
- improvements to the Pier and how it is used;
- picnic or recreation spaces

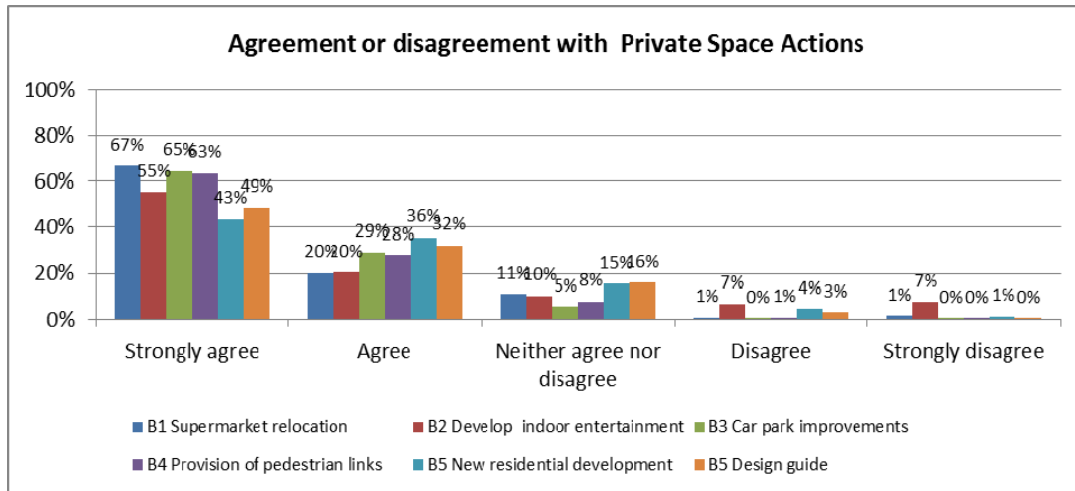
There were also comments relating to the need to improve the police presence and CCTV security cameras to prevent crime.

Other actions that a smaller number of respondents mentioned were:

- small cinema;
- meeting places for young mothers and toddlers;
- better provision for the elderly;
- covering the concrete steps alongside the library for an entertainment area or multi-purpose stage;
- community centre;
- youth facility;

- strengthened wind breaks;
- improved beach access particularly for the disabled;
- places to park bicycles;
- an arts centre that could have galleries and workshops.

## Private Space Actions



Respondent were asked how much they agreed or disagreed with the Private Space Actions. At least 79% of people or more agreed or strongly agreed with each of the Private Space Actions.

### B1 Relocation of supermarket

Agree: 87%; Ambivalent: 11%; Disagree: 2%

#### Best aspects

*Comments 62*

With regard to relocation of the supermarket, retrieval of a prime location and better utilisation of the beach front were two of the best aspects most commented on by respondents. There was a generally strong positive feedback with little additional input other than one comment suggesting that perhaps underground parking for the supermarket might be considered.

#### Improvement suggestions

*Comments 15*

There were several comments that suggested the site of the old supermarket might be a good position for the pool (not explicitly included in the plan). One comment suggested Countdown should build and finance their own building; the need to attract an additional supermarket; and another comment suggesting Central New Brighton School should be allowed to expand into the old site. There were only two negative comments about moving the supermarket because of the cost involved.

### B2 Develop an indoor entertainment hub

Agree: 75%; Ambivalent: 10%; Disagree: 14%

#### Best aspects

*Comments 69*

The bulk of the respondents on this topic thought that a covered entertainment venue would be particularly beneficial for alleviating the adverse weather conditions that diminishes the appeal for New Brighton as a destination. However, most of the respondents qualified the entertainment hub’s appeal by the desire to have a swimming facility, as the following comment reflects:

*The entertainment hub has huge merit, but it would be an even better draw & enhancement if the water sports venue as put forward by a Burwood/Pegasus councillor was located as part of the hub and linked to the beach. This would be stunning and [do] so much to revive New Brighton. It would also make the landlords to start upgrading housing.*

And, those who did not point specifically to the alternative plan still remarked about the need for a pool, as the following comment reflects:

*I am so impressed with the proposal; I so would love the indoor entertainment hub to go ahead (cinema, ice skating, playground etc.). The only thing I would love to see added is an outdoor swimming pool on the beach front just like they have around the playgrounds in Surfers (Australia). New Brighton is such a unique area it so needs to be updated and upgraded.*

### **Improvement suggestions**

Comments 70

Most people commented that the proposed entertainment hub was not geared for a suburb of swimmers and water enthusiasts. A few commented that it was not well designed for an aging population. Several respondents worried that the entertainment hub would pull in few to no investors and provoke a negative outcome as the following comment suggests:

*Entertainment / leisure hub. This will simply become a 'hangout' for youth not necessarily to do positive things and even with this in such a prime area it is not going to attract significant 'outsiders' and will have limited attraction of investors / tenants in surrounding spaces. The leisure pool facilities as promoted by others will attract not only local people but those remote.*

Most respondents requested that a 'water focused facility' and 'aquatic theme' would make a more viable option, as follows:

*The pool complex (as suggested by Dave East and Tim Sintes) needs to be the focal point of New Brighton - the rest needs to go around it. I like the idea of an entertainment hub but it is not enough to attract large numbers of visitors both domestic and international. The idea of reducing the mall in size is short sighted when you consider the pool complex as part of the NBMP.*

As well as, the following:

*The proposed entertainment hub lacks the 'wow' factor. The biggest natural feature of New Brighton is the beach and the ocean and this naturally lends itself towards a swimming/aquatic facility in New Brighton, such as that proposed by Community Board Members Dave East and Tim Sintes.*

### **B3 Car parking improvements**

Agree: 94%; Ambivalent: 5%; Disagree: -

#### **Best aspects**

Comments 33

Generally, respondents who commented on car park improvements were in favour of improved car parking spaces, with most expressing praise for the ideas outlined. Some also indicated support of better landscaping for car parks and streetscapes, particularly the ideas for plantings, and it was suggested that these plantings be suited to adapting to the harsh easterly sea-side wind.

**Improvement suggestions***Comments 35*

While the ideas for new car parking facilities were generally well received, a small number deemed these inadequate. Some respondents suggested ways in which these ideas could be improved. Many felt that the current car parking facilities are unsightly and wished for improvements in appearance. Additional to this, the current car parking area was thought of as not 'user-friendly' or 'safe', and there was a clear desire for better, more pedestrian-friendly access. While new car parking was viewed as necessary by most respondents, there appeared to be a division of opinion between whether more or less car parking space is necessary.

The specific division in parking opinion was that some thought that there is currently too much, whereas others raised the question of where will people park if New Brighton does attract more visitors.

**B4 Provision of new pedestrian links**

Agree: 91%; Ambivalent: 8%; Disagree: 1%.

**Best aspects***Comments 40*

There was a strong support for the proposal to incorporate new pedestrian and cycle links into the future layout of New Brighton. Easy, 'walkable' pedestrian access was viewed as inherently important for the future of the area, and many respondents wished for priority to be given to pedestrians and cyclists, especially around retail and entertainment areas.

**Improvement suggestions***Comments 14*

Although the plans for new pedestrian links were considered necessary by most respondents, many also felt that more could be done to make such features as useful as possible to the public. Respondents expressed concern that the area around Marine Parade would be dissected and 'divided up' if roads were to be allowed to pass through.

One respondent did not believe that the idea of shared space for pedestrians and vehicles had any merit, while another warned that a road would 'get in the way'. It was highlighted that such an arrangement would not be 'user-friendly' and would cause safety concerns. Hence, there was a desire among many for Marine Parade and its adjacent areas to be 'pedestrianised'.

Other suggestions put forward by respondents included a need for sheltered walkways between public places such as shops, handrails and ramps to cater to the needs of disabled members of the public, and a 'central cycle way' to provide ease of movement for cyclists.

**B5 New residential development**

Agree: 79%; Ambivalent: 15%; Disagree: 5%

**Best aspects***Comments 28*

There was general support for new residential development. Respondents that commented on this action supported the transfer of unused commercial areas to residential.

*The plan to rezone part of the commercial area for residential purposes is to be commended.  
The economic assessment makes it abundantly clear that New Brighton has far more*

*commercial space than it requires, and the surplus of commercial premises used for low-grade commercial activity detracts from the viability of the centre as a whole. Replacement of non-viable commercial buildings by housing would be positive socially and commercially.*

### **Improvement suggestions**

Comments 20

There were a number of respondents who commented on the need to incorporate housing with the commercial area to improve the use of the area and provide a higher level of surveillance for security, especially at night time.

*New Residential development is an improvement but we feel the area along the south side of Seaview Road from Union Street to Oram Avenue should also include residential living to reduce the crime issues currently exacerbated by the lack of activity in this area, leaving dead spots and dark spots. Apartments above the retail shops would reduce this concern.*

Respondents also expressed concern about the types of housing development in the Draft Plan. Some suggested that mid-level priced housing would be more appropriate, while a few stated the need for improved affordable housing.

*Why have low cost housing? we are not all poor over here for many it is a lifestyle choice. Mid-level housing would add appeal and uplift the area. Low cost housing reeks of potential slum type living. Low rise quality apartments for professional couples and smaller quality homes that will attract back older people who have been forced from their homes but wish to stay in the area*

One respondent suggested the Council should take on the role of a proactive investor, or be involved in joint ventures to encourage development in the area.

## **B6 Design guide for New Brighton Centre**

Agree: 81%; Ambivalent: 16%; Disagree: 3%

### **Best aspects**

Comments 21

There appeared to be a general consensus among respondents that, in the words of one respondent, making New Brighton a destination is 'vital'. Praise was given for ideas relating to building colour and modern designs and utilising the existing natural beauty of the area. The design guide was also described as being good for 'linking parts together', consolidating retail areas and making them modern and tidy. The design guide was also viewed as delivering 'visual consistency' to supplement the written plans for New Brighton.

### **Improvement suggestions**

Comments 21

The main aspects of the design guide which appeared to be of concern to respondents was the consistency of buildings. It was suggested that separate ownership of buildings in New Brighton may make it too difficult to establish consistency, or a 'theme'.

While some emphasized that there was a need to retain some older buildings for character, new, quality buildings were also an important requirement for the future of New Brighton. It was also suggested by some that new shops ought to be of a higher quality, instead of the current presence of second-hand shops.

Others expressed that they would like to see a focus on building quality sea-front structures and updating pier side buildings. Finally, respondents indicated concern that there was an apparent lack of attention given to 'accessibility for all' in the design guide, while others urged consistent upkeep and maintenance in the future for all buildings.

### **Additional private space actions**

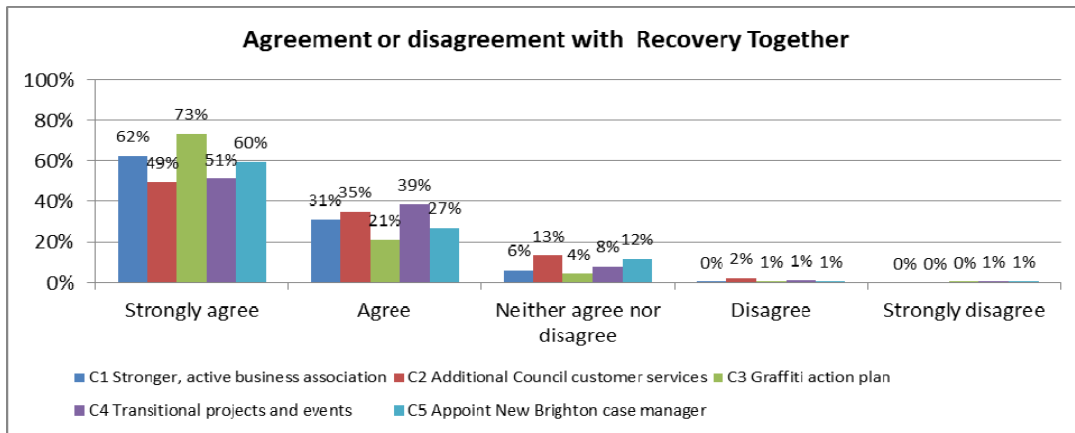
*Comments 17*

Respondents made suggestions about additional private space ideas including:

- the need for cafes and restaurants along the foreshore;
- that the 'Wave' pub should be moved from opposite the library;
- provision for retirement complexes;
- no more liquor outlets or pokies;
- the possibility of large scale retailers establishing outlet shops in an outlet shopping precinct and an ice cream parlour.

A number of respondents made statements about the need to consider future accommodation provision, such as: resort style; high rise apartments incorporating conference facilities; and DOC style camping facilities.

**Recovery together**



Respondent were asked how much they agreed or disagreed with the Recovery Together actions. At least 84% of people or more agreed or strongly agreed with each of the Recovery Together Actions.

**C1 A stronger, active business association**

Agree: 93%; Ambivalent 6%; Disagree -

**Best aspects**

Comments 5

There were very few comments about a business association, but there was one positive comment that suggested they were pleased that there was some work being done with the business association and one comment that stated:

*Strengthened Business Association: New Brighton needs to have an active business association supported by its land owners and business owners and should be provided with resources to support its establishment. A business activity compatibility guide could prevent inappropriate tenancies within the Master Plan area.*

**Improvement suggestions**

Comments 7

There were several comments suggesting the need to oversee what types of businesses and how many of each type would be allowed after revitalisation. One comment suggested a Chamber of Commerce might be in order and another said:

*The business association needs to be supported with good resources and advice. I would like to see a leasing guideline adopted (similar to Mall lease contracts) to keep the focus on entertainment, leisure and art/creativity. Let's not have the junk shops get a foot in the door again.*



## C2 Provision of additional Council customer services

Agree: 84%; Ambivalent: 13%, Disagree: 2%

### Best aspects

Comments 11

The few who responded felt that including additional Council customer services would be good, for the same reasons as stated by this respondent:

*Including additional council services met with strong support as for decades now, the only counter services available have been at The Palms which is stressful and inconvenient for parking.*

### Improvement suggestions

Comments 4

Some thought that there was a need to add to the current services that are provided, in the form of more Council and community Open days for meeting and developing creative ideas. Another thought that a Council Function Centre is need and another though a Service Centre should be located in New Brighton.

*Council customer services is a must. The Palms service centre is under pressure for parking access and the library. The ideal placement for a second service centre is New Brighton.*

One respondent thought that the Council already spends too much money and that building in the future will be unaffordable. They suggested less discretionary spending of rate payer funds.

## C3 Prepare a graffiti action plan

Agree: 94%; Ambivalent: 4%; Disagree: 1%

### Best aspects

Comments 13

Respondents agreed that there was a need for a graffiti action plan, one which should incorporate cameras and a 'no tolerance' policy. However, one respondent suggested:

*The inclusion of "green fences" would be a great deterrent. Working with the local Art Gallery's mural team to provide art lessons to develop from graffiti vandal to artist could be further developed.*

Another respondent suggested that providing a 'canvas' or designated area for graffiti art may help to alleviate the current problem with graffiti.

### Improvement suggestions

Comments 9

The few respondents who commented in this area believed there is a need for providing more walls as 'canvas' for the purpose of graffiti art, as well as increasing security.

## C4 Undertake transitional projects and events

Agree: 90%; Ambivalent: 8%, Disagree: 2%

**Best aspects**

Comments 5

Overall, there were very few comments in response to undertaking transitional projects and events. Several respondents put forth their own ideas as development of some container shops, reclaiming the 'City to Surf' to finish in New Brighton, and a proposal for an event called 'Noel Festival'.

**Improvement suggestions**

Comments 12

A couple of respondents were worried about the ongoing noise resulting from events in the New Brighton area. One respondent summed up their concerns, as:

*...urge caution and argue for a limitation of bureaucracy here. Consents for events and associated temporary structures tend to be the bane of community organisations who suggest them, only to find themselves saddled with fees, Traffic Management Plans and other imposts which take a good deal of volunteers time to wade through, and which demand a high level of familiarity with Council processes.*

*Often, faced with these obstacles, these groups then decide to go under the radar or to abandon the proposal. Neither are useful outcomes, and the CCC needs to introspect and make these proposals much easier and cheaper for community groups to navigate through. Customer responsiveness is the call, here.*

**C5 Appoint a New Brighton Case Manager**

Agree: 87%; Ambivalent: 12%; Disagree: 2%

**Best aspects**

Comments 9

Respondents were in favor of a new case manager, with one respondent suggested a particular person as a possible candidate and one respondent stated.

*The Board strongly agrees with this intention as it will provide a single point of contact with the Council for business operators, land owners and developers.*

**Improvement suggestions**

Comments 3

Several comments suggested that the case manager should be a local, with local knowledge, passion and an ability to see the 'big picture'. It was also suggested that this person be answerable to New Brighton residents. One comment suggested:

*If you are going to appoint a specific case manager make sure you appoint an advisory group made up of a mix of residents (cultural, age, gender. SES etc.) and other experts (recreational) to advise this person so they don't take off on tangents. The reporting to the advisory group should be regular and outcome focussed.*

## Swimming pool complex development comments

This section has been included because of the high level of interest in the community expressed by the large number of comments made on this topic.

### Swimming pool complex discussion

Comments 322

There were an over-whelming number of respondents that took exception to the Draft Plan's omission of a swimming pool complex. Many of the respondents interchanged various ways of referring to a 'water facility' as indoor/outdoor swimming complex; aquatic facility; water park; waterpark concept; aquatic centre; aquatic centre plan; water leisure activity centre; aquatic leisure centre; water based activity centre; water park proposal; pool complex; swimming pool complex; salt water pool complex; aquatic development; water park features; aqua park; swimming pool and recreation complex; waterpark plan; swimming pool and recreation complex; and aquatic salt water pools idea. A large portion of the respondents were in agreement with the following statement:

*In general I do support the Draft New Brighton Centre Master Plan... BUT only with the inclusion of the pool complex that has been proposed by Burwood-Pegasus Community Board members David East and Tim Sintes.*

This water park plan was supported and designated as an 'anchor project' that would make New Brighton a destination in its own right; replace the much loved and missed QEII; as well as bring back the confidence to the business community to invest in New Brighton. One comment that summarizes the many comments is as follows:

*Overall the plan is a good start. New Brighton is at the point of confident growth if commitment is given for some positive and lasting developments. With the demise of a large part of sporting fixtures (QE2) in this area the whole of the city will ultimately gain with well applied plans and development like the Aquatic Centre. There is the ability to enhance the area to what it should be. People will come when there is something to come for, the community will grow and business prosper when the people come, New Brighton and the surrounding areas/suburbs will also grow and improve as the wave of positivity extends out from the New Brighton 'hub'.*

There were a couple of comments that did not want the money from QEII to be spent on the proposed swimming complex. Other comments suggested the community should not have to wait too long for a swimming pool because of the health and safety provisions that a pool complex brings to the community for the next generation of swimmers.



31. 7. 2014

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## ATTACHMENT 3 TO CLAUSE 1

## List of Submitters Wishing to be Heard and Their Response to Draft Plan Actions

| ID  | Name & Organisation                | ID  | Name & Organisation                             |
|-----|------------------------------------|-----|---|
| 9   | Dave Evans                         | 179 | Tracey Knox                                     |
| 10  | Eliseo Dayo                        | 183 | Melanie Glass                                   |
| 17  | Michael Stewart                    | 187 | Louise Wedlake                                  |
| 20  | Pete                               | 189 | Natasha Rae                                     |
| 22  | Lesley Fulford                     | 192 | Evan Smith                                      |
| 24  | Kim Jackson                        | 197 | Stephen Livesey (Shoreline Fitness)             |
| 25  | Julie O'Rourke                     | 203 | Jana Druery                                     |
| 28  | Amanda Coton                       | 204 | Jacqui Tood                                     |
| 29  | Joel Browne                        | 205 | Jim Holmes                                      |
| 33  | Michael Robinson                   | 211 | Neil Pattinson                                  |
| 41  | Ben Sainsbury                      | 212 | Murray Irvine                                   |
| 42  | Straton Logan                      | 213 | Simon and Dulcie Brown                          |
| 49  | Angela Chamberlain                 | 217 | NR Chamberlain                                  |
| 51  | Chris Sheppard                     | 223 | Jill Summer                                     |
| 57  | Deborah Urwin                      | 226 | Andrew Williamson                               |
| 62  | Leonie Cook                        | 232 | Michele McCormack                               |
| 67  | Warner Mauger                      | 237 | Darren Rooney (South Brighton Res. Assoc.)      |
| 69  | Barbara Dolamore                   | 239 | Adrienne Lingard (Avondale Res. Assoc.)         |
| 72  | Costa Kerdmelidis                  | 245 | Tim Scott                                       |
| 75  | D. Kingi-Patterson (Tuatara Films) | 247 | Jennifer Heller                                 |
| 79  | Wendy Dobson                       | 251 | Rebecca May (Renew Brighton)                    |
| 81  | Liarne Tamaiparea                  | 252 | David Close                                     |
| 85  | Gemma Smith                        | 253 | M. Beanland & D. Percy (Dallington Res. Assoc.) |
| 86  | Simon McBrearty                    | 256 | Linda Stewart                                   |
| 91  | Darin Millar                       | 258 | A. Kennedy (Environment Science & Mgmt)         |
| 92  | Andrew Smyth                       | 259 | David East                                      |
| 101 | Lynne Newman                       | 261 | Sarah Butterfield (New Brighton Project)        |
| 110 | Cliff Dunn                         | 264 | Blair Hughes (Paper Plus New Brighton)          |
| 120 | Abby Norton                        | 265 | Paul Zaanen (NBBLA.)                            |
| 122 | Phil Adamson                       | 266 | Mike Graham                                     |
| 133 | Jason Muru                         | 274 | Rachael Tobeck (Tamara Park Res. Assoc.)        |
| 136 | Kristin                            | 277 | Jason Mill (Pivnice Architecture)               |
| 138 | Allan Collins                      | 280 | Michael Ward                                    |
| 139 | Vickey Rapley                      | 282 | David Baines (Parklands Res. Assoc.)            |
| 141 | Brett Hawkes                       | 289 | Peter V Haughey                                 |
| 143 | Amanda                             | 291 | Fay Birch                                       |
| 145 | Yvonne Curtis                      | 294 | Bryan Ritchie                                   |
| 146 | Mrs Royds                          | 295 | Douglas Reid                                    |
| 147 | Nicholas Laxton                    | 303 | Lesley and Richard Ahomiro                      |
| 152 | Jocelyn Smith                      | 305 | David Gower (Braille Signs Ltd)                 |
| 153 | G Cox                              | 306 | Wayne Dharen                                    |
| 158 | Todd Carnines                      | 316 | Christine Bell                                  |
| 165 | Tina Mackie                        | 317 | Nicole Reddington                               |
| 177 | James Davis                        |     |   |

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## List of Submitters Wishing to be Heard and Response to Draft Plan Cont.

|  | Project Area               | Project name  | Support<br>(Strongly<br>Agree/Agree) | Neither<br>agree nor<br>disagree | Oppose<br>(Strongly<br>Disagree/<br>Disagree) |
|--|----------------------------|---|--------------------------------------|----------------------------------|---|
|  | Overall direction          |   | 67                                   | 9                                | 11  |
|  | Big picture theme          | Consolidation of the centre                             | 69                                   | 5                                | 5   |
|  | Big picture theme          | Enhancing the flow of pedestrians and cycle routes      | 73                                   | 4                                | 2   |
|  | Big picture theme          | Development of precincts                                | 68                                   | 8                                | 3   |
|  | Big picture theme          | Reinforcing the river to sea link                       | 67                                   | 9                                | 3   |
|  | Public space projects (A)  | A1 New north-south road corridor                        | 61                                   | 7                                | 10  |
|  |                            | A2 Continuation of the road through the pedestrian mall | 25                                   | 12                               | 40  |
|  |                            | A3 Bus interchange                                      | 70                                   | 6                                | 1   |
|  |                            | A4 Upgrade of Marine Parade                             | 65                                   | 7                                | 5   |
|  |                            | A5 General streetscape upgrades                         | 74                                   | 2                                | 1   |
|  |                            | A6 New public toilets                                   | 74                                   | 4                                | 0   |
|  | Private space projects (B) | B1 Relocation of the supermarket                        | 64                                   | 11                               | 3   |
|  |                            | B2 Develop an indoor entertainment hub                  | 57                                   | 8                                | 13  |
|  |                            | B3 Car parking improvements                             | 74                                   | 3                                | 1   |
|  |                            | B4 Develop new pedestrian links                         | 70                                   | 6                                | 2   |
|  |                            | B5 New residential development                          | 58                                   | 12                               | 6   |
|  |                            | B6 Design guide for New Brighton Centre                 | 60                                   | 13                               | 6   |
|  | Recovery together (C)      | C1 Develop a stronger, active business association      | 73                                   | 4                                | 0   |
|  |                            | C2 Investigate providing additional Council services    | 63                                   | 12                               | 1   |
|  |                            | C3 Prepare a graffiti action plan                       | 72                                   | 3                                | 2   |
|  |                            | C4 Undertake transitional projects and events           | 68                                   | 7                                | 2   |
|  |                            | C5 Appoint a New Brighton Case Manager                  | 67                                   | 8                                | 1   |

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## ATTACHMENT 4 TO CLAUSE 1

## Stakeholder Feedback to the Draft Plan, Officer response and proposed amendments

This table contains a summary of the feedback received from:

- (i) submissions to the Council's Draft New Brighton Centre Master Plan;
- (ii) a draft plan prepared by Align Limited in conjunction with the New Brighton Landowner and Businesses Association; and
- (iii) the Community Advisory Group (CAG) for Sumner, which was established by the Burwood Pegasus Community Board.

The table also contains Officers' response to this feedback and proposed amendments to the Council's Draft Master Plan before it is adopted by the Council.

| Ref | Description   | Stakeholder feedback  | Officer Response and proposed amendments   |
|-----|---|---|--|
|     | Overall MP direction                                      | <b>Submitters</b> - Overwhelming support (88% submitter support).   | Retain direction, however, review and update the Draft Master Plan's vision and goals to ensure they appropriately reflect changes to the Master Plan arising from the following proposed amendments.                                    |
|     |   | <b>Align</b> – no specific comments.  |  |
|     |   | <b>CAG</b> – no comment   |  |
|     | Big Picture Theme - Centre consolidation through rezoning | <b>Submitters</b> - Overwhelming support (90% submitter support).   | Retain in principle (i.e. principle of consolidated commercial activity in some shape or form) but review and amend final Plan if necessary based on the findings of further investigations into centre consolidation and land rezoning. |
|     |   | <b>Align</b> – The draft plan shows an exact copy of the Council's consolidation proposal/plan. It also indicates mixed-use development to the north of the existing centre, extending north along Marine Parade (currently L4C zone), and west along Hawke Street past Shaw Ave. | Expansion of mixed use commercial opportunities beyond the centre contrasts/conflicts with the findings of the economic analysis, which recommend centre consolidation (i.e. a reduction in the size of the existing commercial centre). |
|     |   | <b>CAG Recommendations</b> – 1.1 "Support the Draft Master Plan's big picture theme for consolidation of the commercial centre"   | Retain in principal but review and amend final Plan if necessary based on the findings of further investigations into centre consolidation and land rezoning   |
|     | Big Picture Theme - pedestrian and cycle flow             | <b>Submitters</b> - Overwhelming support (94% submitter support).   | Retain but investigate opportunities to increase detail and clarity in order to strengthen this theme.   |
|     |   | <b>Align</b> – The draft plan shows a copy of the Council's illustration/plan for pedestrian  | Strategic connections are referenced in the Draft Master Plan. However, Align's proposed level of connectivity is beyond the scope of the  |

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|  |   | and cycle links copied straight from the Draft Master Plan. The draft plan also indicates an extension to the Coastal Pathway to connect with a Residential Red Zone-Estuary walking route, as well as an implied tramway link.                       | existing Draft Plan which focuses on the commercial centre.   |
|  |   | <b>CAG Recommendation – N/A</b>   | N/A   |
|  | <b>Big Picture Theme – precinct development</b>                         | <b>Submitters</b> - Overwhelming support (89% submitter support).   | Retain but review Entertainment precinct concept (refer comments on Action B2), identify alternate option/s for the redevelopment of this site, with and without a supermarket relocation, and insert in the final Master Plan. Also acknowledge the foreshore as an existing precinct (with associated recreation, open space and tangata whenua values). Strengthen references to mixed use development opportunities within the commercial centre providing this is consistent with the policy direction of the District Plan Review.  |
|  |   | <b>Align</b> – The draft plan shows an exact copy of the Council's precinct plan/concept. It also shows two other precinct concepts; two areas of mixed-use development (to the north and to the west of the existing centre).                        | Expansion of mixed use commercial opportunities beyond the centre contrasts/conflicts with the findings of the economic analysis which recommend centre consolidation (i.e. a reduction in the size of the existing commercial centre).   |
|  |   | <b>CAG Recommendation – N/A</b>   | N/A   |
|  | <b>Big Picture Theme – River to sea link and recreation connections</b> | <b>Submitters</b> - Overwhelming support (89% submitter support).   | Retain but investigate opportunities to increase detail and clarity in order to strengthen this theme, especially with respect to Ngai Tahu's historic and contemporary relationships to the area.  |
|  |   | <b>Align</b> – The draft plan shows an exact copy of the Council's consolidation proposal/plan. It also indicates development within the foreshore area e.g. a hot pool facility, a water park, a new stage area and a re-landscaped lawn/paved area. | The foreshore area itself is outside the scope of the Draft Master Plan. Similarly, a water park and hot pool proposal on the foreshore is outside the scope of the existing Draft Plan. The hot pools proposal is more relevant to the potential Legacy Project and the waterpark proposal is more relevant for the Eastern Recreation and Sports Facility for which separate processes are currently underway. Changes to the foreshore could be considered in any future foreshore redevelopment/improvement plan. In the meantime, the Draft Plan does show connections between the foreshore and |



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|           |                                      |   | commercial centre (i.e. a commonality between both plans). Explore opportunities to strengthen foreshore linkages in the Plan through text changes and/or illustrations for the final Master Plan.   |
|           |                                      | <b>CAG Recommendation -</b><br>5.1 "Investigate new options for more public space projects, features, focal points, gateways and landmarks. Project objectives include drawing visitors to the commercial centre, creating centre gateways/arrival points, expressing local character and identity, and assisting visitor wayfinding".  | Further explore opportunities for public space projects, features, landmarks, gateways and signage, and prepare any necessary amendments to text/drawings in the final Master Plan.  |
| <b>A1</b> | <b>New North-South Road Corridor</b> | <b>Submitters –</b> Strong support (81% submitter support).   | Retain   |
|           |                                      | <b>Align –</b> the draft plan supports this concept   | Commonality between the Draft Plan and the draft Align plan.   |
|           |                                      | <b>CAG Recommendations –</b><br>1.2 "Explicitly acknowledge the north/south reorientation of the eastern portion of the commercial area.<br>2.1 "Explicitly refer to the proposed Oram Ave extension/new road as the number one priority of the Master Plan because it allows for a north/south orientation, opening the area up for commercial development"<br>2.2 "Explore all possible options, including the Public Works Act if necessary, to acquire private land for the road extension in the short term, and allocate short term capital funding* in the next Council Long Term Plan" *(for road construction)<br>2.3 "Ensure that land either side of the new Oram Ave road extension will contain active edges <sup>2</sup> (i.e. ensure this through related District Plan rules and requirements for | Minor text amendments can be made to the final Master Plan to clarify this project's priority status.<br><br>A1 has already been signalled as a high priority by the Council as funding set aside in the Council's current Three Year Plan. Any use of the Public Works Act to acquire land would require a Council resolution. Ensuring sufficient funds are allocated funding in the Council's next Long Term Plan for road construction would further reinforce the project's prioritisation.<br><br>Alignment and consistency between the final Master Plan and the District Plan Review is necessary to achieve consistent outcomes for the centre, and Officers are coordinating on these matters. |

<sup>2</sup> 'Active edges' is an urban design term often used to refer to the use of building features which provide good visual connections between building facades and adjoining public spaces (e.g glazing, doorways and balconies). Emphasis is given to ground-floor level features, however, the phrase is also used in relation to features on upper levels.

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|    |  | adjacent land use/urban design and/or the acquisition of sufficient land by the Council adjacent to the roadway).  |   |
| A2 | Road Through Pedestrian Mall<br><br>Amend to:<br>'Upgrading the Pedestrian Mall' | <b>Submitters</b> - Divided support/opposition (40% in support and 46% in opposition).   | Relatively even level of support and opposition by submitters to the introduction of a slow road through this part of the Mall. Officers recommend that the Master Plan is amended to show a retention in the medium term as a pedestrian mall, with funding established through the LTP for upgrading, but indicating that in the longer term (10 – 15 years) there remains an option to consider introducing a slow road once the effect of other Master Plan actions is known e.g. the success of A1 and re-orientating the centre on a north-south axis. Improvements to the Mall would ideally be those which will enhance activity, connectivity and weather protection. Any necessary amendments to text/drawings will be prepared for the final Master Plan.  |
|    |  | <b>Align</b> – The draft plan indicates that New Brighton Mall remains a fully pedestrianised area.  | As per comments above:  |
|    |  | <b>CAG Recommendations</b> –<br>3.1 "As a second priority to the Oram Ave reorientation, create a new village square/piazza, framed by buildings and which provides good shelter from the weather on Seaview Road at New Brighton Mall." (This recommendation would require the removal of action A2 from the Master Plan).<br>3.2 "In association with the square/piazza, create a 'reverse pier' linking the library/foreshore area to the commercial centre over the road, at first floor level (as per the drawing distributed to CAG by Evan Smith dated 06/04/2014)" – refer images at the end of this document.<br>(iii) "Introduce an 'Eat Street' <sup>3</sup> concept (outdoor cafes etc) to | Officers recommend this concept is presented as an alternate option in the final Master Plan, rather than a preferred option. This is because: (a) it is uncertain if the proposed piazza design would achieve weather protection from the easterly winds as hoped; (b) it is recommended that energy and investment is invested into the A1 for the reorientation the centre along a north/south axis; and (c) it is extremely difficult for first floor retail to succeed, as was evident in the Central City prior to the earthquakes and New Brighton centre has an even smaller retail catchment.<br>(The prioritisation of A1 does not necessarily preclude the Council and adjacent property owners from making improvements to the Mall space).<br>The north/south reorientation of the centre (i.e. A1) is well supported by submitters, Align and the CAG. And, the "Eat Street" concept could be facilitated as part of the A1, given it will have a more sheltered and sunnier orientation. |

<sup>3</sup> In this context, the "Eat Street" describes a theme or brand for street or space which has a predominance of eateries, food stalls, cafes and restaurants. "Eat Street" could describe a partially covered or fully open-air food market, or a row/parade of buildings that open out onto the street (i.e. with tables and seating placed on the footpath), or a combination of the above.

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|           |                              | New Brighton, similar to the one in Rotorua"   |   |
| <b>A3</b> | <b>Bus Interchange</b>       | <b>Submitters</b> - Overwhelming support (90% submitter support).  | Retain but ensure bus stop locations en route to the interchange are centrally located and support businesses and pedestrian flow.  |
|           |                              | <b>Align</b> – no specific comments/illustrations.   | N/A   |
|           |                              | <b>CAG Recommendations</b> –<br>4.3 Ensure the primary interchange bus stops:<br>(a) are in or proximate to the commercial centre;<br>(b) optimise connectivity and access for bus users;<br>(c) provide appropriate facilities and infrastructure for passengers and staff; and<br>(d) is safe".<br>4.4 "Ensure the site and location of a separate bus layover area is designed in a way that it avoids/reduces negative impacts on adjacent properties/landowners". | Review existing Draft Master Plan text and make any necessary amendments to support these two recommendations.  |
| <b>A4</b> | <b>Marine Parade Upgrade</b> | <b>Submitters</b> - Overwhelming support (90% submitter support).  | Retain but clarify and strengthen the text and concept design to show good connectivity and retention of the Mall as pedestrian space in the short-medium term.   |
|           |                              | <b>Align</b> – The draft plan indicates the removal of some areas of landscaping, including the median strip along Marine Parade. Appears to show partial closure of Marine Parade between Hawke Street and Beresford Street, and implies a flexible space concept (i.e. road closure for events).   | Draft Master Plan shows re-landscaping of Marine Parade and describes a slow road concept along the Parade in proximity to the commercial centre. Consider flexible space concept for Marine Parade and make any necessary amendments.  |
|           |                              | <b>CAG Recommendation</b> –<br>4.1 "Create a pedestrian priority shared space along Marine Parade through the commercial centre between Hawke Street and the Cenotaph. The purpose of this is to ensure that priority is given to connectivity between the commercial centre, library and foreshore and ensuring multipurpose and flexible use of the space".  | The Draft Master Plan (and A4) already refers to the proposed upgrade of Marine Parade to a more shared space environment, for pedestrian and cycle priority. The Draft Master Plan also refers to the use of design features and principles to improve the connectivity of the commercial centre with the foreshore, and to increase the flexibility of the space for other uses. However, Officers could review the text/drawings to ensure this concept is explicit and make any necessary amendments. |

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| A5 | General Streetscape Improvements | <b>Submitters-</b> Overwhelming support (97% submitter support).  | Retain but amend text and images to increase detail, to clarify individual streetscape treatments and design principles.   |
|    |                                  | <b>Align</b> – The draft plan contains few details but does include a small amount of indicative street tree planting. It also shows a boardwalk concept, to connect the foreshore area with the commercial centre.   | ‘B6’ of the Master Plan is for the preparation of a Design Guide and future design vision for New Brighton. The project will identify suitable features, materials and styles which reflect and strengthen New Brighton’s character and identity, and potentially visitor wayfinding and legibility.   |
|    |                                  | <b>CAG Recommendations</b> -<br>5.2 “Adopt a complete replacement approach for existing hardstand areas (paving and footpaths etc), and introduce more attractive and locally appropriate street trees and landscape plantings to the commercial centre”.<br>5.3 “Strengthen environmental design principles in streetscape improvement and asset replacement projects. For example, where feasible, introduce rain-gardens and other Low Impact Urban Design (LIUD) options for stormwater treatment”.<br>4.2 “Retain the slow road along Seaview Road, however, undertake a necessary upgrade to the road to remove problematic design features which are currently damaging vehicles”. | The Draft Master Plan (and A5) explains the extent of proposed streetscape improvements to the commercial core. However, Officers could review the text/drawings to increase clarity of:<br>(a) overarching design principles<br>(b) specific problems associated with certain areas or streets, and<br>(c) priorities and timelines for individual upgrade projects.<br>Furthermore, recent progress made on the Avon River Stormwater Management Plan provides an opportunity to include new information in the final Master Plan on the potential use and location of rain gardens. |
| A6 | New Public Toilets               | <b>Submitters</b> - Overwhelming support (93% submitter support).   | Retain.  |
|    |                                  | <b>Align</b> – no specific comments/illustrations.  | N/A  |
|    |                                  | <b>CAG Recommendation</b> – 3.3 “Ensure adequate and modern public toilet facilities are available in the commercial centre. Consider the best location for such facilities along with decision making about the location of the Bus Interchange and the New Brighton Legacy Project”.  | Review existing Draft Master Plan text and, if necessary, make amendments to support this recommendation.  |

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| B1 | Supermarket Relocation   | <b>Submitters</b> - Overwhelming support (87% submitter support).   | Retain but develop alternate options and development concepts in the event that the supermarket does not relocate. Ensure consistency within Master Plan text between B1, B2 and the 'big picture theme' for precinct development. The concepts should aim to provide shelter, create strong active edges/frontages and increase pedestrian connectivity between the Mall and adjacent spaces/facilities (see also comments for A2). |
|    |                          | <b>Align</b> – no specific comments/illustrations.  | N/A  |
|    |                          | <b>CAG Recommendation</b> -   | N/A  |
| B2 | Indoor Entertainment Hub | <b>Submitters</b> - Strong support (75% support, 14% opposition). Many submitter comments suggest this site/facility is suitable for a water park.  | While there is an adequate level of support for this project, Officers recommend that alternate options be explored for this block, as part of amendments to the final Master Plan (as per comments for B1 above). Options should aim to provide shelter, create strong active edges/frontages and increase pedestrian connectivity between the Mall and adjacent spaces/facilities.   |
|    |                          | <b>Align</b> – no specific comments/illustrations.  | N/A  |
|    |                          | <b>CAG Recommendation</b> – see recommendations for A2 above  | As for B1 and A2 above, Officers recommend that alternate options are explored for inclusion in the final Plan.  |
| B3 | Car Parking Improvements | <b>Submitters</b> - Overwhelming support (94% submitter support).   | Retain.  |
|    |                          | <b>Align</b> – The draft plan indicates the removal of (public) car parking on the foreshore (for a water park/hot pools), and less (private) off-street car parking in the centre core.  | The Draft Master Plan shows indicative areas and layouts for both on-street and off-street parking areas. These are high level concepts only. Action B3 in the Draft Plan describes the need to disperse well managed, well designed private parking spaces around the centre in manageable areas to best serve commercial activities.   |
|    |                          | <b>CAG Recommendation</b> – 4.7 “Explore ways to improve the overall appearance, function and management of off-street car parking spaces behind New Brighton Mall on Hawke Street to provide coherent, consolidated management/ownership. E.g. options such as Council | Further investigate this recommendation with the Council's Parking Operations Team and make any necessary amendments to support this recommendation.   |

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|           |                                    | ownership, or Council lease/ management arrangement or another approach"   |  |
| <b>B4</b> | <b>New Pedestrian Links</b>        | <b>Submitters</b> - Overwhelming support (91% submitter support).  | Retain.  |
|           |                                    | <b>Align</b> – The draft plan includes a boardwalk concept, along the foreshore and connecting the foreshore to the centre. It also uses boardwalk concept to imply internal block connects (e.g. via lanes) | The concept of improved internal block connections/lanes is an area of compatibility between both plans. 'B6' of the Master Plan is for the preparation of a Design Guide and future design vision for New Brighton. The project will identify suitable features, materials and styles which reflect and strengthen New Brighton's character and identity, and potentially wayfinding and legibility for visitors. |
|           |                                    | <b>CAG Recommendation</b> – N/A  | N/A  |
| <b>B5</b> | <b>New Residential Development</b> | <b>Submitters</b> - Strong support (79% submitter support).  | Review and update based on the findings of further investigations into centre consolidation and land rezoning, and ensure consistency with the policy direction of the District Plan Review.   |
|           |                                    | <b>Align</b> – The draft plan appears to support greater residential development/intensification.  | The Draft Master Plan suggests further residential development also (i.e. a commonality). If appropriate, identify further opportunities to strengthen this intention/objective in the Plan (e.g. changes to text and/or illustrations).   |
|           |                                    | <b>CAG Recommendation</b> – 3.5 "Explore opportunities to promote New Brighton as a live-work destination"   | As above, further investigate this recommendation with the District Plan Review Team and make any necessary amendments to ensure consistency across Council policy.  |
| <b>B6</b> | <b>Design Guide</b>                | <b>Submitters</b> - Strong support (81% submitter support).  | Retain.  |
|           |                                    | <b>Align</b> – no specific comments/illustrations.   | N/A  |
|           |                                    | <b>CAG Recommendation</b> – N/A  | N/A  |
| <b>C1</b> | <b>Business Association</b>        | <b>Submitters</b> - Overwhelming support (93% submitter support).  | Retain.  |
|           |                                    | <b>Align</b> - no specific comments/illustrations  | N/A  |
|           |                                    | <b>CAG Recommendation</b> – N/A  | N/A  |
| <b>C2</b> | <b>Additional Council Services</b> | <b>Submitters</b> - Strong support (84% submitter support).  | Retain.  |

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|           |                                     | <b>Align</b> - no specific comments/illustrations                      | N/A      |
|           |                                     | <b>CAG Recommendation</b> – N/A  | N/A      |
| <b>C3</b> | <b>Graffiti Action Plan</b>         | <b>Submitters</b> - Overwhelming support (94% submitter support).      | Retain.  |
|           |                                     | <b>Align</b> - no specific comments/illustrations                      | N/A      |
|           |                                     | <b>CAG Recommendation</b> – N/A  | N/A      |
| <b>C4</b> | <b>Transitional Projects/Events</b> | <b>Submitters</b> - Overwhelming support (90% submitter support).      | Retain.  |
|           |                                     | <b>Align</b> - no specific comments/illustrations                      | N/A      |
|           |                                     | <b>CAG Recommendation</b> - NA   | N/A      |
| <b>C5</b> | <b>Case Manager</b>                 | <b>Submitters</b> - Overwhelming support (87% submitter support).      | Retain.  |
|           |                                     | <b>Align</b> - no specific comments/illustrations                      | N/A      |
|           |                                     | <b>CAG Recommendation</b> – 6.3 "Endorse Draft Master Plan project C5" | Retain . |

#### Additional CAG recommendations

| Ref         | Description     | CAG Recommendation  | Officer Response  |
|-------------|-----------------|---|---|
| 1.3         | Document layout | "Reorder the document layout of the Master Plan contents to emphasise the primary importance of residential, commercial and mixed-use development following by public space improvement projects, and projects which will improve connectivity and access".                         | Further consider this recommendation as part of final amendments to the Master Plan.  |
| 1.2,<br>1.4 | Language        | 1.4 "Use stronger language in the Master Plan with respect to project actions, timelines/delivery dates, and Council funding commitments to create greater certainty and commitment by the Council to implement the Master Plan e.g. allocate funding in the next financial plan to | Further consider this recommendation as part of amendments to the final Master Plan. Review existing Draft Plan text to ensure the relationship between the Master Plan and the Council's financial plans is clearly explained. |

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|             |                         | construct the Oram Ave road extension".  |   |
| 4.5,<br>4.6 | Traffic flow            | <p>4.5 "Investigate creating Beresford Street as a pedestrian priority shared space between Oram Ave and Marine Parade for greater pedestrian and cycle amenity, and to optimise the use and enjoyment of the adjacent public space located over Marine Parade on the foreshore".</p> <p>4.6 "In association with the above recommendation for Beresford Street pedestrian priority shared space, investigate making Hood Street and/or Shackleton Street southern feeders from Marine Parade or Oram Ave".</p>  | Further investigate this recommendation with the Council's Road Network Planners and Engineers. (Preliminary analysis suggests that a slow road concept may be more appropriate, i.e. safer, than a shared space concept on Beresford Street).  |
| 6.1,<br>6.2 | Economic revitalisation | <p>6.1 "Introduce a 'Economic Development Zone' to New Brighton's consolidated commercial centre by offering property developers and/or landowners one or more of the following incentives for a set time period (e.g. 10 years):</p> <ul style="list-style-type: none"> <li>(a) Rates remission for new commercial and new mixed-use development;</li> <li>(b) Development contribution reductions or waivers for new commercial and mixed-use development;</li> <li>(c) Building and/or resource consent fee reductions or waivers for new commercial and new mixed-use development;</li> <li>(d) Fee reductions or waivers for costs associated with traffic management plans for public events;</li> </ul> | <p>Further investigate Recommendation 6.1 with the Council's Policy Team, and Funds and Finance Team, as part of amendments to the final Master Plan.</p> <p>Recommendation 6.2 is possibly already being pursued by the New Brighton Business Association, however this text can easily be inserted into the final Plan (into existing action C1).</p> |



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|                     |                 | <p>(e) Recognise the commercial impact of delay by expediting consenting processing timeframes, which do not compromise relevant codes and building health and safety standards (e.g. all consents to be processed within the statutory 20 working day limit);</p> <p>(f) Other assistance (financial or otherwise) to help to reduce costs for new business start-ups and/or innovation/incubator space for (small) businesses”</p> <p>6.2 Create an economic attraction/marketing plan or programme”</p> |   |
| 7.1,<br>7.2,<br>7.3 | Funding options | <p>7.1 Pursue Public Private Partnerships (PPPs) for new facilities.</p> <p>7.2 Council funding determinations include recognition of the New Brighton Master Plan.</p> <p>7.3 That Council support applications to non-Council funding sources via advocacy, for projects associated with the Master Plan.</p>  | Review existing Draft Master Plan text to ensure the relationship between the Master Plan and the Council's financial plans is clearly explained. Consider including references to PPP opportunities for new facilities, and supporting in principle applications (by community groups) for non-Council funding for Plan-related projects.  |
| 6.4,<br>1.5         | Partnerships    | <p>6.4 Establish an agreement/accord between the Council, stakeholders and property owners regarding New Brighton's regeneration (and regeneration projects).</p> <p>1.5 Convene the Community Advisory Group in six months time, then on an annual basis for the next three years to create ongoing community engagement, to share information and progress updates, and to discuss potential issues.</p>   | In many respects, the Master Plan comprises a shared vision for the centre's regeneration and its attached Implementation Plan signals leadership and partnerships roles amongst stakeholders. Further opportunities for public consultation/engagement will occur during the detailed design phase of capital projects. Any public-private partnerships developed for capital projects will also be a basis for stakeholder agreements. The Community Board could create an ongoing role for the CAG if deemed |

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|  |  |  | desirable or necessary. A community-based "pledge" might help to solidify stakeholder and community buy-in to New Brighton's regeneration but ideally this would be a community-led initiative, with the Council as a signatory. (Discuss this concept with the Business Association). |
|--|--|--|--|

**Additional Proposed Amendment:** Page 14 of the Draft Master Plan refers to Council liaison with Ngai Tahu over the appropriate reflection of historic and contemporary relationship between tangata whenua and the area for the final Master Plan. Early liaison was undertaken while drafting the master plan, but officers recommend further discussion and that appropriate amendments are made to relevant sections of the Master Plan (e.g. to sections for 'History and Heritage', 'Vision' and/or 'Goals', 'Big Picture Themes', individual Actions/projects, and Plan Implementation).

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Reverse pier concept relating to CAG recommendation for A2, Draft New Brighton Centre Master Plan





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**New Brighton Mall / Foreshore Interface Concept:**  
showing...

- \* **Central Mall Plaza** with retail frontages set back 7-10m either side
- \* **'Reverse' Pier** from Library spanning back over Marine Pde to encircle plaza at first floor level
  - providing access to first floor retail and offices and veranda protection to ground floor
  - Plaza could still be covered with translucent retractable sails
  - Plaza can be used for markets, entertainment, play ground, outdoor cafe space.







**JOINT REPORT BY THE CHAIRPERSONS OF THE  
RICCARTON/WIGRAM, FENDALTON/WAIMAIRI AND HAGLEY/FERRYMEAD COMMUNITY BOARDS**

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

**1. MATAI STREET EAST – NEW CYCLE PATH AND CYCLE PEDESTRIAN SIGNALISED CROSSINGS AT MATAI STREET/DEANS AVENUE, FENDALTON ROAD/HARPER AVENUE AND DEANS AVENUE**

|  |  | Contact | Contact Details |
|--|--|---------|-----------------|
| <b>Executive Leadership Team Member responsible:</b> | General Manager, Community Services Group        | N       |                 |
| <b>Officer responsible:</b>                          | Unit Manager, Asset and Network Planning         | N       |                 |
| <b>Author:</b>                                       | Christine Toner, Consultation Leader – Transport | Y       | 941 8355        |

**1. PURPOSE AND ORIGIN OF REPORT**

1.1 The purpose of this report is to provide details of the three related cycleway projects and to present for the Council's consideration, the recommendations from the Fendalton/Waimairi, Hagley/Ferrymead and Riccarton/Wigram Community Boards regarding these projects and to also detail delegated decisions made in relation to the following:

1.1.1 That Fendalton/Waimairi, Hagley/Ferrymead and Riccarton/Wigram Community Boards resolve those items for which they hold a delegation, and recommend that the Council approve the items for which the Council holds authority, for safety improvements at the intersection of Deans Avenue, Harper Avenue and Fendalton Road, as shown in the plan in **Attachment 1**.

1.1.2 That Hagley/Ferrymead and Riccarton/Wigram Community Boards resolve those items for which they hold a delegation, and recommend that the Council approve the items for which the Council holds authority, for a new cycle and pedestrian signalised crossing over Deans Avenue at the intersection of Deans Avenue and Matai Street East, as shown in the plan in **Attachment 2**.

1.1.3 That the Riccarton/Wigram Community Board resolve those items for which they hold a delegation, and recommend that the Council approve the items for which the Council holds authority, for a new off road cycle path on Matai Street East from Deans Avenue to the railway crossing, as shown in the plan in **Attachment 3**.

1.1.4 That the Fendalton/Waimairi, Hagley/Ferrymead and Riccarton/Wigram Community Boards recommend that the Council approve that the three projects (shown in **Attachment 1, Attachment 2 and Attachment 3**) proceed to detailed design, tender and construction.

1.2 This is a staff initiated report concerning a capital project with the primary driver being provision of infrastructure to support a transport mode shift from cars to cycles and walking, and is part of the Major Cycleways Programme.

**2. EXECUTIVE SUMMARY**

2.1 This project is part of one of the first Major Cycleways Routes identified in the Council's Three Year Plan 2013-2016. These major cycleways aim to increase cycling and in turn decrease motor vehicle use in the city. This route from University to City is called Uni-Cycle. This portion is on Matai Street East from the railway line to Deans Avenue and is supported by signalised pedestrian and cycle crossings on Deans Avenue from Matai Street East to Hagley Park, and across the intersection of Hagley Avenue, Fendalton Road and Deans Avenue. Construction is scheduled to begin later this year and finish during 2015.

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- 2.2 This report outlines the proposed key features of each project and impacts on parking on Matai Street East.
- 2.3 This report also outlines the public consultation carried out for this project and ongoing discussions between Council managers and the Ministry of Education for Christchurch Girls' High School.
- 2.4 This report also covers legal issues and financial issues pertaining to the project.

## 3. BACKGROUND

- 3.1 The Christchurch City Council's Three Year Plan 2013-2016 commits to a Major Cycleways programme connecting suburbs, education, business and shopping areas as well as popular recreation destinations.
- 3.2 The high level objectives for the Major Cycleways are:
  - 3.2.1 To encourage more people to cycle more often by providing an enjoyable experience and creating cycle routes to suit the ability of children 10 years and over.
  - 3.2.2 To increase the number of cyclists by providing better facilities and increasing the level of safety. This will in turn help to slow down the increase in private car use and meet one of the key objectives of the Christchurch Transport Strategic Plan.
- 3.3 The off road cycle path proposed in this report, on Matai Street East from Deans Avenue to the railway crossing, is a section of the new University to City cycleway route named Uni-Cycle. The overall Route is part of the Christchurch City Council's Major Cycleways Routes Programme which aims to encourage people to cycle and will in turn slow down the increase in private car use in this city.

## 4. COMMENT

- 4.1 It is proposed that in conjunction with the construction of this pathway link, there will be a new signalised cycle and pedestrian crossing over Deans Avenue at Matai Street East and safety improvements in the form of a signalised cycle and pedestrian crossing at the intersection of Fendalton Road, Harper Avenue and Deans Avenue.
  - 4.2 The two cycle and pedestrian crossings are on the boundaries of the Riccarton/Wigram Ward with the Hagley/Ferrymead and Fendalton/Waimairi Wards respectively. These Community Boards will contribute to a Joint Chairperson's Report to Council on all three proposals.
  - 4.3 Key features of the proposed new cycle path along Matai Street East, from Deans Avenue to the railway line are:
    - 4.3.1 The three metre wide, two-way cycle path will be separate from the roadway.
    - 4.3.2 To minimise conflict between cyclists and motorists using parking and driveway entrances, the new cycle path route changes from the south side to the north side of the road part way along. It will be on the south side of Matai Street East, from Deans Avenue to just west of the Christchurch Girls' High School entrance. It will then cross to the north side of Matai Street East, and will run along the north side of the road to the railway line.
    - 4.3.3 Cyclists will have priority over motorists using the entrance to the bus parks and the entrance/exit to Mona Vale.
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- 4.3.4 The existing trees will be retained. Existing landscaping will be retained in place and new landscaped areas provided.
- 4.3.5 The two-way cycle path will be similar in appearance to the path on Matai Street West.
- 4.3.6 The existing angle car parking will be replaced with parallel parks.
- 4.3.7 There will be a reduction of 17 car parking spaces, leaving 45 spaces. Parking surveys show that there are enough parking spaces to meet demand in the area, if those in Mona Vale Avenue and Matai Street West are included. The P3 (three minute) drop-off parking is retained but relocated closer to the school entrance.
- 4.3.8 Other traffic calming measures such as raised platforms are proposed to keep motorist speeds low, making it safer for cyclists who choose to stay on the carriageway. If a cyclist chooses to stay on the road they will be able to access the cycle path for the crossing via a dropped kerb close to Deans Avenue.
- 4.3.9 There will be a 0.8 metre buffer between parked cars and the cycle path.
- 4.4 Key features of the proposed new signalised cycle/pedestrian crossing over Deans Avenue at Matai Street East are:
- 4.4.1 A short piece of new path will extend from the signalised crossing to join up to an existing path through Hagley Park.
- 4.4.2 Crossing facilities for cyclists and pedestrians are separate. Cyclists will be able to cross in one phase, and pedestrians will cross in two phases due to the differences in speed and crossing time.
- 4.5 Key features of the proposed safety improvements including new separate signalised cycle and pedestrian crossings at the Deans Avenue/Fendalton Road/Harper Avenue intersection are:
- 4.5.1 The free left slip lane from Harper Avenue would become signalised, with two left turn lanes provided. Safety would be compromised if the crossing was located close to where traffic from Harper Avenue and traffic from Fendalton Road are crossing lanes to access Deans Avenue South or Kilmarnock Street.
- 4.5.2 Advanced gantry signing is proposed to assist drivers to choose the correct lane.
- 4.5.3 The changes at the Deans Avenue/Fendalton Road/Harper Avenue intersection are linked to the new crossing at Matai Street East and are necessary for the latter signals to work safely.
- 4.6 Detailed design will begin shortly on this section. Construction is scheduled to begin in November/December 2014, to be completed six months after the contractor has been appointed.
- 4.7 Consultation began in early May 2014 with a presentation to the Fendalton/Waimairi, Hagley/Ferrymead and Riccarton/Wigram Community Boards. Board members were positive about the proposal.
- 4.8 Public consultation was carried out in the immediate vicinity of these projects between 14 May and 9 June 2014. A public drop-in session was held at Christchurch Girls' High School on 28 May 2014, and was attended by two Community Board members, two Christchurch Girls' High School representatives, two local residents and one cyclist who uses the route and is also an active member of Spokes. Twenty written responses were received and a further nine conversations were held with other interested parties including Spokes, Foundation for the Blind and the Ministry of Education.
-

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Written submissions were received from the Canterbury Automobile Association, Community and Public Health, the Ministry of Education and the Foundation for the Blind. Spokes did not provide a written response a conversation was held with the outgoing president who indicated two concerns but overall very strong support from the organisation of the whole MCR Programme.

- 4.9 Fifteen of the 20 submissions were in favour of the proposal. Four did not specify their support. The one submission that was not in support of the proposal asked for other cycleways to be improved before starting a new one; was against removal of car parking outside the school; and also suggested making Matai Street East one way.
- 4.10 A submission from RMG Ltd on behalf of the Ministry of Education for Christchurch Girls' High School asked that the project be put on hold until their planning for rebuilding their auditorium and associated buildings is complete. After discussions between the Ministry of Education managers, the Chairperson of the Environmental Committee and the Major Cycleways Routes Programme Manager, it was decided to proceed with the proposed project as it does not preclude future changes that the school may wish to make that would impact the street.
- 4.11 Other comments included concerns about loss of parking; suggestions to make the street one way; a suggestion to put cycles on footpath as a shared path and retain parking; a request to remove judder bars; suggestion to block off the road; a suggestion to create a slow road environment; a request to keep buses out of the street; a suggestion about the direction of kerb crossings where the cycle crossing crosses an intersection; and concerns about the cycle path if it were in proximity to the drop off area for the school.
- 4.12 More detail and staff responses to the feedback are provided in **Attachment 4**.

### Legal Considerations

- 4.13 Part of the road that is physically separated from the roadway that is intended for the use of cyclists, but which may be used also by pedestrians; and includes a cycle track formed under section 332 of the Local Government Act 1974.
- 4.14 Part 1, Clause 5 of the Christchurch City Council Traffic and Parking Bylaw 2008 provides Council with the authority to install parking restrictions by resolution.
- 4.15 The Community Boards have delegated authority from the Council to exercise the delegations as set out in the Register of Delegations. The list of delegations for the Community Boards includes the resolution of parking restrictions and traffic control devices.
- 4.16 The installation of any signs and/or markings associated with traffic control devices must comply with the Land Transport Rule: Traffic Control Devices 2004.
- 4.17 The recommendations align with the Christchurch Transport Strategic Plan 2012 – 2042.

## 5. FINANCIAL IMPLICATIONS

- 5.1 The Major Cycleways Routes are programmed in the 2013-2016 Three Year Plan.

## 6. STAFF RECOMMENDATION

- 6.1 It is recommended that the Council:
    - 6.1.1 Revoke the existing give way control currently placed on the left turn slip lane from Harper Avenue to Deans Avenue.
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- 6.1.2 Approve the Deans Avenue/Fendalton Road/Harper Avenue intersection changes for final design, tender and construction, as detailed on **Attachment 1**.
- 6.1.3 Approve that an additional left turn lane be provided on Harper Avenue at the west bound approach to Deans Avenue, and that this new and existing left turn lanes be controlled by traffic signals.
- 6.2 It is recommended that the Hagley/Ferrymead and Riccarton/Wigram Community Boards recommend that the Council:
- 6.2.1 Approve the Deans Avenue Pedestrian and Cycle Crossing on Deans Avenue at Matai Street East for final design, tender and construction as detailed on **Attachment 2**.
- 6.2.2 Approve that a pedestrian and cyclist road crossing, controlled by traffic signals in accordance with sections 6 and 8.5(3) of the Land Transport Act – Traffic Control Devices Rule 2004, be installed on Deans Avenue located at a point two metres south of its intersection with Matai Street East.
- 6.3 It is recommended that the Riccarton/Wigram Community Board recommend that the Council:
- 6.3.1 Approve the Matai Street East changes for final design, tender and construction, as detailed on **Attachment 3**.
- 6.3.2 Approve that a path on the south side of Matai Street East commencing at its intersection with Deans Avenue and extending in a westerly direction for a distance of 154 metres be resolved as a two-way cycle path.
- 6.3.3 Approve that a path on the north side of Matai Street East commencing at its intersection with Mona Vale Avenue and extending in an easterly direction for a distance of 172 metres be resolved as a two-way cycle path.
- 6.4 It is recommended that the Riccarton/Wigram Community Board:
- 6.4.1 Revoke all existing parking restrictions on the south side of Matai Street East commencing at its intersection with Deans Avenue and extending in a westerly direction to the intersection of Mona Vale Avenue.
- 6.4.2 Approve that the stopping of vehicles be prohibited at any time on the south side of Matai Street East commencing at its intersection with Deans Avenue and extending in a westerly direction for a distance of 164 metres.
- 6.4.3 Approve that the stopping of vehicles be prohibited between the hours of 11pm and 5am Monday to Sunday on the south side of Matai Street East commencing at a point 164 metres west of its intersection with Deans Avenue and extending in a westerly direction for a distance of 17 metres.
- 6.4.4 Approve that the stopping of vehicles be prohibited at any time on the south side of Matai Street East commencing at its intersection with Darvel Street and extending in an easterly direction for a distance of 15 metres.
- 6.4.5 Revoke all existing parking restrictions on the east side of Darvel Street commencing at its intersection with Matai Street East and extending in a southerly direction for a distance of 13 metres.
- 6.4.6 Approve that the stopping of vehicles be prohibited at any time on the east side of Darvel Street commencing at its intersection with Matai Street East and extending in a southerly direction for a distance of 13 metres.
-

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**1. Cont'd**

- 6.4.7 Revoke all existing parking restrictions on the west side of Darvel Street commencing at its intersection with Matai Street East and extending in a southerly direction for a distance of 13 metres.
- 6.4.8 Approve that the stopping of vehicles be prohibited at any time on the west side of Darvel Street commencing at its intersection with Matai Street East and extending in a southerly direction for a distance of 13 metres.
- 6.4.9 Approve that the stopping of vehicles be prohibited at any time on the south side of Matai Street commencing at its intersection with Darvel Street and extending in a westerly direction for a distance of 13 metres.
- 6.4.10 Approve that the stopping of vehicles be restricted to a maximum period of 120 minutes on the south side of Matai Street East commencing at a point 13 metres west of its intersection with Darvel Street and extending in a westerly direction for a distance of 82 metres.
- 6.4.11 Approve that the stopping of vehicles be prohibited at any time on the south side of Matai Street East commencing at its intersection with Mona Vale Avenue and extending in an easterly direction for a distance of 25 metres.
- 6.4.12 Revoke all existing parking restrictions on the east side of Mona Vale Avenue commencing at its intersection with Matai Street East and extending in a southerly direction for a distance of 21 metres.
- 6.4.13 Approve that the stopping of vehicles be prohibited at any time on the east side of Mona Vale Avenue commencing at its intersection with Matai Street East and extending in a southerly direction for a distance of 21 metres.
- 6.4.14 Revoke all existing parking restrictions on the west side of Mona Vale Avenue commencing at a point 130 metres north of its intersection with Kilmarnock Street and extending in a northerly direction for a distance of 24 metres.
- 6.4.15 Approve that the stopping of vehicles be prohibited at any time on the west side of Mona Vale Avenue commencing at a point 130 metres north of its intersection with Kilmarnock Street and extending in a northerly direction for a distance of 24 metres.
- 6.4.16 Revoke all existing parking restriction around the raised median island on Mona Vale Avenue which divides Mona vale Avenue and the bus parking lay-by at the intersection of Matai Street East commencing on the east side of the median at a point 14 metres north of its southern most end of the median and continuing in a southerly direction and then swinging to the west around the southern end nosing of the median for a total distance of 21 metres.
- 6.4.17 Approve that the stopping of vehicles be prohibited at all times around the raised median island on Mona Vale Avenue which divides Mona vale Avenue and the bus parking lay-by at the intersection of Matai Street East commencing on the east side of the median at a point 14 metres north of its southern most end of the median and continuing in a southerly direction and then swinging to the west around the southern end nosing of the median for a total distance of 21 metres.
- 6.4.18 Revoke all existing parking restrictions on the east side of Mona Vale Avenue commencing at its intersection with Matai Street East and extending in a northerly direction for a distance of 32 metres.
- 6.4.19 Approve that the stopping of vehicles be prohibited at any time on the east side of Mona Vale Avenue commencing at its intersection with Matai Street East and extending in a northerly direction for a distance of 32 metres.
-

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**1. Cont'd**

- 6.4.20 Revoke all existing parking restrictions on the north side of Matai Street East commencing at its intersection with Deans Avenue and extending in a westerly direction to the intersection of Mona Vale Avenue.
- 6.4.21 Approve that the stopping of vehicles be prohibited at any time on the north side of Matai Street East commencing at its intersection with Deans Avenue and extending in a westerly direction for a distance of 18 metres.
- 6.4.22 Approve that the stopping of vehicles be prohibited between the hours of 11pm and 5am Monday to Sunday on the north side of Matai Street East commencing at a point 18 metres west of its intersection with Deans Avenue and extending in a westerly direction for a distance of 27 metres.
- 6.4.23 Approve that the parking of vehicles be restricted to 60 degree angled parking on the north side of Matai Street East commencing at a point 18 metres west of its intersection with Deans Avenue and extending in a westerly direction for a distance of 27 metres.
- 6.4.24 Approve that the stopping of vehicles be prohibited at any time on the north side of Matai Street East commencing at a point 45 metres west of its intersection with Deans Avenue and extending in a westerly direction for a distance of 18 metres.
- 6.4.25 Approve that the parking of vehicles be restricted to 60 degree angled parking and for a maximum period of five minutes on the north side of Matai Street East commencing at a point 68 metres west of its intersection with Deans Avenue and extending in a westerly direction for a distance of 14 metres.
- 6.4.26 Approve that the stopping of vehicles be prohibited at any time on the north side of Matai Street East commencing at a point 91 metres west of its intersection with Deans Avenue and extending in a westerly direction for a distance of 11 metres.
- 6.4.27 Approve that the parking of vehicles be restricted to a maximum period of three minutes on the north side of Matai Street East commencing at a point 102 metres west of its intersection with Deans Avenue and extending in a westerly direction for a distance of 28 metres. This restriction is to apply from 8:15am to 9.15am and from 2.30pm to 3.30pm school days.
- 6.4.28 Approve that the stopping of vehicles be prohibited at any time on the north side of Matai Street East commencing at a point 130 metres west of its intersection with Deans Avenue and extending in a westerly direction for a distance of 99 metres.
- 6.4.29 Approve that the stopping of vehicles be prohibited at any time on the north side of Matai Street East commencing at its intersection with Mona Vale Avenue and extending in an easterly direction for a distance of 22 metres.
- 6.4.30 Approve that a Give Way Control be placed against Matai Street East on its west bound approach to the cycle path crossing located at a point 144 metres west of its intersection with Deans Avenue.
- 6.4.31 Approve that a Give Way Control be placed against Matai Street East on its east bound approach to the cycle path crossing located at a point 161 metres west of its intersection with Deans Avenue.
- 6.4.32 Approve that a Give Way Control be placed against Mona Vale Avenue at its approach to the cycle path crossing located at a point six metres north of its intersection with Matai Street East.
- 6.4.33 Approve that a Give Way Control be placed against Mona Vale Avenue at its approach to the cycle path crossing across the entry to the bus parking lay-by located at a point 156 metres north of its intersection with Kilmarnock Street.
-

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## 1. Cont'd

### 7. BOARDS' CONSIDERATION

#### 7.1 FENDALTON/WAIMAIRI, RICCARTON/WIGRAM AND HAGLEY/FERRYMead COMMUNITY BOARDS

The Riccarton/Wigram Board **received** and took into consideration, correspondence from Resource Management Group Ltd on behalf of the Ministry of Education and Christchurch Girls' High School.

The Hagley/Ferrymead Community Board **received** a copy of correspondence from Resource Management Group Ltd for information and was advised that Council staff are working with Christchurch Girls' High School regarding the matters raised.

The Boards indicated their respective support for the three cycleway projects as proposed.

Clause 1 continued (Part C) below, records the decisions made by the Riccarton/Wigram Community Board under delegated authority.

### 8. BOARDS' RECOMMENDATION

#### 8.1 FENDALTON/WAIMAIRI COMMUNITY BOARD

That the staff recommendation in clause 6.1 above be adopted.

#### 8.2 RICCARTON/WIGRAM COMMUNITY BOARD

That the staff recommendation in clauses 6.1, 6.2 and 6.3 above, be adopted.

#### 8.3 HAGLEY/FERRYMead COMMUNITY BOARD

That the staff recommendation in clause 6.1 and 6.2 above, be adopted.

## PART C - DELEGATED DECISIONS TAKEN BY THE BOARD

### 1. MATAI STREET EAST – NEW CYCLE PATH AND CYCLE PEDESTRIAN SIGNALISED CROSSINGS AT MATAI STREET/DEANS AVENUE, FENDALTON ROAD/HARPER AVENUE AND DEANS AVENUE CONTINUED

Further to Clause 1 (Part A), the Riccarton/Wigram Community Board **resolved** that subject to the Council's adoption of clauses 6.1, 6.2 and 6.3 that the staff recommendation in clause 6.4 above, be adopted.

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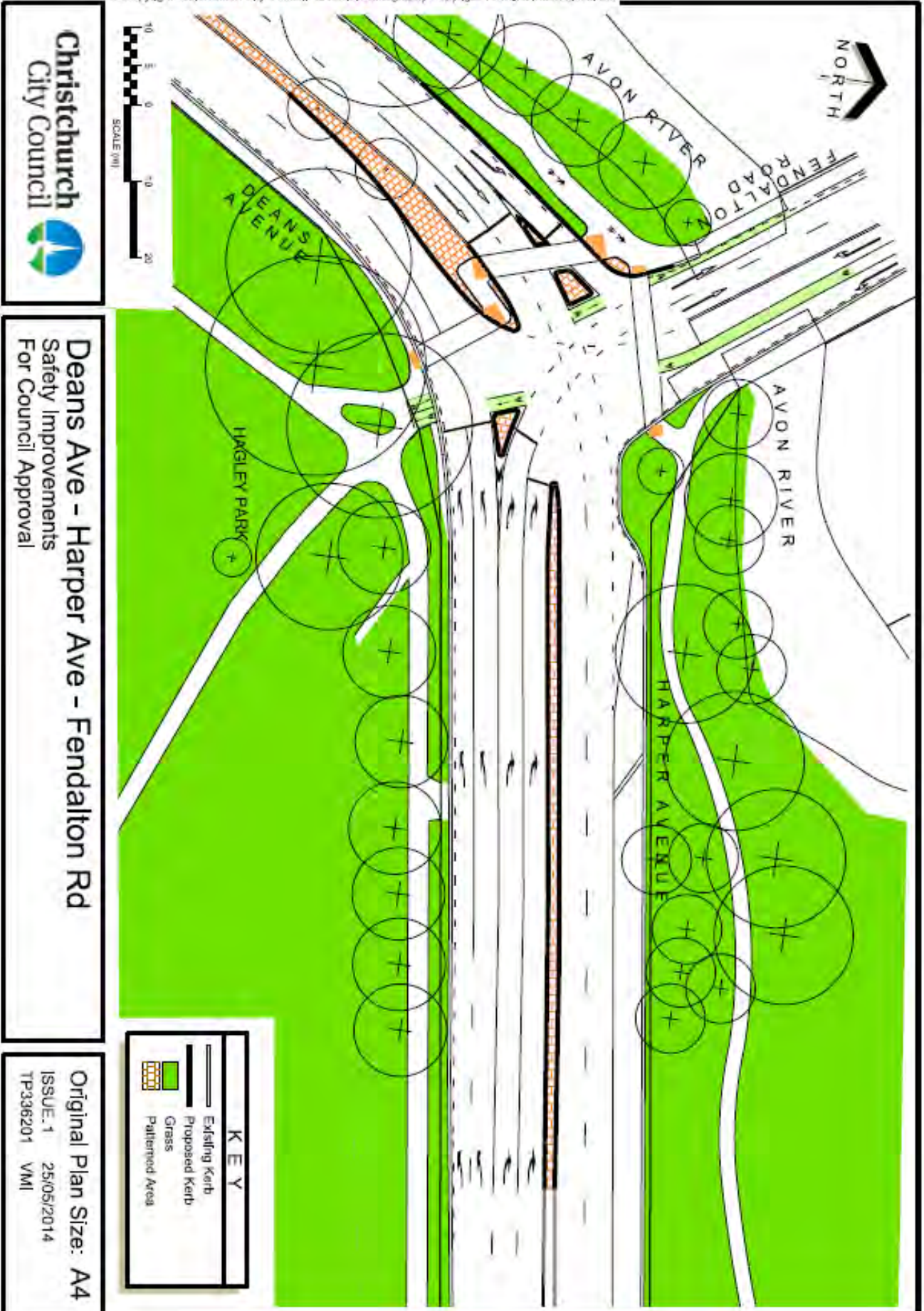
Fendalton/Waimairi Community Board 14. 7. 2014

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Hagley/Ferrymead Community Board 16. 7. 2014

ATTACHMENT 1 TO CLAUSE 1

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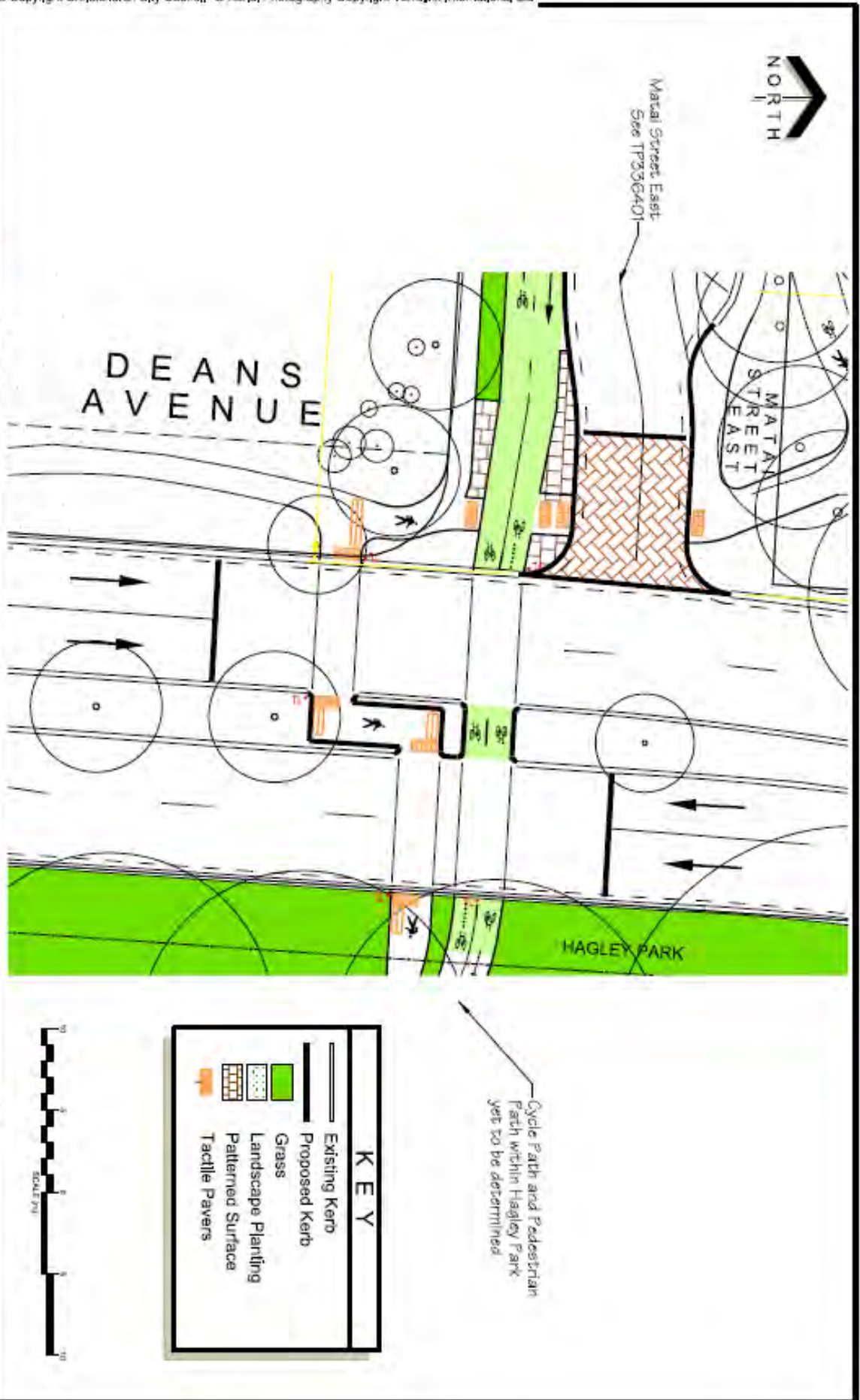
ATTACHMENT 2 TO CLAUSE 1

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Deans Avenue - Matai Street East  
Safety Improvements  
For Council Approval

Original Plan Size: A4  
ISSUE: 1 25/05/2014  
TP336301 VMI



**KEY**

|  |                    |
|--|--------------------|
|  | Existing Kerb      |
|  | Proposed Kerb      |
|  | Grass              |
|  | Landscape Planting |
|  | Patterned Surface  |
|  | Tactile Pavers     |





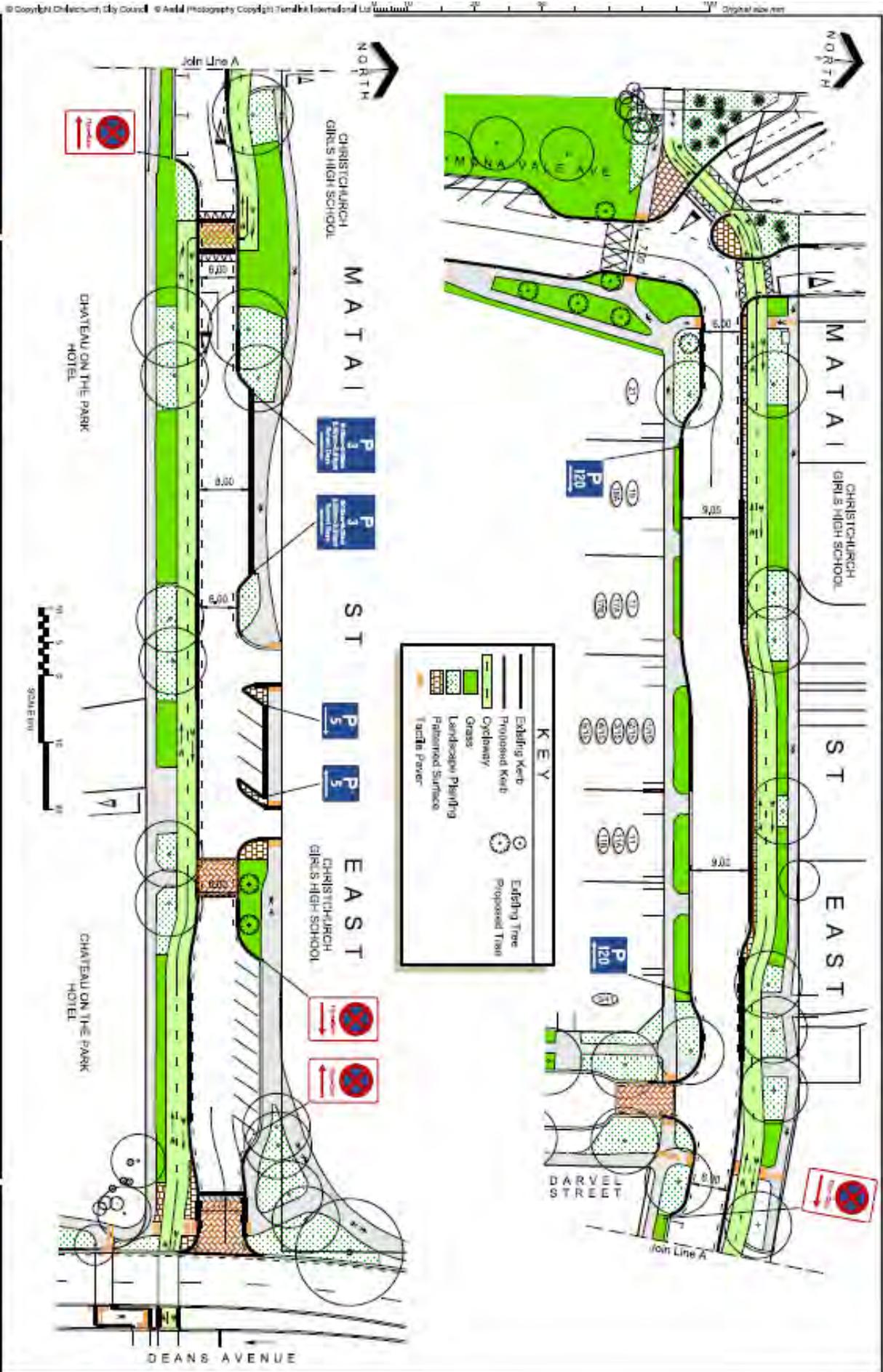
31. 7. 2014

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Riccarton/Wigram Community Board 15. 7. 2014

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ATTACHMENT 3 TO CLAUSE 1



**Matai Street East**  
 University Major Cycleway Route  
 For Council Approval

Original Plan Size: A3  
 ISSUE-1 25/06/2014  
 TP335401 VMI





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Fendalton/Waimairi Community Board 14. 7. 2014

Riccarton/Wigram Community Board 15. 7. 2014

Hagley/Ferrymead Community Board 16. 7. 2014

ATTACHMENT 4 TO CLAUSE 1

## Attachment 4 Consultation Feedback Summary

### Matai Street East cycle path, and signalised cycle and pedestrian crossings at Matai Street East/ Deans Avenue and at Deans Ave/Harper Ave/Fendalton Road intersection

The scheme plans were presented to Hagley/Ferrymead, Riccarton/Wigram and Fendalton/Waimairi Community Boards during early May 2014. Board members were positive about the proposal.

Consultation was carried out in the immediate vicinity of these projects between 14 May and 9 June 2014. A public drop in session was held at Christchurch Girls' High School on 28 May 2014. This was attended by two Community Board members, the Principal and Board Chair of Christchurch Girls' High School, two local residents and one cyclist who uses the route and is also an active member of Spokes. Nineteen written submissions were received. SPOKES did not provide a written response but we had a conversation with the outgoing president who indicated two concerns but overall very strong support from the organisation of the whole MCR Programme. Submissions were also received from the Canterbury AA, Community and Public Health, the Ministry of Education and the Foundation for the Blind.

Details of the submissions and comments received are summarised in the table below.

| Support                                | Number of Responses | % of Total Responses |
|--|---------------------|----------------------|
| Specified support                      | 15                  | 75%                  |
| Specified they do not support          | 1                   | 5%                   |
| No specification                       | 4                   | 20%                  |
| <b>Total written feedback</b>          | <b>20</b>           | <b>100%</b>          |
| Additional comments (visits and phone) | 9                   |                      |
| Did not comment                        | 0                   |                      |

### Detailed submissions and staff comments

Fifteen of the twenty written submissions were in favour of the proposal. Four did not specify their support, while the one who stated that they did not support the proposal made the following comments:

- (1) As a cyclist I would like to see the current cycleways improved - i.e. cleared of rubbish - particularly bad on cycleway from Grimseys Rd to St Bedes corner & rough eq or root damage behind park by Papanui High School - before you build more!!
- (2) Removing parks from outside Girls high would be really bad for staff especially, and also parents dropping off.
- (3) Why not make Matai St. East one way & leave the meagre parking alone.

| # | General comments   | Staff Responses |
|---|--|-----------------|
|   | <p><b>Summary: 15 comments</b></p> <p><i>15 out of 20 written responses contained a comment in support of the proposal. Other positive feedback received in person or by phone is included here.</i></p> |                 |
| 2 | We feel this will be a fantastic facility - well done!   |                 |
| 5 | Love the concept- well done CCC.   |                 |

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## ATTACHMENT 4 TO CLAUSE 1 CONT'D

|    |   |  |
|----|---|--|
| 6  | Excellent idea.   |  |
| 8  | I think this is an excellent project and I strongly support it. I have wanted this upgrade for many years.  |  |
| 9  | I support the proposal for the Matai St East cycleway. Though a car user, I consider that cycling should be promoted as being very positive for the city, and particularly suited for the city given Christchurch's flat terrain and relative focus towards outdoor activities. I also support the general separation of cyclists and motor vehicles. On a personal level, a cycleway at this location will make me more likely to decide to switch to cycling as my primary form of commute.   |  |
| 10 | I regularly cycle in this area and I whole-heartedly support your design.   |  |
| 15 | Overall the plan is quite pleasing to see I currently don't use this route because of the rail crossing. I would if the crossing & the Dean Ave crossing were fixed. Overall I am keen to see this development, especially if it fixes up the railway intersection and the intersection with Deans Ave  |  |
| 17 | This is a great plan especially changing the Harper Ave turn into Deans to a signalled/controlled double laned corner. :) I totally agree the cycle way should be on the south side of Matai Street East as it progresses towards Deans Ave.  |  |
| 19 | Great to see you are looking to link the Matai St cycleway to Hagley Park. I use this most days to get from Hanrahan St to CPIT.  |  |
| 20 | Fantastic! The sooner the better - providing a cycle way to and fro the University is URGENT. Great to see cycle ways connecting up enabling High School children to safely commute to these schools, and University attendees an easier commute away from traffic from CBD to UC.  |  |
| 22 | Good to see west Matai St. bike track extended for bike commuters making an easier commute for students and pedestrians to schools and University.  |  |
| 23 | The proposal looks great but there are a couple of things that I think need improvement.  |  |
| 24 | We have been living in a rented flat in Mona Vale Ave since the February earthquake. From the point of view of a cyclist and walker through Hagley Park I think this proposal would be brilliant. It is my chosen route when I walk in the part to cross the road at the corner of Matai Street and Deans Ave and duck under the rail so I'm sure it would become a chosen route for all walkers from the north side of Kilmarnock Street to enter the park. I often see dog walkers and many other recreational walkers and runners using this same route. The benefits for the girls entering and leaving Girls' High school would be huge along with the boys from Boys' High and Christ's College who commute through the park to school. |  |

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## ATTACHMENT 4 TO CLAUSE 1 CONT'D

|          |  |   |
|----------|--|---|
| 25       | The Canterbury District Health Board supports the Council for selecting a design that provides separate infrastructure for each transport mode, which will reduce conflict between transport modes, making travel easier and safer for all users. · The CDHB supports the proposal in its entirety.  |   |
| 27       | The Canterbury West Coast District of the NZAA support the proposed new cycle path on Matai Street East and Signalised cycle/pedestrian crossings at Deans Ave/Matai St including changes to Deans Ave/Harper Ave/Fendalton Road intersection as outlined in the "have your say" document.   |   |
| 28       | Spokes supported the cycleway and the intersection work and strongly support the whole MCR programme overall.  |   |
| 29       | The operations manager of the Chateau on the Park had no concerns at all about the cycleway passing their property..   |   |
| <b>#</b> | <b>Parking</b>   | <b>Staff Responses</b>  |
|          | <p><b>Summary: 9 comments</b></p> <ul style="list-style-type: none"> <li>• Loss of so many parking spaces will be difficult for staff and girls of CGHS</li> <li>• There is already insufficient parking for residents mainly because school drivers use the 2 hour parking spaces all day</li> <li>• Angle parking is dangerous – glad it is going</li> <li>• MinEdu and CGHS plan changes on school property and would like CCC to delay this project</li> </ul> | <p><i>Parking surveys show that there is adequate parking capacity in nearby streets to accommodate the loss of spaces here.</i></p> <p><i>One of the Council aims is to encourage a shift from the use of motor vehicles to active transport and public transport. This project will improve the environment for cyclists and pedestrians.</i></p> <p><i>Note that this is also an enforcement issue if parking happens longer than the allowed 2 hours.</i></p> |
| 3        | I work at CGHS and parking is already an issue with the spaces available   |   |
| 4        | The loss of 20 or so car parks would create great pressure on those working at Girls' High as our parking options are very limited. The creation of a one way street would also be crucial if this idea were to be adopted.  |   |
| 5        | Glad angle parking across the road is going- it is dangerous. It is also important to maintain unrestricted parking across the road for the school and our visitors.   |   |
| 7        | The loss of car park spaces at the west end of Matai St will impact on CGHS. Is it possible to make Matai Street one way (west to east) and retain some angle parking outside the courts/gymnasium of CGHS?  |   |
| 8        | I thoroughly approve of any car park removal required to make space for the cycle path and like that cyclists have priority over car access ways.  |   |
| 11       | Concerned about lack of parking already - never a park for their guests, and noisy at night.   |   |

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## ATTACHMENT 4 TO CLAUSE 1 CONT'D

|          |   |  |
|----------|---|--|
| 17       | The car parking loss on Matai Street East could be minimised by changing the road into a "one-way" road travelling in the east direction.   |  |
| 18       | Removing parks from outside Girls High would be really bad for staff especially, and also parents dropping off.   |  |
| 21       | In addition the above issues of concern, the MoE and BoT have considered the potential impacts of the current proposal. The MoE and BoT oppose the proposal insofar as it reduces the quantum of available on street car parking. It is the view of both parties that parking availability is currently at a premium not only for short term pick up and drop off, but also for all day parking demand. A reduction in long term parking space availability will, by default, move parking demand further into the adjoining limited residential areas resulting in adverse amenity outcomes. |  |
| <b>#</b> | <b>One way suggested</b>  | <b>Staff Responses</b>   |
|          | <b>Summary: 4 comments</b> <ul style="list-style-type: none"> <li>Suggestion is to make Matai Street East one way from west to east</li> </ul>  | <i>Making Matai Street East one-way was considered as one of the options in the early stages of the project. It was acknowledged that it would create the greatest imposition on the users of Girls' High entrances. The design team decided that the current option, which retained two-way flow in a slow environment provides a better and all round balanced option.</i>   |
| 3        | Matai St East should be made a one way street going west-east. Would solve a lot of issues with safety and traffic.   |  |
| 4        | If this cycleway is to be created, could Matai Street East also be made one way west to east from Mona Vale Avenue to Deans Avenue. I have long thought that this would be a far safer option, especially at the start and end of the school day.   |  |
| 7        | It it possible to make Matai Street one way (west to east) and retain some angle parking outside the courts/gymnasium of CGHS?  |  |
| 18       | Why not make Matai St. East one way & leave the meagre parking alone.   |  |
| <b>#</b> | <b>Other alternative suggestions</b>  | <b>Staff Responses</b>   |
|          | <b>Summary: 7 comments</b>  | <b>See staff responses on each suggestion below</b>  |
| 4        | Another variation is to change the south side footpath and berm to a shared pedestrian and cycle way and so retain the car parking option.  | When the current and future number of cyclists and pedestrians are too high then cyclists and pedestrians need to be separated for levels of service, comfort and safety. The number of movements in the morning peak time (commuters and school starting) is considered too high in this location for a shared path to work effectively. The provision of a shared path on the south side could result in the loss of trees, which are an important element of the current streetscape. |



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## ATTACHMENT 4 TO CLAUSE 1 CONT'D

|    |   |   |
|----|---|---|
| 5  | It would be timely to fix the 3 judder bars from Line A on the plan to Deans Ave these are dangerous in the current set-up for those who don't know they are there.   | These will be removed as part of the design. New paved thresholds will be installed as part of the streetworks.   |
| 13 | CGHS staff noted that the auditorium will be rebuilt and will require parking and vehicle crossings and that the new building will be offered for community use which will increase traffic demand. Ok with one way suggestion but also suggested other changes.  | Changes suggested could require more planning and would be a longer term decision. The current proposal could be completed and still allow flexibility in the future.   |
| 15 | <ul style="list-style-type: none"> <li>• Lack of a lower speed limit, seems a bit of a wasted opportunity.</li> <li>• The road crossing geometry is a bit tight for my recumbent &amp; tandem. Would be much improved with some angling.</li> <li>• The pedestrian crossing near the railway is a bit unrealistic, pedestrians will just use the cycleway. Better to keep it on the same side, or make the cycleway wider.</li> </ul> | <ul style="list-style-type: none"> <li>• The design will support a slower speed street. This will be monitored and assessed after construction.</li> <li>• Designers acknowledge the importance of access throughout the cycleway and will consider this point in detailed design.</li> <li>• This will be looked at in detailed design stage.</li> </ul> |

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|    |   |  |
|----|---|--|
| 15 | <ul style="list-style-type: none"> <li>• I have some reservations about the design of the bike path on Matai Street. It appears to me that this particular location is not well suited to an off road cycle way, as it fits well into the "low speed, low volume" category most of the time.</li> <li>• Further there is such a high volume of pedestrian traffic in the vicinity, which would almost certainly clog up the cycle path exactly when it is most needed, as is the case on the existing one on the other side of the rail line.</li> <li>• As presented, on my own journey from home to the city I would ignore the proposed path for the section between CGHS and the railway line, as I think would most cyclists.</li> <li>• Even most of the "interest but concerned" group would likely feel safe enough on this road if some additional measures were in place.</li> <li>• I suggest that the proposal be amended to have low speed zone, with tactile pavers, lower speed limit and additional traffic calming measures, between the western corner and the main CGHS entrance. The two way bike lane could commence at that point and run all the way down to Deans Ave as currently proposed.</li> <li>• I understand the motivation behind the existing proposal, but I am weary that the council is falling into the trap that many municipalities make, of over-engineering cycle ways on the least useful (but easiest to implement) locations, at the expense of the places the said lanes are really needed. The South Australian Debacle of the Sturt Street "Copenhagen style cycleway" springs to mind here. Feel free to give me a call if you would like to discuss further, I am usually at home during business hours.</li> </ul> | <ul style="list-style-type: none"> <li>• Creating a 'slow speed street' has been considered in the scheming of this project. There is a lot of side friction in the street, and different manoeuvres taking place with motor vehicles at certain times of day. It was therefore not considered to be the best option for overall safety. Whilst the overall daily traffic volumes may support a slow street, the arrival and departures at school times do not support the proposal of a slow street and the perceived safety issues with mixing with traffic in the street at this time may deter the interested but concerned group. The facility would complement the existing Matai Street (west) facility and provide continuity for Major Cycleway users.</li> </ul> |
| 17 | Buses should be discouraged from ever driving along Matai Street East. They should park, turn around in the Mona Vale parking/bus park. Then exit back towards Kilmarnock Street.   | Point acknowledged and will be considered in detailed design.  |
| 23 | <p>1. The curb should be parallel to the sides of the cycleway not across it at the Mona Vale entrance. This would signal to motorist that they need to give way to cyclists rather than the other way round. Also cyclists really do not like to have to bang up and down curb crossings as on the proposal.</p> <p>2. Outside GHS the cycleway appears very close to the drop off zone for cars. This looks like a hazard where passengers in the cars are likely to "door" cyclist. Surely there should be a door width between drop of cars and the cycleway</p>  | <p>There will be flush or smooth transition crossings where the kerb crosses the cycle path. Retaining the kerb reminds pedestrians and cyclists that they are passing across an intersection.</p> <p>The drop off area is on the opposite side of the road at this point.</p>   |

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## ATTACHMENT 4 TO CLAUSE 1 CONT'D

| #  | Safety for people with visual impairment  | Staff Responses   |
|----|---|---|
|    | <b>Summary: 1 response</b>  |   |
|    | <i>Diagrams and notes were provided on the plans, and noted in discussion about various locations with vision impaired pedestrians in mind.</i>   | <i>The diagrams are being considered in detailed design and where possible changes made to the layout.</i>  |
| #  | Landscaping   | Staff Responses   |
|    | <b>Summary: 1 response</b>  |   |
| 5  | Glad ivy on our berm is being replaced with grass and that the berm will be reduced in size. All at number 15 will then be able to put bins there in future instead of just one unit as is the current situation. Please keep as many trees as you can along Matai Street East as this has been a feature for many years- autumn colours are spectacular and it's a green belt. | The trees in Matai Street East are much admired and valued and will not be removed for this project.  |
| #  | Signalised crossing at Matai  | Staff Responses   |
| 8  | I particularly like the signalised car left turn from Harper into Deans Ave which will also make it safer for cyclists crossing from Fendalton Road into the park.  | Thank you   |
| #  | School and Minedu changes proposed  | Staff Responses   |
| 12 | Two representatives of the school attended the drop in and indicated that the school and Ministry of Education were starting planning for rebuilding some earthquake damaged buildings, and that these changes might impact on the street .<br>A written submission followed, requesting that the project be put on hold until their planning is complete.                      | After discussions between the Ministry of Education managers, the Chairperson of the CCC Environment Committee and the Major Cycleways Routes Programme Manager, it was decided to proceed with the proposed project as it does not preclude changes that the school may wish to make that would affect the street. |

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## ATTACHMENT 4 TO CLAUSE 1 CONT'D

|    |  |  |
|----|--|--|
| 21 | <p><b>Master Plan and Integrated Land Use Planning</b><br/>(From RMG Ltd on behalf of the Ministry of Education (MoE) re Christchurch Girls' High School )</p> <p>Buildings on the School site were damaged during the 2011 earthquake sequence. The music suite attached to the auditorium was demolished in March 2011 and the Auditorium building, at the east end of the site, will be demolished later this year. Further assessment of the repair costs and life cycle analysis of other buildings on the site may result in additional building demolitions.</p> <p>Within this context the MoE and Board of Trustees are about to embark on a Master Planning exercise to develop a long term blueprint for the development of the School. The developed Master Plan will inform, amongst other things, the location and scale of new building work, access arrangements and car parking locations, and improved connectivity within and beyond the site. Of equal importance, given the constrained nature of the site area, it will examine opportunities for expanding the site footprint.</p> <p>The constraints of the Avon River, nearby residential site access arrangements, and the road network around the site, expansion opportunities are most likely limited to Matai Street itself – in particular that section of Matai Street east of Darvel Street, or part thereof.</p> <p>The MoE and the BoT wish to explore this issue in more detail with the Council to determine if a road closure is an appropriate outcome in this location. As a precursor to this, the MoE and the BoT have commenced discussions with the landowner on the south side of Matai Street, east of Darvel Street, to determine their view on a possible road closure proposal.</p> | <p>Ongoing discussions with RMG and the Ministry of Education have to date involved MoE, Chair of the Environmental Committee, and Major Cycleway Staff.</p> |
|    | <p>There is a significant body of work to complete before the Master Plan can be developed, although it is anticipated it will be complete before the end of this year. The MoE and BoT are strongly of the view, however, that it would be inappropriate to finalise a design solution for the proposed cycle path ahead of the School Master Plan. The School adjoins the entire 325m northern frontage of Matai Street and to isolate the two developments is likely to remove the possibility for improved amenity, Crime Prevention through Environmental Design (CPTED), parking, access and connectivity outcomes that may otherwise be obtained.</p>   |  |

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## ATTACHMENT 4 TO CLAUSE 1 CONT'D

|          |   |  |
|----------|---|--|
|          | <p>The MoE and BoT support the proposed cycle path in principle. They strongly advocate, however, a delay in the current process to enable an integrated land use planning approach that recognises the Master Planning process that is about to commence for the school site. As part of this they wish to embark on a collaborative design process with the Council that considers beyond scope issues such as a possible road closure of part of Matai Street. The BoT and MoE acknowledge that seeking to delay the consideration of a design solution for the planned cycle path may sit uncomfortably with the Council, given that this is one small part of a wider cycle network that the Council is endeavouring to develop. It is important to note that the BoT and MoE do not oppose the concept of a dedicated cycle path along Matai Street. For the reasons outlined above, however, they do hold the view that an integrated approach to land use planning will deliver improved outcomes in the long term. Proceeding with the cycle path without reference to the schools upcoming development plans may result in conflicts over use and access which could necessitate future changes to the cycle path.<br/>(see also Parking)</p> |  |
| <b>#</b> | <b>Railway crossing</b>   | <b>Staff Responses</b>   |
| 15       | Adelaide has some examples of good barrier-arm rail crossings, but I forget the exact location. Can look it up if need be. Probably it is the Adelaide-Glenelg cycleway.  | Thank You  |
| <b>#</b> | <b>Access to a cycleway at another location</b>   | <b>Staff Responses</b>   |
| 19       | A difficulty I have is getting on to the Matai St cycleway at the other end, from the Riccarton Bush cycleway. I'm struggling to see an easy solution so at the moment I cross Kahu Rd at the exit from Riccarton Bush then cycle along the footpath to the cycle way that runs beside Boys' High to Straven Rd and the start of the excellent Matai St cycleway. It is quite easy to cross Kahu Rd at that point as cars stop regularly for the lights at Kilmarnock St but the footpath isn't really suitable for pushing a cycle as it is quite narrow and used by school pupils. And of course it would be better not to have to get off and walk this stretch.   | This has been passed to the relevant team for future consideration as the Major Cycleways Routes progresses. |



## 16. ADDITIONAL COUNCIL APPOINTEE TO THE CHRISTCHURCH AGENCY FOR ENERGY TRUST

|  |  | Contact | Contact Details |
|--|--|---------|-----------------|
| <b>Executive Leadership Team Member responsible:</b> | Director Office of the Chief Executive | N       |                 |
| <b>Officer responsible:</b>                          | Governance and Civic Services Manager  | N       |                 |
| <b>Author:</b>                                       | Rachael Brown, Committee Adviser       | Y       | 941-5249        |

### 1. PURPOSE AND ORIGIN OF REPORT

1.1 This report seeks the Council's appointment of an additional Councillor to the Christchurch Agency for Energy (CafE) Board of Trustees.

### 2. EXECUTIVE SUMMARY

2.1 CAfE was established by the Council as a not-for-profit Council controlled organisation under the Local Government Act 2002. CAfE is a registered charity. The purpose of the Trust is to:

- 2.1.1 raise awareness in Christchurch and to promote energy efficiency initiatives and the use of renewable energy by providing advice and information
- 2.1.2 raise the awareness of and promote the use of renewable energy
- 2.1.3 reduce environmental problems caused by the use of fossil fuels.

2.2 The current trustees are:

- Councillor Pauline Cotter (Chairperson – Christchurch City Council)
- Alastair Hines (Energy Efficiency and Conservation Authority)
- Jill Atkinson (Environment Canterbury (ECan), Don Chittock is the ECan alternate)
- Danny Wilson (Meridian Energy)
- Stephen Godfrey (Orion Energy).

2.3 The Trust Deed requires that there must be no more than 10 and no less than five Trustees. The maximum number of Trustees that the Council can appoint is equal to the number of Trustees appointed by appointer organisations. This means that currently the Council is entitled to appoint an additional three Trustees.

2.4 The Board was originally set up with seven trustees, including the Mayor and one Councillor. At present there are only five trustees, one of whom is Councillor Cotter, who was appointed by the Council on 28 November 2013.

2.5 It is proposed that an additional Council member be appointed to the CAfE Board of Trustees. This would help to strengthen the Council's representation on the Trust, particularly if when Councillor Cotter is not able to make meetings. In addition, having only five trustees is often problematic when it comes to obtaining a quorum for meetings, since the quorum is currently four (based on having seven trustees).

### 3. FINANCIAL IMPLICATIONS

There are no financial implications as Trustees do not receive additional compensation for being on the Trust.

### 4. STAFF RECOMMENDATION

That the Council appoint an additional member of the Council to the Christchurch Agency for Energy Board of Trustees.





## COUNCIL 31. 7. 2014

REGULATION AND CONSENTS COMMITTEE  
22 JULY 2014

A meeting of the Regulation and Consents Committee  
was held in Committee Room 1  
on 22 July 2014 at 9.04am.

**PRESENT:** Councillor David East (Chairperson), Tim Scandrett (Deputy Chairperson), Vicki Buck, Ali Jones, and Glenn Livingstone.

The Committee reports that:

## PART A - MATTERS REQUIRING A COUNCIL DECISION

## 1. RESOURCE CONSENT DELEGATIONS

|  |   | Contact | Contact Details |
|--|---|---------|-----------------|
| <b>Executive Leadership Team Member responsible:</b> | Director Corporate Services                       |         |                 |
| <b>Officer responsible:</b>                          | Legal Services Unit Manager , Legal Services Unit |         |                 |
| <b>Author:</b>                                       | Vivienne Wilson, Solicitor                        | Y       | 941 8963        |

## 1. PURPOSE AND ORIGIN OF REPORT

- 1.1 The purpose of this report is to update position titles in the Council's Delegations Register to reflect current positions in the Resource Consents Unit of the Council.

## 2. EXECUTIVE SUMMARY

- 2.1 The Council currently delegates a range of responsibilities, duties, and powers to Council staff, Community Boards and the like.
- 2.2 In light of changes to position titles within the Resource Consents Unit over the past four years, and the pending retirement of a staff member holding the sole delegation for some statutory functions, the delegations need to be changed to reflect the current position titles.
- 2.3 This report and **Attachment 1** –
- 2.3.1 identify the recommended changes to the Council's Delegations to ensure that the delegations lie with the relevant positions; and
- 2.3.2 recommend that references to some sections of the Resource Management Act 1991 (RMA) be amended as they are out of date; and
- 2.3.3 recommend that some delegations are deleted completely where the position no longer exists, and that others are transferred or extended to the equivalent position(s) in the current organisational structure.
- 2.4 Other than this, the delegations remain in their current form. However, the Legal Services Unit is undertaking a fuller revision of the Delegations Register, and this will be the subject of a subsequent report to Council in due course.

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**Regulation and Consents Committee 22. 7. 2014**

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**1 Cont'd**

**3. BACKGROUND**

- 3.1 Senior officers within the Resource Consents Unit hold a range of delegations relating to subdivisions and other resource management functions. As a result of organisational changes, some positions in the delegations register no longer exist, and new positions have been established.
- 3.2 The senior positions within the Resource Consent Unit are:
- 3.2.1 Resource Consents Unit Manager
  - 3.2.2 Planning Administration Manager
  - 3.2.3 Principal Advisor – Resource Consents
  - 3.2.4 Planning Team Leader
  - 3.2.5 Subdivisions Advisory Manager
  - 3.2.6 Senior Planner
  - 3.2.7 Subdivisions Officer
- 3.3 In addition, a number of critical subdivision delegations lie with a historical position title (Subdivisions Officer) which is now held by a single individual who is nearing retirement. There is a need to extend those delegations to the equivalent current positions.

**4. COMMENT**

- 4.1 The delegations to be reassigned consist of a range of statutory functions and powers relating to resource consents and subdivisions.
- 4.2 Section 34(1) of the RMA provides that a local authority may delegate to any committee of the local authority established in accordance with the Local Government Act 2002 (LGA) any of its functions, powers, or duties under RMA.
- 4.3 Section 34A(1) states that a local authority may delegate to an employee, or hearings commissioner appointed by the local authority (who may or may not be a member of the local authority), any functions, powers, or duties under this Act except the following:
- (a) the approval of a proposed policy statement or plan under clause 17 of Schedule 1:
  - (b) this power of delegation.
- 4.4 In addition to the RMA, clause 32 of Schedule 7 of the LGA states that *“... for the purposes of efficiency and effectiveness in the conduct of a local authority's business, a local authority may delegate to a committee or other subordinate decision-making body, community board, or member or officer of the local authority any of its responsibilities, duties, or powers” except for certain specified responsibilities, duties and powers.*”
- 4.5 **Attachment 1** sets out all of the recommended changes to the current delegations. These reflect changes to position titles within the Resource Consents Unit, which are outlined below.
- 4.6 The positions of Environmental Policy and Approvals Manager, Environmental Services Manager and Resource Management Manager no longer exist. The equivalent position is now the Resource Consents Unit Manager. The relevant delegations are either transferred to that position, or removed where they relate to a function not carried out within the Resource Consents Unit.
- 4.7 The position of Specialist Planner – Professional Development has been replaced by Principal Advisor – Resource Consents.

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**1 Cont'd**

- 4.8 Delegations to Area Development Officer are removed as this position no longer exists. It is noted that the same delegations are held by the Planning Team Leaders.
- 4.9 Delegations to the Subdivisions Officer position are extended to Senior Planner, which is the equivalent senior position in the current structure. This change will address the risk of having only one person with delegation to carry out critical subdivision functions, in the event of illness or retirement.
- 4.10 The position of Team Leader Subdivisions no longer exists, so delegations relating to subdivisions have been transferred to the Planning Team Leader position. The remaining delegations are removed as they are covered elsewhere in the Register.
- 4.11 An additional senior subdivisions position, Subdivisions Advisory Manager, has been added to the list of Resource Management Officer Subcommittee members.
- 4.12 The Planning Team Leader delegations are duplicated on different pages in the Register, albeit one set of delegations is more comprehensive. The second, shorter, set of delegations has been removed.
- 4.13 Staff have also identified that some references to legislation are out of date, and need to be amended to reflect current provisions.
- 4.14 Separate to this report, the Legal Services Unit has also been working on a general review of the Council's Delegations Register so that all legislative references and position descriptions are brought up to date, and the Register itself will be streamlined. It is anticipated that the Delegations Register will be in a new format, similar to the way in which the delegations to the Community Boards are currently expressed. This will be the subject of a further report to the Council.
- 4.15 There is however an immediate need for the changes outlined in this report, due to organisational change and pending retirement.

**5. FINANCIAL IMPLICATIONS**

- 5.1 There are no financial implications arising from reassigning these delegations.

**6. STAFF AND COMMITTEE RECOMMENDATION**

That the Council, relying on sections 34 and 34A of the Resource Management Act 1991 and clause 32 of Schedule 7 of the Local Government Act 2002 reassign the current delegations as recorded in the Delegations Register in the manner set out in **Attachment 1**.

**PART B – REPORTS FOR INFORMATION****2. DEPUTATIONS BY APPOINTMENT**

Nil.

**3. DECLARATION OF INTEREST**

There were no declarations of interest.

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**4. FOOD PREMISES REGISTRATION FEES**

The Regulation and Consents Committee considered the information provided in the report and **decided** to:

- 4.1 Endorse the Council's food premises fee structure being based on the food safety risk posed by the food business operation in line with purpose of the Food Act 2014.
- 4.2 Support staff in early communication and notification with food premises owners on the application, verification and compliance/monitoring fees associated with the new Food Act 2014.

**5. UPDATE OF THE BUILDING CONTROL AND CITY REBUILD GROUP**

The Committee considered the information provided in the June 2014 update of the Building Control and City Rebuild Group.

The Committee **decided** to note the content of the report.

**6. MONTHLY REPORT ON RESOURCE CONSENTS**

The Committee considered the information provided in the June 2014 Monthly Report on Resource Consents.

The Committee **received** the information in the report.

**PART C – DELEGATED DECISIONS****7. APOLOGIES**

An apology for absence was received and accepted from Pauline Cotter, and an apology for lateness was received and accepted from Vicki Buck who arrived at 9.06am.  
Councillor Glenn Livingstone left the meeting from 10.10am to 10.14am, and was absent for part of Clause 6.

The meeting concluded at 10.21am.

**CONSIDERED THIS 31ST DAY OF JULY 2014**

**MAYOR**

**Attachment 1**  
**Annotated version of changes to the Delegations Register**  
**(version as at 22 May 2014)**

**Notes:**

Excerpts only

Deletions are shown in strikethrough

Insertions are shown in bold and underlined

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**COUNCIL HEARINGS PANELS**

...

- (x) (i) To authorise any one or more officers holding the positions listed below to participate in a mediation of any proceeding before the Environment Court that does not arise out of the First Schedule to the Resource Management Act 1991. This authority shall include the power to commit the Council to a binding agreement to resolve the proceeding, provided it does not require any Council expenditure not authorised by a Council delegation.
- (ii) Any authority given under this delegation shall be on such terms and conditions as the Panel considers appropriate.

Authorised positions:

- Resource ~~Management~~ **Consents Unit** Manager
- Planning Administration Manager
- Planning Team **Leader**
- ~~Team Leader, Subdivisions~~
- Senior Planner
- ~~Specialist Planner — Professional Development~~ **Principal Advisor – Resource Consents**
- Subdivisions Officer
- Solicitor, Legal Services Unit

...

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**RESOURCE MANAGEMENT OFFICER SUBCOMMITTEE**

**Members**

~~Environmental Policy and Approvals Manager~~

Resource ~~Management~~ **Consents Unit** Manager

Planning Administration Manager

~~Team Leader Subdivisions~~

**Subdivisions Advisory Manager**

Planning Team Leader

~~Area Development Officers~~

Subdivision Officers

Senior Planners

~~Specialist Planner — Professional Development~~ **Principal Advisor – Resource Consents**

Programme Manager, District Planning

District Planning Team Leaders

Principal Advisers, Planning

(Quorum: any two members)

...

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Position no longer exists

#### **~~AREA DEVELOPMENT OFFICERS~~**

- ~~1. To require further information to be provided, or to commission a report, before a resource consent application is notified, or heard, pursuant to section 92 of the Resource Management Act 1991.~~
- ~~2. To determine which persons and bodies shall be served with a copy on any notified resource consent application, and to arrange its public notification, and erection of signs, pursuant to sections 95A to 95F of the Resource Management Act 1991.~~
- ~~3. To issue a certificate of compliance pursuant to section 139 of the Resource Management Act 1991.~~
- ~~4. To consider and impose conditions on a Development Plan under section 410 of the Resource Management Act 1991. (This delegation also to Subdivision Planning Officers.)~~
- ~~5. To certify compliance as “authorised officer” under section 224 of the Resource Management Act 1991 (compliance certificate survey plan). (This delegation also to Subdivisions Officer.)~~
- ~~6. To certify any plans of subdivision or copy thereof, which has not had a previous statutory approval (section 226 Resource Management Act 1991). (This delegation also to Subdivisions Planning Officer.)~~
- ~~7. The powers of the Council under section 37(2) of the Building Act 1991 relating to the erection of buildings on two or more allotments.~~

~~(Delegations 1 to 7 above can also be exercised severally by Environmental Services Manager, Planning Administration Manager or Team Leader Subdivisions).~~

- ~~8. That for the purposes of Sections 77 and 83 of the Building Act 2004 the principal administrative officer of the Council shall be the Building Control Manager, the Civic Building Team Leader, the Senior Building Control Engineer or each Area Development Officer.~~
- ~~9. To invite an applicant and submitters to attend a pre-hearing meeting pursuant to Section 99 of the Resource Management Act 1991.~~

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#### **PLANNING TEAM LEADER**

That pursuant to section 34A of the Resource Management Act 1991, the following delegations of powers and functions under that Act be made to the Civic Planning Team Leader:

- (a) To require further information to be provided, or to commission a report, before a resource consent application is notified, or heard, pursuant to section 92 of the Resource Management Act 1991.

- (b) To determine which persons and bodies shall be served with a copy on any notified resource consent application, and to arrange its public notification, and erection of signs, pursuant to section ~~93(4)~~ **95A to 95F** of the Resource Management Act 1991.
- (c) To determine which persons shall be required to give their written approval for any resource consent which is not to be publicly notified, pursuant to section ~~94~~ **95B** of the Resource Management Act 1991.
- (d) To issue a certificate of compliance pursuant to section 139 of the Resource Management Act 1991.
- (e) To consider and impose conditions on a Development Plan under section 410 of the Resource Management Act 1991. (This delegation also to Subdivisions ~~Planning Officers~~ **and Senior Planners**.)
- (f) To certify compliance as “authorised officer” under section 224 of the Resource Management Act 1991 (compliance certificate – survey plan). (This delegation also to Subdivisions ~~Planning Officers~~ **and Senior Planners**.)
- (g) To certify any plans of subdivision or copy thereof, which has not had a previous statutory approval (section 226 - Resource Management Act 1991). (This delegation also to Subdivisions ~~Planning Officers~~ **and Senior Planners**.)
- (h) Authority to sign the cancellation of bond and cancellation of covenant documents to release these instruments where registered under sections 108 and 109 of the Resource Management Act 1991.

(Can also be exercised by ~~Environmental Policy and Approvals Manager, Planning Administration Manager, or Resource Management~~ **Consents Unit** Manager ~~Team Leader Subdivisions or Area Development Officers~~).

- (i) To invite an applicant and submitters to attend a pre-hearing meeting pursuant to Section 99 of the Resource Management Act 1991.
- (j) To issue an amended resource consent pursuant to Section 133A of the Resource Management Act 1991.

**The following additional delegations are transferred from Team Leader Subdivisions to the Planning Team Leader with the amendments as shown:**

- (k) That the Council resolve that, for the following purposes:

- (a) Section ~~(5)(1)(g) of the Unit Titles Act 1972~~ **32(2)(a) of the Unit Titles Act 2010:**
- (b) Section 221 (2) of the Resource Management Act 1991

the Principal Administrative Officer of the Council or the person authorised to sign **certificates or** consent notices, **as the case may be**, shall be the **Planning** Team Leader ~~Subdivisions~~, or any Subdivisions ~~Officer~~ **or Senior Planner**.

- (l) That pursuant to section 34(A) of the Resource Management Act 1991, the Council delegates to the **Planning** Team Leader ~~Subdivisions~~, or to any Subdivisions ~~Officer~~ **or Senior Planner**, the power to vary or cancel any condition imposed on a Consent Notice pursuant to section 221(3) of the Resource Management Act 1991.

(Can also be exercised by ~~Environmental Services Manager, Planning Administration Manager or Area Development Officers~~).

- (m) That the Council resolve, pursuant to section 34(A) of the Resource Management Act, that, for the purposes of sections 223, 240(3) and 5(b), 241(4)(b) and 243(f)(ii), the authorised officer shall be the **Planning** Team Leader ~~Subdivisions~~ or any Subdivisions Officer, **or Senior Planner**.

- (n) That pursuant to clause 32 of Schedule 7 of the Local Government Act 2002, the Council delegates to the **Planning** Team Leader ~~Subdivisions~~ or to any ~~Subdivisions~~ Officer, **or Senior Planner**, the authority to certify approval to an easement plan of right of way pursuant to section 348 of the Local Government Act 1974.

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**ENVIRONMENTAL POLICY AND APPROVALS RESOURCE CONSENTS UNIT  
MANAGER**

- A. Any powers referred to in the delegations register as able to be exercised severally by the ~~Environmental Services~~ **Resource Consents Unit** Manager and others.
- B. Delegations under the Resource Management Act 1991:
- (1) To carry out the following powers, duties and functions:
- (a) To make submissions on individual notified regional land use consents and water, discharge and coastal permits where: • there are special matters of metropolitan importance; or • there are special matters of importance to the local community or local environment; or • there are technical skills or knowledge which the Council can contribute to achieving a better outcome for the community (also delegated to Urban Development Policy Leader).
- (b) To require further information to be provided, or to commission a report, before a resource consent application is notified, or heard, pursuant to section 92 of the Resource Management Act 1991.
- (c) To determine which persons and bodies shall be served with a copy of any notified resource consent application, and to arrange its public notification, and erection of signs, pursuant to sections 95A to 95F of the Resource Management Act 1991.
- (d) To consider and impose conditions on a development plan under section 410 of the Resource Management Act 1991. (This delegation also to ~~Subdivisions~~ **Planning Officers and Senior Planners**.)
- (e) To certify compliance as “authorised officer” under section 224 of the Resource Management Act 1991. (This delegation also to ~~Subdivisions~~ **Planning Officers and Senior Planners**.)
- (f) To certify any plans of subdivision or copy thereof, which have not had a previous statutory approval (section 226 of the Resource Management Act 1991). (This delegation also to ~~Subdivisions~~ **Planning Officers and Senior Planners**.)
- (g) To sign the cancellation of bond and cancellation of covenant documents to release these instruments where registered under sections 108 and 109 of the Resource Management Act (this delegation also to the Planning Administration Manager, **and Planning** Team Leader ~~Subdivisions and Area Development Officers~~).
- (h) To invite an applicant and submitters to attend a pre-hearing meeting pursuant to Section 99 of the Resource Management Act 1991.

**The following additional delegations are transferred from Resource Management Manager:**



- (i) To issue an amended resource consent pursuant to Section 133A of the Resource Management Act 1991.
- (j) To approve the content of a consent authority report on an application that has been directly referred to the Environment Court under sections 87F and 198D of the Resource Management Act 1991.

~~D. Further delegation under Building Act 2008: 22.10.09 Delegation of Authority relating to taking measures to avert immediate danger or rectify insanitary conditions under section 129 of the Building Act 2004.~~

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### PLANNING ADMINISTRATION MANAGER

- (a) To require further information to be provided, or to commission a report, before a resource consent application is notified, or heard, pursuant to section 92 of the Resource Management Act 1991.
- (b) To determine which persons and bodies shall be served with a copy on any notified resource consent application, and to arrange its public notification, and erection of signs, pursuant to sections 95A to 95F of the Resource Management Act 1991.
- (c) To consider and impose conditions on a Development Plan under section 410 of the Resource Management Act 1991. (This delegation also to Subdivision ~~Planning~~ Officers **and Senior Planners**.)
- (d) To certify compliance as “authorised officer” under section 224 of the Resource Management Act 1991 (compliance certificate – survey plan). (This delegation also to Subdivision ~~Planning~~ Officers **and Senior Planners**.)
- (e) To certify any plans of subdivision or copy thereof, which has not had a previous statutory approval (section 226 Resource Management Act 1991). (This delegation also to Subdivision ~~Planning~~ Officers **and Senior Planners**.)
- (f) The powers of the Council under section 37(2) of the Building Act 1991 relating to the erection of buildings on two or more allotments.
- (g) Authority to sign the cancellation of bond and cancellation of covenant documents to release these instruments where registered under sections 108 and 109 of the Resource Management Act 1991.

(Can also be exercised by ~~Environmental Services~~ **Resource Consents Unit** Manager or **Planning** Team Leader ~~Subdivisions or Area Development Officers~~.)

- (h) To approve the composition of hearings panels appointed pursuant to the Resource Management Act 1991.
- (i) To invite an applicant and submitters to attend a pre-hearing meeting pursuant to Section 99 of the Resource Management Act 1991.
- (j) Delegate to the Resource Consents **Unit** Manager and the Planning Administration Manager the discretion to impose further requirements on temporary accommodation, depot and storage facility activity after it has commenced under clause 7(3)(b) and 8(3)(b) of the Canterbury Earthquake (Resource Management Act Permitted Activities) Order 2011.
- (k) Delegate to a Commissioner to be appointed from an approved list by the Resource Consents **Unit** Manager or the Planning Administration Manager the

discretion to permit, by public notice under clause 7(3)(a) and 8(3)(a) of the Canterbury Earthquake (Resource Management Act Permitted Activities) Order 2011, temporary accommodation, depots and storage facilities that do not meet the standards approved by the Council under recommendation.

- (l) To approve the content of a consent authority report on an application that has been directly referred to the Environment Court under sections 87F and 198D of the Resource Management Act 1991.

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The following delegations duplicate another similar delegation to the Planning Team Leader on page 64 and can be deleted.

#### **PLANNING TEAM LEADER**

~~That pursuant to section 34A of the Resource Management Act 1991, the following delegations of powers and functions under that Act be made to the Civic Planning Team Leader:~~

- ~~(a) To require further information to be provided, or to commission a report, before a resource consent application is notified, or heard, pursuant to section 92 of the Resource Management Act 1991.~~
  - ~~(b) To determine which persons and bodies shall be served with a copy on any notified resource consent application, and to arrange its public notification, and erection of signs, pursuant to section 93 (1) of the Resource Management Act 1991.~~
  - ~~(c) To consider and impose conditions on a Development Plan under section 410 of the Resource Management Act 1991. (This delegation also to Subdivision Planning Officers.)~~
  - ~~(d) To certify compliance as “authorised officer” under section 224 of the Resource Management Act 1991 (compliance certificate – survey plan). (This delegation also to Subdivision Planning Officers.)~~
  - ~~(e) To certify any plans of subdivision or copy thereof, which has not had a previous statutory approval (section 226 Resource Management Act 1991). (This delegation also to Subdivision Planning Officers).~~
  - ~~(f) Authority to sign the cancellation of bond and cancellation of covenant documents to release these instruments where registered under sections 108 and 109 of the Resource Management Act 1991.~~
- ~~(Can also be exercised by Environmental Policy and Approvals Manager, Planning Administration Manager, Resource Management Manager.~~
- ~~(g) To invite an applicant and submitters to attend a pre-hearing meeting pursuant to Section 99 of the Resource Management Act 1991.~~

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The following delegations are transferred to the Resource Consents Unit Manager

#### **RESOURCE MANAGEMENT MANAGER**

1. To invite an applicant and submitters to attend a pre-hearing meeting pursuant to Section 99 of the Resource Management Act 1991.

- ~~2. To issue an amended resource consent pursuant to Section 133A of the Resource Management Act 1991.~~
- ~~3. To approve the content of a consent authority report on an application that has been directly referred to the Environment Court under sections 87F and 198D of the Resource Management Act 1991.~~

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This position no longer exists and the delegations are transferred to the Planning Team Leader

#### **TEAM LEADER SUBDIVISIONS**

- ~~1. To require further information to be provided, or to commission a report, before a resource consent application is notified, or heard, pursuant to section 92 of the Resource Management Act 1991.~~
- ~~2. To determine which persons and bodies shall be served with a copy on any notified resource consent application, and to arrange its public notification, and erection of signs, pursuant to sections 95A to 95F of the Resource Management Act 1991.~~
- ~~3. To consider and impose conditions on a Development Plan under section 410 of the Resource Management Act 1991. (This delegation also to Subdivision Planning Officers.)~~
- ~~4. To certify compliance as “authorised officer” under section 224 of the Resource Management Act 1991 (compliance certificate survey plan). (This delegation also to Subdivision Planning Officers.)~~
- ~~5. To certify any plans of subdivision or copy thereof, which has not had a previous statutory approval (section 226 Resource Management Act 1991). (This delegation also to Subdivisions Planning Officers.)~~
- ~~6. The powers of the Council under section 37(2) of the Building Act 1991 relating to the erection of buildings on two or more allotments.~~
- ~~7. That the Council resolve that, for the following purposes:  
—— (a) Section (5)(1)(g) of the Unit Titles Act 1972  
—— (b) Section 221 (2) of the Resource Management Act 1991  
—— the Principal Administrative Officer of the Council or the person authorised to sign consent notices shall be the Team Leader Subdivisions, or any Subdivision Officer.~~
- ~~8. That pursuant to section 34(A) of the Resource Management Act 1991, the Council delegates to Team Leader Subdivisions, or to any Subdivision Officer, the power to vary or cancel any condition imposed on a Consent Notice pursuant to section 221(3) of the Resource Management Act 1991.  
  
(Can also be exercised by Environmental Services Manager, Planning Administration Manager or Area Development Officers).~~
- ~~9. That the Council resolve, pursuant to section 34(A) of the Resource Management Act, that, for the purposes of sections 223, 240(3) and 5(b), 241(4)(b) and 243(f)(ii), the authorised officer shall be the Team Leader Subdivisions or any Subdivisions Officer.~~
- ~~10. That pursuant to clause 32 of Schedule 7 of the Local Government Act 2002, the Council delegates to the Team Leader Subdivisions or to any Subdivision Officer, the authority to certify approval to an easement plan of right of way pursuant to section 348 of the Local Government Act 1974.~~

- ~~11. To invite an applicant and submitters to attend a pre hearing meeting pursuant to Section 99 of the Resource Management Act 1991.~~

**18. NOTICES OF MOTION****19. RESOLUTION TO EXCLUDE THE PUBLIC**

Attached.



**THURSDAY 31 JULY 2014**

**COUNCIL**

**RESOLUTION TO EXCLUDE THE PUBLIC**

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

I move that the public be excluded from the following parts of the proceedings of this meeting, namely items as listed on the following page.

Reason for passing this resolution: good reason to withhold exists under section 7.

Specific grounds under section 48(1) for the passing of this resolution: Section 48(1)(a)

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:





## COUNCIL 31. 7. 2014

| ITEM NO. | GENERAL SUBJECT OF EACH MATTER TO BE CONSIDERED                                   | SUBCLAUSE & REASON UNDER ACT   | SECTION     | PLAIN ENGLISH REASON   | WHEN REPORT CAN BE RELEASED   |
|----------|---|--|-------------|--|---|
| 20.      | <b>CONFIRMATION OF MINUTES - COUNCIL MEETING OF 26 JUNE 2014 AND 17 JULY 2014</b> | Refer to previous Public Excluded reason in the agendas for these meetings.  |             |  |   |
| 21.      | <b>REPORT OF THE MEETING OF THE COMMUNITY COMMITTEE MEETING OF 15 JULY 2014</b>   | <b>EVENTS AND FESTIVALS FUNDING ALLOCATION 2014/15</b><br>Disclosing the information could unreasonably prejudice the commercial position of the person who supplied the information.                                      | 7(2)(b)(ii) | Commercially confidential details of sponsorship position of events and contractual terms of agreements with external parties.         | Once event organisers (applicants) have been informed of the funding allocations approved by Council. External party sponsorship information will be removed from the report. |
| 21.      | <b>REPORT OF THE MEETING OF THE COMMUNITY COMMITTEE MEETING OF 15 JULY 2014</b>   | <b>FACILITIES REBUILD PLAN – RICCARTON COMMUNITY CENTRE, SERVICE CENTRE AND VOLUNTEER LIBRARY OPTION RECOMMENDATION</b><br>Conduct of negotiations.  | 7(2)(i)     | Attachment 4 includes details of the ongoing negotiations around potential sites and if publicised could prejudice those negotiations. | Following completion of all option negotiations and subsequent approval by Council of one of the preferred options.   |
| 21.      | <b>REPORT OF THE HOUSING COMMITTEE MEETING OF 15 JULY 2014</b>                    | <b>RESIDENTIAL RED ZONE SOCIAL HOUSING COMPLEX DEMOLITIONS</b><br>Enable any local authority holding the information to carry out, without prejudice or disadvantage, commercial activities.                               | 7(2)(h)     | Commercial negotiations yet to be finalised.   | Once final settlement has been reached with the Earthquake Commission.  |
|          |   | Enable any local authority holding the information to carry on, without prejudice or disadvantage, negotiations (including commercial and industrial negotiations).  | 7(2)(i)     |  |   |
| 21.      | <b>REPORT OF THE HOUSING COMMITTEE MEETING OF 15 JULY 2014</b>                    | <b>FACILITIES REBUILD PROGRAMME: BOYD COTTAGES SOCIAL HOUSING COMPLEX EARTHQUAKE REPAIRS</b><br>Enable any local authority holding the information to carry out, without prejudice or disadvantage, commercial activities. | 7(2)(h)     | Commercial negotiations yet to be finalised.   | Once final settlement has been reached with the Earthquake Commission.  |
|          |   | Enable any local authority holding the information to carry on, without prejudice or disadvantage, negotiations (including commercial and industrial negotiations).  | 7(2)(i)     |  |   |

COUNCIL 31. 7. 2014

| ITEM NO. | GENERAL SUBJECT OF EACH MATTER TO BE CONSIDERED                | SUBCLAUSE & REASON UNDER ACT  | SECTION | PLAIN ENGLISH REASON                         | WHEN REPORT CAN BE RELEASED  |
|----------|--|---|---------|--|--|
| 22.      | <b>REPORT OF THE HOUSING COMMITTEE MEETING OF 15 JULY 2014</b> | <b>FACILITIES REBUILD PROGRAMME: PICKERING COURTS SOCIAL HOUSING COMPLEX EARTHQUAKE REPAIRS</b><br>Enable any local authority holding the information to carry out, without prejudice or disadvantage, commercial activities. | 7(2)(h) | Commercial negotiations yet to be finalised. | Once final settlement has been reached with the Earthquake Commission. |
|          |  | Enable any local authority holding the information to carry on, without prejudice or disadvantage, negotiations (including commercial and industrial negotiations).   | 7(2)(i) |  |  |
|          |  |   |         |  |  |
|          |  |   |         |  |  |
|          |  |   |         |  |  |
|          |  |   |         |  |  |

**COUNCIL 31. 7. 2014****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.”