

Christchurch City Council MINUTES ATTACHMENTS

Date: Thursday 2 May 2024
Time: 3pm
Venue: Council Chambers, Civic Offices,
53 Hereford Street, Christchurch

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WORLD-CLASS PUBLIC ART FOR CHRISTCHURCH

Christchurch City Council Public Art Advisory Group

**Presentation to Support
Our Long Term Plan Submission 2024**





PAAG who are we?

Established by Council in 2007

Current Members:

- Dame Adrienne Stewart
- Hugh Nicholson
- Darryn George
- Blair Jackson
- Puamiria Parata-Goodall
- Paul Lonsdale
- Richard Aindow
- Anthony Wright (Chair)









Vision

- To reignite and reinvent Christchurch city's artistic legacy so that Christchurch becomes a cultural powerhouse
- To provide distinctive and innovative art that will enrich the urban landscape and enlarge the experience of those who live and visit
- To support artworks that will attract people to our city

Guiding Principles

To support significant works of art commissioned for public spaces

- Within the four avenues of the central city
- Located at the major entrances to Christchurch
- Associated with major strategic developments elsewhere in the city
- With and for communities around the city

City funded public art will be a partnership with other private and public sources

Top Flight Public Art Collection



Phil Price, *Nucleus*, 2006 was a catalyst artwork to get a Public Art Fund in place funded by CCC Arts and Sir Robertson and Dame Adrienne Stewart and Errol and Jennifer Clark in 2006.



Regan Gentry, *Flour Power*, 2008



Passing Time, Anton Parsons, 2010/2011



Julia Morison, *Tree Houses for Swamp Dwellers*,
2013



Mischa Kuball, *Solidarity Grid* 2013/15.



Michael Parekowhai, *Chapman's Homer*, 2011



Neil Dawson, *Fanfare*, 2014



Antony Gormley, *STAY*, 2016



Ben Willems of EY at the blessing ceremony of *Pupu Harakeke*. A gentle memorial to his wife killed in the February 22, 2011, earthquake. Supported by CCC PAAG and EY, installed outside their new office building in the King Edward Barracks Development.



David McCracken, *Diminish and Ascend*, 2014



Nathan Pohio *Raise the anchor, unfurl the sails, set course to the centre of an ever setting sun!*, 2015



Semisi Fetokai Potauaine, *Vaka A'Hina*, 2019



Natalie Guy, *The Pool*, 2019



Simon Kaan/Rachael Rakena, *Te Aika*, 2021



Brett Graham, *Erratic*, 2023



Jon Jeet, *He Toki Maitai*, 2024



Kazu Nakagawa, *Ka Mua, Ka Muri*, 2024

During past 3 years PAAG has

- Delivered five works, funded by SCAPE, Ōtākāro and the Mount Pleasant Community
- Developed our next 10 year Strategic Plan with stakeholders and the community
- Ensured close alignment with CCC key Objectives (this is where CCC staff input has been invaluable)

For every dollar the Christchurch City Council has invested into the Public Art Fund, \$3.15 additional dollars have been raised by the private sector

The Ask

PAAG request that the budget in the Draft LTP is retained to enable our work to continue over the next decade.

- Funds would be applied to a combination of existing works awaiting reinstatement and new works

We wish to thank and acknowledge the ongoing support of Christchurch City Council.

Oral submission by Christine Dann
Climate Risk Concern
May 2024

in support of

**Climate Risk Mitigation and Reduction Actions –
*what can Christchurch do now to secure our city?***

A submission on the Christchurch City Council Long Term Plan 2024-2034
by
*Climate Risk Concern**
April 2024

Kia ora tatou. Thank you for the opportunity to speak to our submission, and for all the work you do for my home place and people.

I was sixteen years old and living in Bowenvale Ave, in the shadow of the Port Hills, when the worst cyclone on record hit Christchurch. Its name was Cyclone Giselle, but we usually remember it as the 'Wahine Storm' of 1968.

That extreme, and extremely deadly, cyclone was a one-off for New Zealand in the twentieth century. For me, it just meant struggling through the storm on my bike to get to Cashmere High School, taking shelter at a friend's place halfway along the route, and finding out there that school was cancelled for the day.

For the thousands and thousands of young people in Hawkes Bay, Te Tai Rawhiti, the Auckland area, and Northland, extreme storms like Cyclone Giselle are now the new normal. Ex-tropical cyclones are now coming further south, and their intensity is increasing. Their effects on young lives are now much worse than a day missed from school.

Cyclone Giselle took out whole forestry plantations in Canterbury – which at that time were mainly on the plains. Now – as on the East Cape – they are on steep and erosion-prone hillsides, including the hillsides on Banks Peninsula, where I now live. So I wonder and worry about what will happen when the next cyclone hits Canterbury.

But I wonder and worry even more about an immediate risk from forestry plantations – especially those close to homes, shops and roads – which I never experienced when growing up next to the Port Hills. Now, it has happened twice in the past seven years. Fire.

Climate Risk Concern's written submission contains more detailed information on the risks to Christchurch city's land and people posed by a heating climate, including more droughts, floods, storms, coastal erosion and wildfires. It includes our recommendations on the action which the Council can and should take to significantly reduce the fire risk close to homes and roads. This is necessary both now and in the future. That future which will include rising average temperatures and hence more vulnerability to droughts and fires – whether we like it or not.

When my great-great grandparents Hannah and Joseph Dann sailed into Whakaraupo on the Lady Nugent in 1849, they would have seen the southern slopes of the Port Hills covered in native forest, from sea level to the ridge line. Today, just a few remnants remain.

Their great-great grandchildren, walking the hills over one hundred years later, had to make do with the tiny bit of original bush left beside Mitchell's Track. Plantations of highly flammable exotic trees now dominate these hills and others around the harbour.

Those trees were planted when the global average temperature was still less than 1 degree above baseline. This year the scientists think it is likely that the world will be 1.5 degrees hotter, and on track to be 2 degrees hotter by mid-century, if not sooner.

As Louis MacNeice wrote in his prescient 1938 poem, Bagpipe Music:

"The glass is falling hour by hour, the glass will fall forever,
But if you break the bloody glass you won't hold up the weather."

The citizens of Christchurch did not make this weather, and we can't hold it up. What we *can* do, now and in the future, is take significant steps to reduce the risk of our lives and our land being harmed by this weather. We should have started sooner, but now – straight away – will have to do. Climate Risk Concern's vision is that by 2049 the Port Hills will be well on the way to being covered in low flammability, erosion-preventing native plants again, as will the rest of Banks Peninsula. The city council has the powers and the responsibility to take a lead in making this happen – we urge you to do so, with immediate effect.

Christchurch
attractions

Hammer
Springs
attractions

CCC LONG TERM PLAN SUBMISSION
PRESENTATION 7 MAY 2024



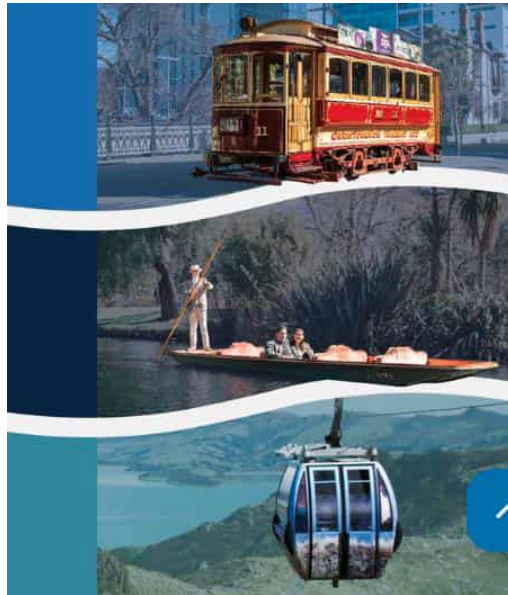
Submission Focus:

- 1) CAL and HSA operations**
- 2) CAL background**
- 3) Infrastructure upgrade for power generation**
- 4) Event Funding**





Christchurch Attractions Limited (CAL)





Hamer Springs Attractions (HSA)





Christchurch Attractions Limited (CAL)

- 183,000 passengers carried on Trams in last financial year**
- Local discounted annual passes made available to Canterbury residents**
- Clean and Green operations**
- Generates revenue for the Ferrymead Historical Society**





Power Generation

- **Our Trams currently run on infrastructure operating at full capacity**
- **During summer if we run our Restaurant Tram during the day we need to take one of our other Trams out of service**
- **Not in a position to introduce additional capacity until power infrastructure upgraded**





Cruise Vessel Demands

- **Tram passenger numbers have risen dramatically in the last two years as cruise vessels have returned to NZ – this benefits CCC as well**
- **On the days large vessels visit long queues for the Trams are very common**
- **Any investment in additional Trams will be linked to an increase in power availability – cost per new Tram is significant**





Event Funding

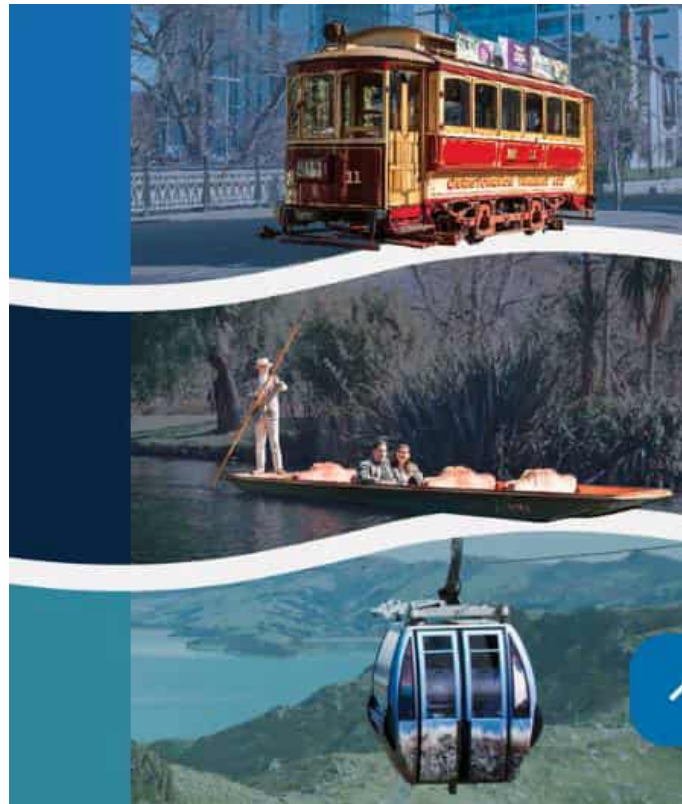
- **CAL working with Christchurch NZ, Te Pae and other parties to promote ChCh as a destination for events**
- **The pending opening of the new Sky City convention centre in Auckland will bring further competition into the event hosting market**
- **Strongly support continued CCC major event funding and particularly as Te Kaha comes on line**



Christchurch
attractions

Hanmer Springs
attractions

Thank you





CCC Long Term Plan Cycling Submission

Prepared for: Michael Patterson
Job Number: CAHL – L003
Revision: A
Issue Date: 9 April 2018
Prepared by: Stephen Carruthers
Reviewed by: Ann-Marie Head

1. Introduction

The Christchurch City Council (CCC) has released its Draft Long Term Plan 2018 – 2028 for public feedback. The Commodore Hotel NZ makes this submission in support of the Long Term Plan, with a request that funding is allocated to enhance the cycling facilities along Memorial Avenue to improve the safety for those that choose to cycle already, and to support an increase in cyclist numbers along the route.

The Commodore Hotel has an interest in safer cycle access for its employees, tourist opportunities with e-bikes, families that regularly cycle along this route, and as an organisation with a strong desire to see more people safely cycling on a comprehensive cycle network in Christchurch.

2. Strategic context

The Vision of the Christchurch Transport Strategic Plan 2012 – 2041 is to *Keep Christchurch moving forward by providing transport choices to connect people and places*. The Vision is supported by four goals:

1. Improve access and choice (Create opportunities to develop a cycle network during the city's rebuild, to make it easier to use bicycles. This will include creating quiet streets, shared footpaths, developing dedicated major cycleways and key flagship cycleways that support Christchurch becoming a cycle city.)
2. Create safe, healthy and liveable communities
3. Support economic growth, and
4. Create opportunities for environmental enhancements.

Providing for cycling is a strong element in the Vision for the growth of Christchurch, and one that will contribute to each of the strategic goals in making it a liveable city. We strongly support the Vision, and that the Long Term Plan should align to deliver the Vision.

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3. *Cycling routes*

We acknowledge and applaud the Council for its significant investment in cycleways. The Long Term Plan proposes a \$206M investment in the Major Cycleway Routes. However, none of these routes provide a direct efficient link between the Christchurch International Airport and the Central City, along Memorial Avenue.

Along with the key attractors at each end of the route (the airport and the CBD), there are many institutions along the route that would benefit from improved cycle provisions including the currently car dominated business park accessed off Sir William Pickering Drive, Burnside Park, Burnside High School, Christ the King Catholic Church, as well as thousands of residents.

This is a key link, that with better cycle protection, could become a significant cycle corridor. We acknowledge that the Burnside Path, parallel to Memorial Avenue is nominated as the cycle route. However, the route is longer, winding and not particularly well signed. Confident regular cyclists are unlikely to use it due to the additional length, and new cyclists (including tourists) are unlikely to know about it.

4. *Memorial Avenue*

Memorial Avenue is a Major Arterial that provides the most direct link from the airport to the Central City. The airport, along with the airport business park, is one of the city's most significant employment centres and is also obviously the gateway to Christchurch for some 6.5M visitors per year.

It is already a relatively busy cycle route. The Memorial Avenue/Clyde Road intersection had 149 cyclists in the 7 – 9am peak period and 163 in the 4 – 6pm peak period in the Council's September 2016 traffic survey.

Memorial Avenue has four lanes (two in each direction), with wide berms and a median island. There are some cycle facilities, however, between Russley Road and Clyde Road cyclists must compete with parked cars for space in the corridor. This pushes cyclists out into the traffic lane encroaching into motorist's space and creates an unsafe environment for all. This situation is demonstrated in the photograph below, where the blue hatchback feels the need to drive over the centre line to give the cyclist enough space.



Our Ref:
CCC Long Term Plan Cycling
Submission

Date:
9 April 2018

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As part of the motorway upgrade the western (airport) end of Memorial Avenue has good facilities, and the route along Fendalton Road into town also has reasonable facilities. However, the section in between does not provide for cyclists so well where cycles lanes appear to abruptly end, as demonstrated in the images below, where the cycle lane leads straight into all day parked vehicles. This problem is exacerbated for cyclists by the limited space between the parked vehicle and the van in the traffic lane.



Some cyclists choose to cycle on the footpath instead of navigating parked cars and the traffic lanes, as illustrated in the photos below. These footpaths are not shared paths and do not provide for both pedestrians and cyclists.



An extract from NZTA's Crash Analysis System (CAS) identified that between 2008 – 2017 there were 14 reported crashes that involved cyclists on Memorial Avenue between Russley Road and Clyde Road. These resulted in 5 serious injuries and 8 minor injuries. The crash diagram is contained in Appendix 1. It shows that the crashes are spread along the entire length of Memorial Avenue. Two of the crashes are from opening car doors. The remainder were primarily from a lack of awareness and checking that a cyclist was present. Improved cycle facilities would provide cyclists with dedicated road space and help remind motorists of the need to check and be aware of cyclists.

Our Ref:
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Date:
9 April 2018

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Proposal

The Service Plan for Active Travel allocates \$300,000 to the Local Cycleways Programme that is available for local routes that connect to major cycleways and major trip generators, such as schools and shopping centres. This programme is designed for local cycle connections such as we are proposing on Memorial Avenue.

We believe that significant improvements can be made with minor investment. The primary issue is the conflict between parked vehicles and cyclists, which could be addressed through changes to the parking management. Currently, on-street parking on Memorial Avenue is not subject to time restrictions or parking fees. At the western end of Memorial Avenue, parking is most likely occupied by long term parkers from the airport who are attempting to avoid paying for parking. Further east, closer to Roydvale Avenue, parking appears to be dominated by commuter parking associated with the business park, and accessed through a pedestrian alleyway between 406 and 408 Memorial Avenue. Through the eastern section of Memorial Avenue parking appears to be less busy during the day, however, is likely to be more dominated by residential parking.

We request that parking restrictions are applied that seek to control all day parking. A parking time restriction would address both the airport and commuter parking. This would reduce the majority of parking and allow for a much safer cycling experience. Alternatively, parking clearways could be applied during peak periods to assist in the safety of commuter cycling, although this would not provide for tourist cyclist opportunities from the airport and hotels, or for school cyclists after school.

Parking time restrictions or a clearway would remove the conflict between parked vehicles and cyclists, and allow more space for cyclists on the road without the fear of opening doors or the need to cycle in the traffic lane. This will improve their safety, and will likely encourage new cyclists to give cycling a go.

We acknowledge that there are sections where parking removal would conflict with other community facilities, such as sports facilities at Burnside Park. In this location a shared path facility could be considered. It could be achieved without affecting property access, and likely without affecting vegetation along the edge of the park. There may also be opportunities for recessed parking into the berm, as can be seen along Fendalton Road, as another method to provide more space for cyclists.

5. Summary

In summary, we support the Christchurch City Council's effort in improving cycling facilities. We believe that there is a great opportunity to improve an important cycling route along Memorial Avenue for a reasonably low cost. We request that the Council gives further consideration to cycle enhancements along Memorial Avenue. We would be pleased to discuss this further with the Council, and be involved in seeing this idea be turned into a reality.

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CCC Long Term Plan Cycling
Submission

Date:
9 April 2018

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Appendix 1. Memorial Avenue Cycle Crash 2008 - 2017



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CCC Long Term Plan Cycling
Submission

Date:
9 April 2018

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CCGA



THE CANTERBURY COMMUNITY
GARDENS ASSOCIATION

EST. 2001























CCGA



THE CANTERBURY COMMUNITY
GARDENS ASSOCIATION

EST. 2001

Where is our Community Centre?

Why use plain language?

Only 16% of New Zealand adults are considered to have high literacy

People may also:

be unfamiliar with the subject and related jargon, have limited computer skills.

Using simple words and sentence structures can make information more accessible and easier to scan. This helps to improve transparency and build trust.

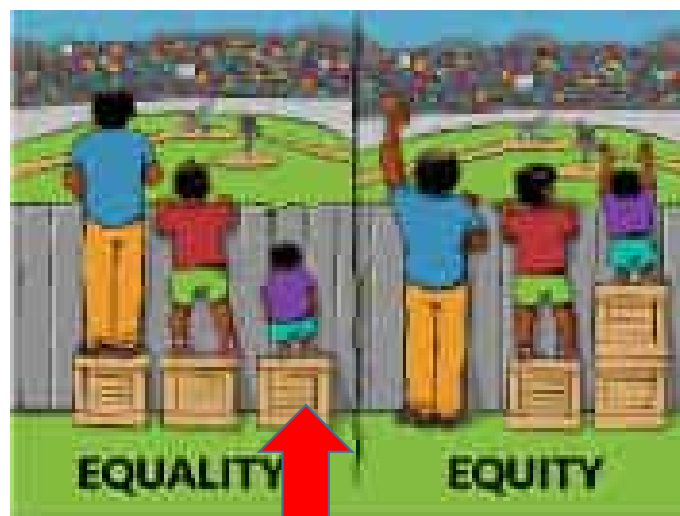
The LTP submission process is complex and linguistically challenging. We need to make it more accessible for people with communication challenges.

Where is our Community Centre?



13 years, 2 months, 26 days
Still waiting...

Where is our Community Centre?



Our community

Where is our Community Centre?

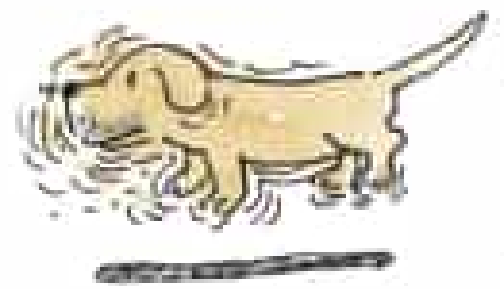
The obstacle course of
bureacracy ... we come up
with solutions but barriers
continue to be put in place.



Presented a petition of over 1200 residents requesting a rebuild at the LTP on 12.5.21.
CCC put money in the LTP for a new centre and asked for a feasibility study into the concept of including a library into a facility on the site at 10 Shirley Road. Eventually in July last year staff went out for ANOTHER community consultation. We are still awaiting the outcome of that.

Where is our Community Centre?

Is the tail wagging the dog?



Residents have consistently given the same message since the earthquakes (community conversations, consultations, meetings etc). We want our community centre back on site. We need support from council to make this happen. This means staff working with and listening to the community and not repeating work. Remove the barriers.

Where is our Community Centre?



What's on at the Shirley Library? Not much. Too small. Not enough space. Not equitable for our children and community.

Where is our Community Centre?



Bring forward \$240,000 to the current financial year for planning and design.

Bring forward the build budget to the next financial year so building can commence.

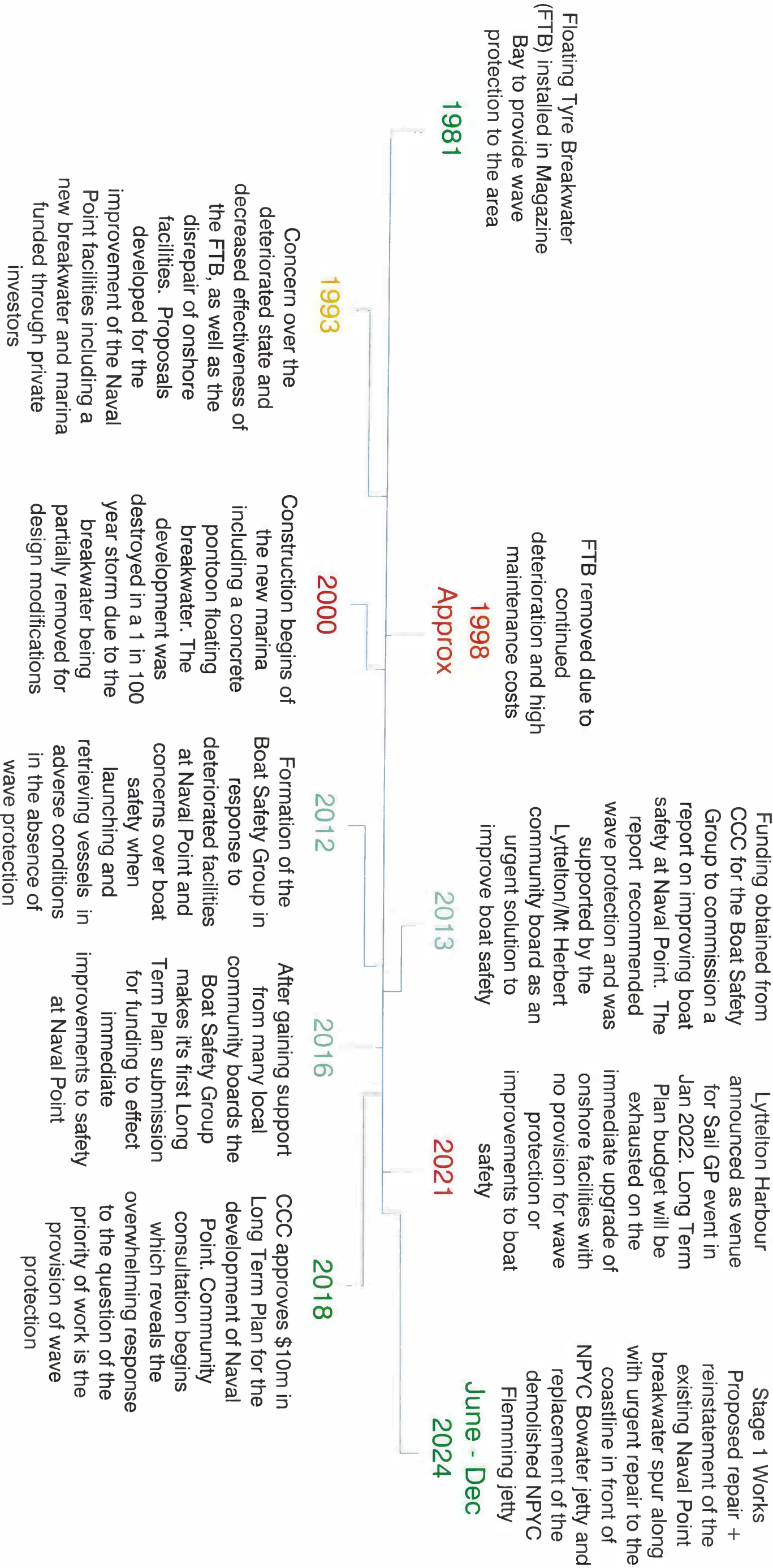
Enough waiting – lets have some equity for our communities.



Christchurch City Council

Attachment G Item 3.

Timeline of Wave Protection at Naval Point, Lyttelton Harbour





The purpose of this project is to establish a safe environment for people from the greater Christchurch area taking part in aquatic activities on Lyttelton Harbour, this must include safe access to and from the water in all weather and sea conditions.

A phone survey of 5025 persons was conducted to establish the extent of public support for this project, all participants gave their support. The percentage of participants residing in each ward is as follows:

Albion-Waiwera 4%, Burnwood-Pegasus 7%, Fendalton-Waimairi 8%, Hagley-Ferrymead 18%, Lyttelton-Mt Herbert 23%, Rocabaton-Wigram 9%, Shirley-Papanui 5%, Spreydon-Hastings 12%, Outside of Christchurch 14%

A workshop conducted by Eric Banks of the Christchurch City Council was initiated on 28 April 2017 and runs through to 30 May 2017. Present at this workshop was a delegation representing the boating community of Canterbury, being Colin Lock (Vice Commodore of the Naval Point Yacht Club), Willie Neumann (Canterbury Yacht Squadron representing 150 trailer yachts from Canterbury) and Ross May (Naval Point Club Lyttelton Membership Services Manager representing the Canterbury Yachting Association). All of the above delegates, along with the Boat Safety Group, and with support from the Banks Peninsula Community Board, wish to see this project implemented with urgency. If any further comments to the proposed scheme are brought forward at the close of the workshop we will look to implement them in our design.

The Naval Point public boat ramp is extremely well used, with 393 launches over Wairangi weekend 2017.

300 boaties attended a Boat Safety Group workshop at the Lyttelton Community Boardroom over a two day period. 100% of the attendee's supported our proposals.

SUPPORT FOR THE PROJECT

17th April 2016

Boat Safety Meeting 20th April

Please accept my apologies for my absence at today's meeting.

As we are all aware there has been no progress on improving the public boating facilities at Naval Point for an exceedingly long period of time. The proposal as tabled and outlined by OCEL is an extremely cost effective design which will add enormously to the existing launch and retrieve facility. We have talked extensively about the negative safety aspects of the existing facilities particularly when a southerly blows up after a calm start to the day. With the proposed design using the concrete pontoons (generously organised by Buzz March), with their weight and angle to the southerly will have an enormous effect on reducing the wave action that rolls onto the boat ramp making for a safer boat retrieval operation. This design will have enormous safety benefits to the launch and retrieve of boats.

In summary I believe:

1. This will be a major safety improvement to the existing ramp.
2. This design is in line with other facilities around the country.
3. A good cost effective robust design that complements the existing facility.
4. Improvement to the public area at Naval Point boating facility is long overdue.
5. This facility has the ability and does generate income through a user pays system.
6. With improvement to the facility, this in itself will attract more users.

Eden Husband

SUBMISSION TO:

Christchurch City Council

ON:

Draft Long Term Plan 2015 - 2025

BY:

Lyttelton/Mt Herbert Community Board

CONTACT:

Paula Smith
Chairperson, Lyttelton/Mt Herbert Community Board
c/o Lyttelton Service Centre
P O Box 73027
Christchurch 8154

Project Name	Lyttelton Marina Entrance Development
Project ID	357
Comment	The Board notes that the funding for a development plan is planned for 2016 but there is apparently no funding for implementation of the plan. The development of a plan raises community expectations. The risk with this strategy is the plan would be out of date if not implemented soon after the plan is approved.

Project Name	Naval Point Breakwater and Marine Project (Unfunded)
Project ID	17918
Comment	The Board strongly supports this project. The Board notes there has long been community concern about the risks to recreational boat users, especially young and inexperienced sailors, trying to get their boats out of the water quickly and safely when a southerly change makes conditions on the water unsafe. This project is currently unfunded. However, this is a critical safety issue for the community. The Board supports the submission of the Boat Security and Safety Association to the Long Term Plan. The Board wishes to highlight that this project should be developed alongside the work of the Naval Point Redevelopment Project.

Capital Project ID 357 - Lyttelton Marina Entrance (Naval Point) Development
Metropolitan recreational assets at Naval Point (Lyttelton Marina Entrance) have been notified by successive Councils since the majority of the marina was destroyed by a storm in 2000. Community frustration is reflected in the submission on the Draft Annual Plan and amended Long Term Plan by the Boat Security and Safety Association who are keen to see progress on the ground. The Association proposes that capital funding be allocated for installation of a pontoon on the public slipway at Naval Point to increase boat safety.

The Board fully supports Capital Project ID 357, as supporting development of Naval Point is one of the Board's top priorities in its Community Board Plan. The Naval Point Development Plan, funded by this project and currently underway, has as one of its objectives improving local safety, which is also one of the Board's top priorities. Improving boat safety is one of the priority capital works identified by the Naval Point Development Plan following comprehensive consultation, the Board supports funding to implement these improvements.

For further information please contact Team Leader James Ensor of the Boat Security and Safety Association and the Lyttelton Boat Safety Stakeholders Group



17/03/2021

Consent search | Environment Canterbury

Details for CRC960350.2

RMA

Authorisation Number CRC960350.2

Client Name Christchurch City Council - C/O Buddle Findlay

Consent Location

Magazine Bay, LYTTELTON HARBOUR

State

Issued - Active

To

to disturb the bed to erect, reconstruct, replace, alter and or extend the following structures on and over the foreshore and seabed; two floating breakwaters - two piers and associated finger jetties and vessel berths; a floating fuel jetty; effluent pump out and disposal facilities; layoff jetties and breastworks; five slipways and a vessel lift/haulout facility.

Commencement Date 18 Mar 1996

Date This Consent Number Issued 01 Sep 2009

Expiry Date 14 Mar 2031

Please note there has been a change to how we represent the date fields. The 'Date This Consent Number Issued' is the date this version of the consent was issued. The 'Commencement Date' is when the original version of this consent was issued as per s116 of the Resource Management Act 1991.

- 1 All works shall be located generally as shown on plan No.930903/30A attached.
- 2 The floating breakwater shall be curved to practical engineering limits to achieve the best wave attenuation and to minimise back wave reflection towards the boats moored in Corsair Bay.
- 3 The northeastern most finger jetties as shown on plan 930903/30A attached, shall be reduced on the northern extremity by 2 berthing bays either side of the central finger pier (4 finger piers).
- 4

17/03/2021

Consent search | Environment Canterbury

The fuel dispenser line from the storage tank to the floating fuel jetty shall be a double contained pipe and shall be fitted with a shear valve and a leak monitoring system.

- 5
- 6 Fuel dispenser nozzles shall be hand held and shall be fitted with automatic cut off action to prevent refuelling overflow spillages.
- 7 The consent holder shall submit to the Canterbury Regional Council prior to the fuel jetty being commissioned for operation, a contingency plan covering fuel spillages from the storage tank and fuel dispensing equipment and the effluent pump out facilities.
- 8 The lapsing provision of Section 125 of the Resource Management Act shall not apply to this consent until 15 years from the date of commencement.
- 9 The Canterbury Regional Council may annually, on the last working day of June, serve notice of its intention to review the conditions of this consent for the purposes of:(i) dealing with any adverse effect on the environment which may arise from the exercise of the consent not foreseen at the time of granting the consent and is therefore appropriate to deal with later; or(ii) complying with the requirements of a relevant rule in an operative regional plan.(iii) dealing with any adverse effects on existing swing moorings in Corsair Bay.
- 9 Charges, set in accordance with section 36 of the Resource Management Act 1991, shall be paid to the Regional Council for the carrying out of its functions in relation to the administration, monitoring and supervision of resource consents and for the carrying out of its functions under section 35 of the Act.

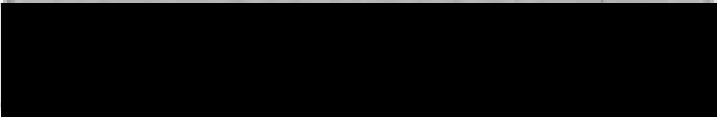
Environment Canterbury © 2021
Retrieved: 11:55am, Wed 17 Mar 2021
<https://www.ecan.govt.nz/data/consent-search/>

<https://www.ecan.govt.nz/data/consent-search/consentdetails/CRC960350.2/crc960350.2>

09/01/2017

Print

Subject: Document Request - CRC960350 EMAIL:00480000569



Date: Monday, 9 January 2017 1:09 PM

Dear James,

Thank you for your call regarding CRC960350.

Please find attached the consent decision documents for CRC960350, CRC960350.1 and CRC960350.2. I have also included the transfer decision for the original consent as this includes that plan.

If you have any further enquiries, please reply to this email or call Customer Services (details below).

Kind regards

Anna Morrow

How did we do today?
Give us your [feedback here](#).

CUSTOMER SERVICES
Environment Canterbury

ecm1002.ecan.govt.nz



PO Box 345, Christchurch 8140, New Zealand
Customer Services: 0800 324 636



Anna Morrow
Advisory Officer I
Environment Canterbury



PO Box 345, Christchurch 8140
Customer Services: 0800 324 636
Pollution Hotline: 0800 76 55 88



Attachments

- CRC960350 Decision Documents.pdf (81.39 KB)
- CRC960350, transfer of resource consent and summary of consent hearing decision.pdf (1.02 MB)
- CRC960350.1 Decision Documents.pdf (81.57 KB)
- CRC960350.2 Decision Documents.pdf (81.50 KB)

P10
Search
P11
SPIT
P.12
P.16 map
35 years
P.12
P.16 map
35 years

In respect of those matters referred to under Part II of the Act, Section 6 of Part 11 requires recognition and provision of matters of national importance such as the preservation of the natural character of the coastal environment from inappropriate subdivision use and development; the protection of outstanding natural features and landscapes, the maintenance and enhancement of public access to and along the coastal marine area and the relationship of Maori and their culture and traditions with their ancestral lands, water, sites, waahi tapu and other taonga. The natural character of Lyttelton Harbour has been already significantly modified by human developments and this proposal could be seen as enhancing rather than detracting from that natural character in its present modified state. We have already expressed a view on the effects of this development on public access. Mitigation measures proposed for potential contaminants entering the harbour adequately recognise the relationship of Maori and their culture with the harbour.

Section 7 refers to various matters, some of which are relevant to these applications, to which particular regard shall be given. They include Kaitiakitanga, the efficient use and development of natural and physical resources, and the maintenance and enhancement of amenity values.

There would appear to have been adequate consultation with the local Runanga and the issues of concern to tangata whenua. The marina in most respects, can be categorised as an efficient use of the natural and physical resources for recreational benefit and in general the proposal could be regarded as enhancing the amenity value of the harbour.

In an overall context we consider this proposal is consistent with the purposes and principles of the Resource Management Act in providing for the use and development of resources to meet a social need of the community in a sustainable way.

DECISIONS

RECOMMENDATION TO THE MINISTER OF CONSERVATION CONSENT APPLICATION NO. 960348

That a coastal permit be granted to Banks Peninsula District Council and the Lyttelton Port Company to reclaim approximately 5104 square metres of foreshore and seabed in Lyttelton Harbour in connection with a marina development subject to the following conditions;

The duration of the consent to be for an unlimited term.

Conditions

- 1) The location of the reclamations shall be as generally shown on the attached Plan Proposed Marina Development Map No. 2.
- 2) The solid breakwater extension of the Naval Point Reclamation stub breakwater shall not extend further than 160 metres from the existing reclamation.
- 3) The consent holder shall submit a scaled plan of the location and dimensions of all areas reclaimed within 3 months of completion of works.
- 4) The lapsing provision of Section 125 of the Resource Management Act shall not apply to this consent until 5 years from date of commencement.
- 5) The Canterbury Regional Council may annually on the last working day of June serve notice of its intention to review the conditions of this consent for the purposes of -
 - (i) dealing with any adverse effect on the environment which may arise from the exercise of the consent not foreseen at the time of granting the consent and is therefore appropriate to deal with later or

- (ii) complying with the requirements of a relevant rule in an operative regional plan.
- 6) Charges, set in accordance with section 36 of the Resource Management Act 1991, shall be paid to the Regional Council for the carrying out of its functions in relation to the administration, monitoring and supervision of resource consents and for the carrying out of its functions under section 35 of the Act.

DECISIONS : APPLICATIONS NO. 960349, 960350, 960351, 960352, 960360.

That Banks Peninsula District Council and Lyttelton Port Company be granted the following coastal permits for the terms shown and subject to the following conditions.

Application No. 960349 - A coastal permit to disturb the sea bed in the areas shown generally on Map No. 3 attached to remove sediment by dredging and basalt rock outcrops by blasting and excavation.

Duration of consent - 35 years.

Conditions

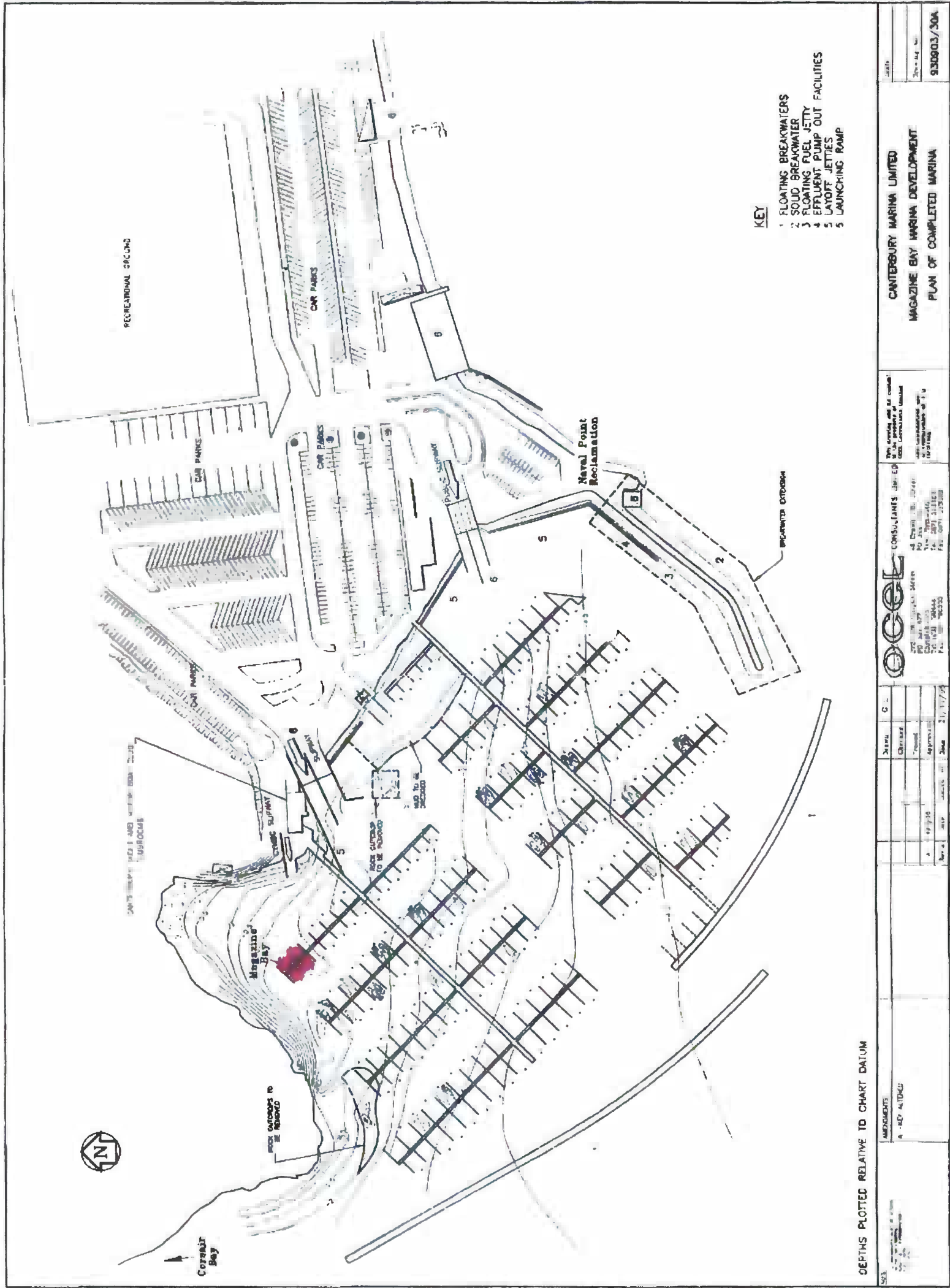
- 1) Delay detonators/relays and air curtains shall be used in all rock blasting.
- 2) The explosive charges used for blasting shall be limited to reduce the vibration velocity to at least .05 metres/second.
- 3) The lapsing provision of Section 125 of the Resource Management Act shall not apply to this consent until 5 years from date of commencement.
- 4) Charges, set in accordance with section 36 of the Resource Management Act 1991, shall be paid to the Regional Council for the carrying out of its functions in relation to the administration, monitoring and supervision of resource consents and for the carrying out of its functions under section 35 of the Act.

Application No. 960350 - A coastal permit to disturb the bed and to erect, reconstruct, replace, alter and or extend the following structures on and over the foreshore and seabed; two floating breakwaters - two piers and associated finger jetties and vessel berths; a floating fuel jetty; effluent pump out and disposal facilities; layoff jetties and breastworks; five slipways and a vessel lift/haulout facility.

Duration of consent - 35 years.

Conditions

- 1) All works shall be located generally as shown on plan No 930903/30A attached.
- 2) The floating breakwater shall be curved to practical engineering limits to achieve the best wave attenuation and to minimise back wave reflection towards the boats moored in Corsair Bay..
- 3) The northeastern most finger jetties as shown on plan 930903/30A attached, shall be reduced on the northern extremity by 2 berthing bays either side of the central finger pier (4 finger piers).
- 4) The fuel dispenser line from the storage tank to the floating fuel jetty shall be a double contained pipe and shall be fitted with a shear valve and a leak monitoring system.
- 5) Fuel dispenser nozzles shall be hand held and shall be fitted with automatic cut off action to prevent refuelling overflow spillages.

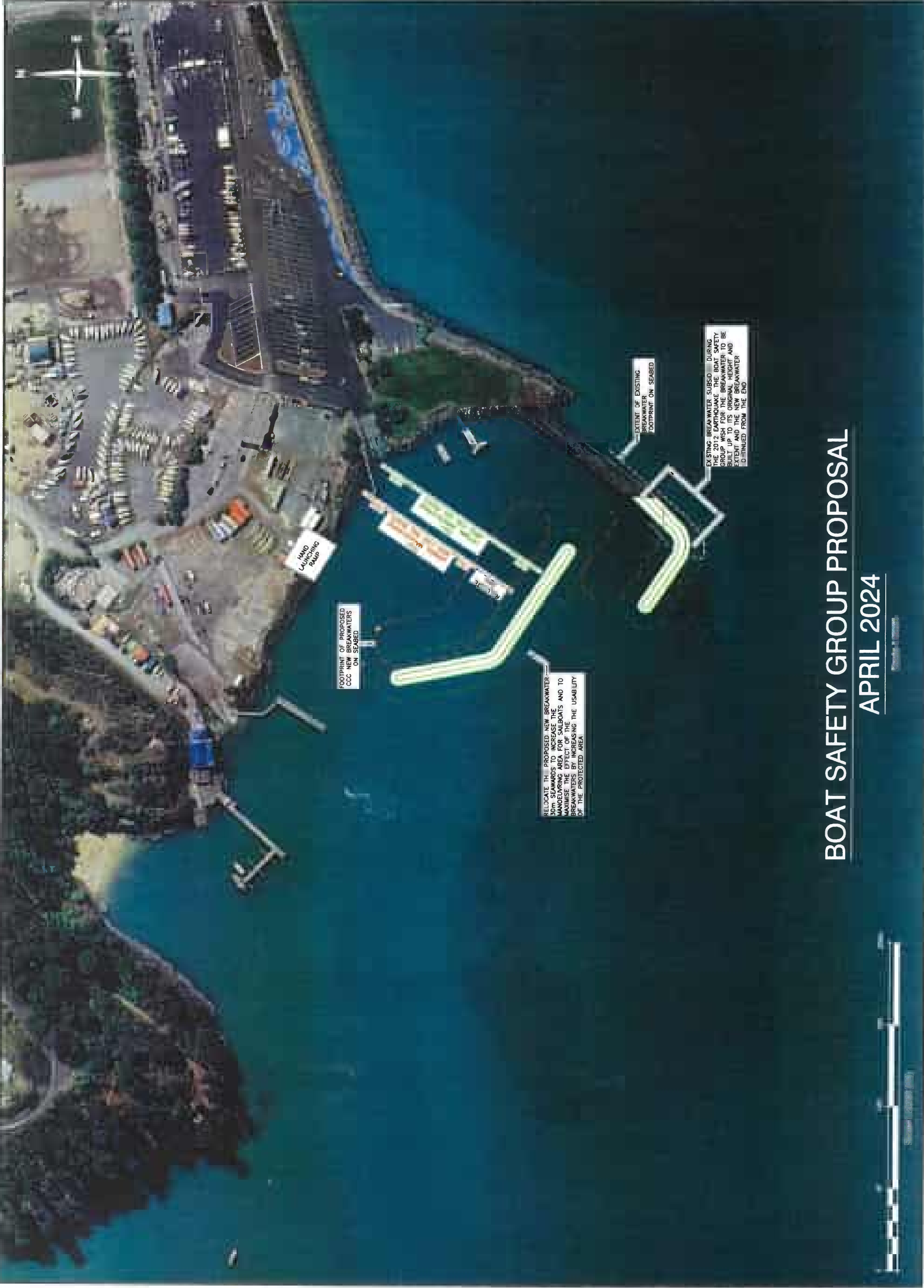


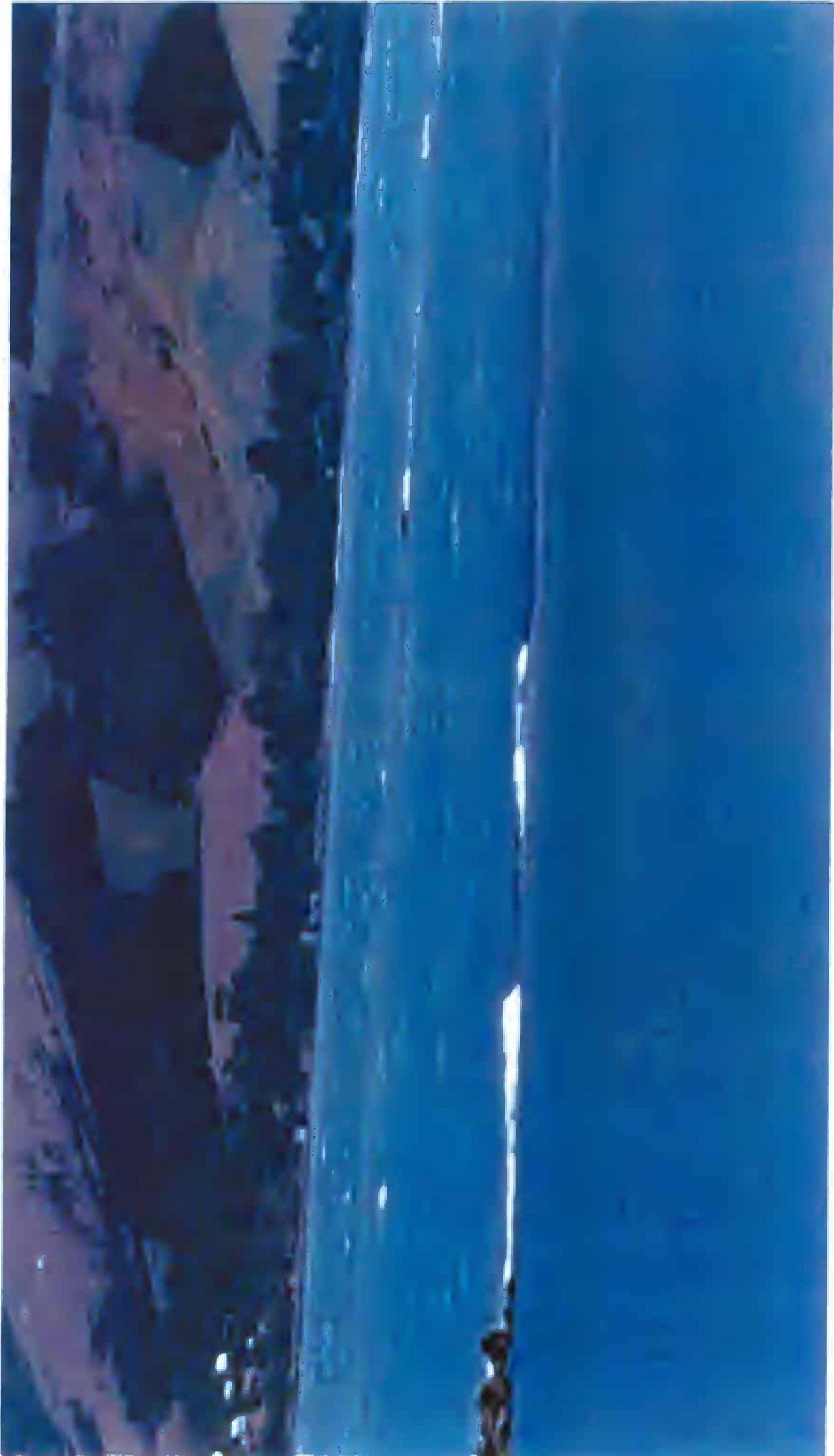
Attachment

Component	Description	Total
Priority 1 - Environmental, public safety and partnership		
A	Haulout Yard	\$1,450,000
B	Initial site access/parking improvements	1,250,000
C	Handlaunching ramp and Rigging Area	\$2,030,000
D	Rebuild of existing public boat ramp	\$3,625,000
E	New Fixed Breakwater, Removal of Existing Breakwater and Partial Removal of Marina	\$7,625,000
F	Rockfall Hazard Work	\$680,000
G	Public Realm Improvements (site furniture, sculpture)	\$550,000
Priority 2 - Access, services, circulation and parking		
H	Upgrades to existing seawall and rock armour	\$1,000,000
I	Site Services	\$1,180,000
J	Pedestrian improvements, access and landscaping	\$2,550,000
K	Roading Upgrades	\$2,650,000
L	Later site Parking / Parking Lots	\$2,000,000
TOTAL		\$26,590,000

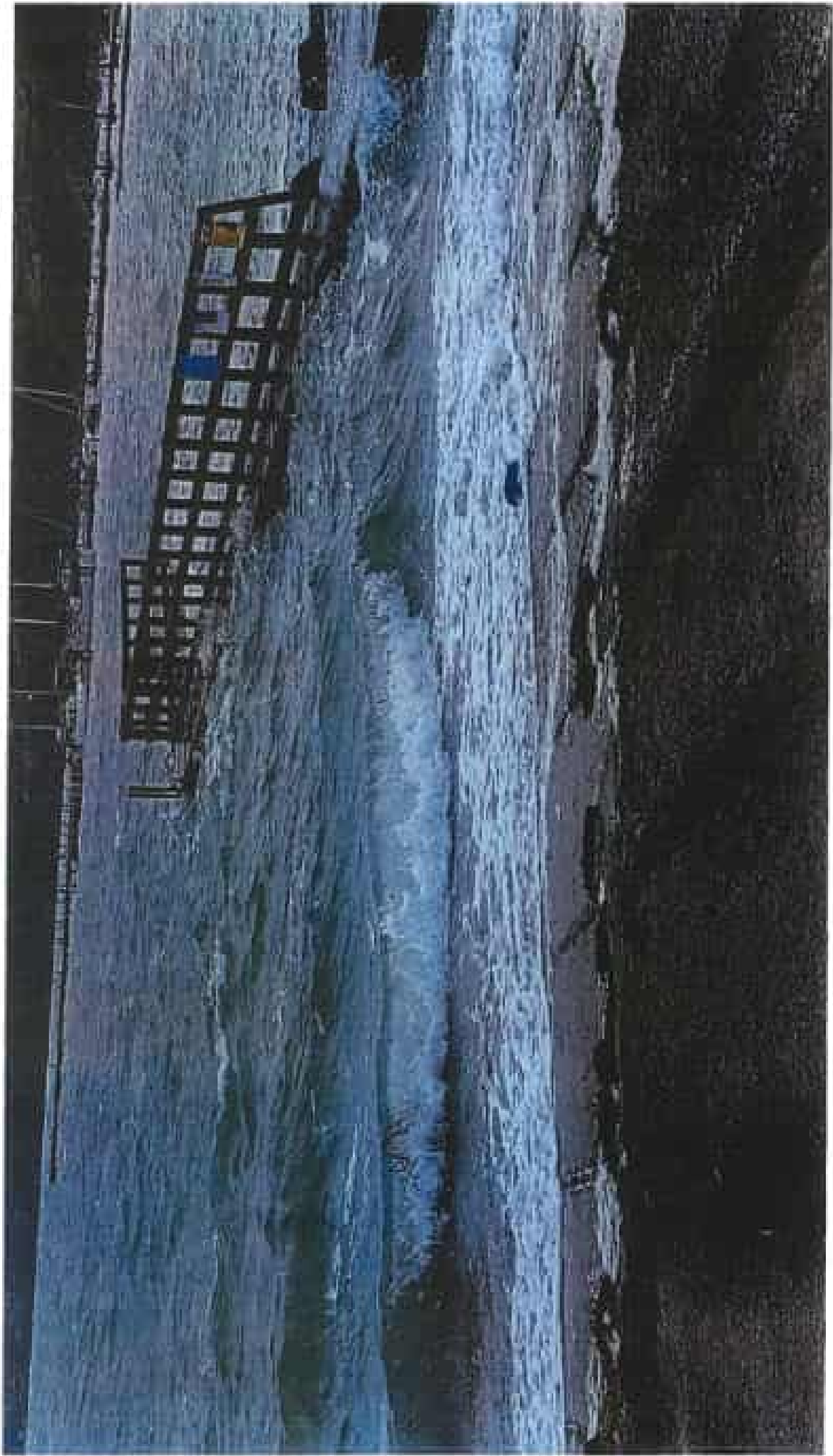
Note Costs are estimates only and based on high-level planning work

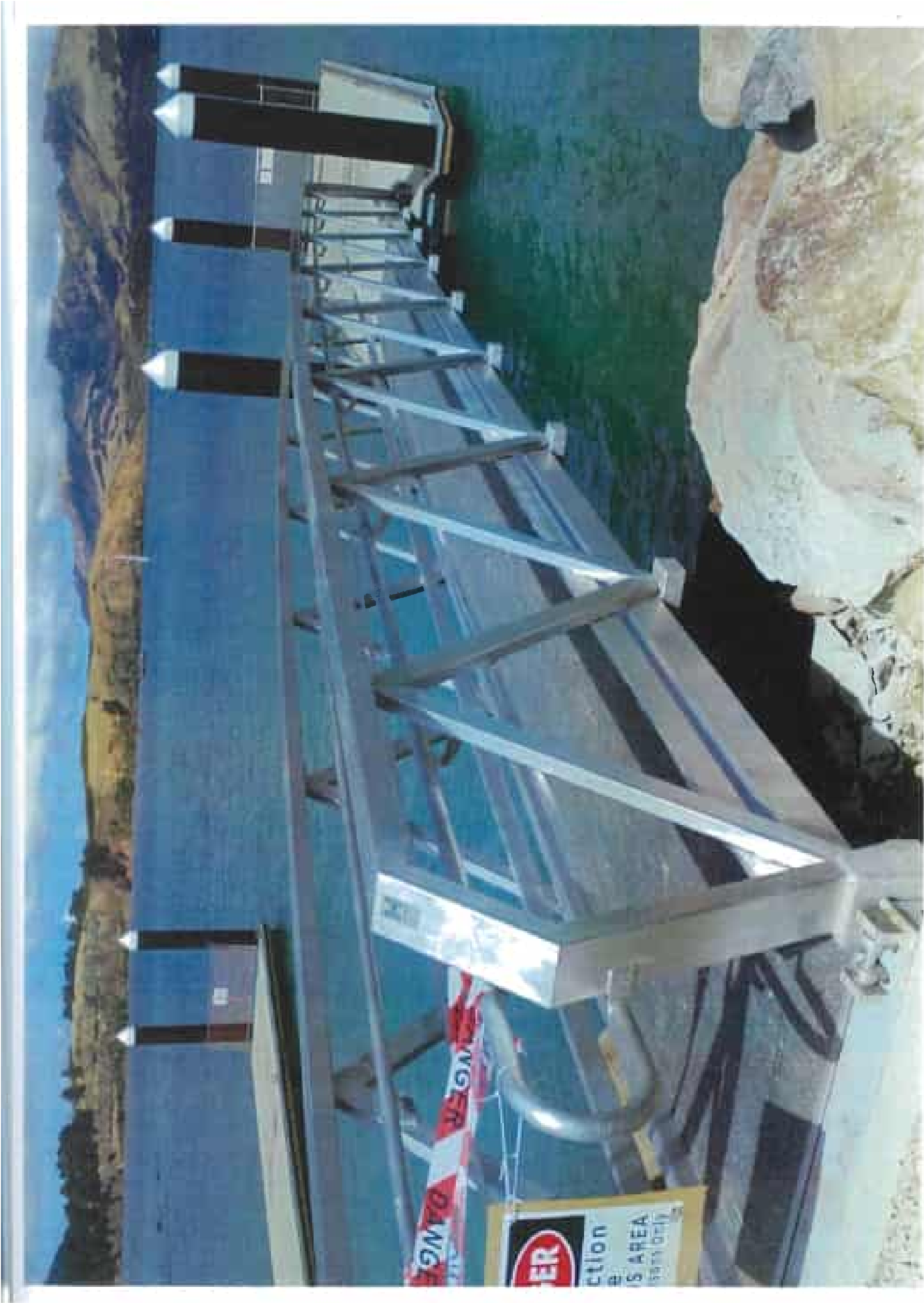








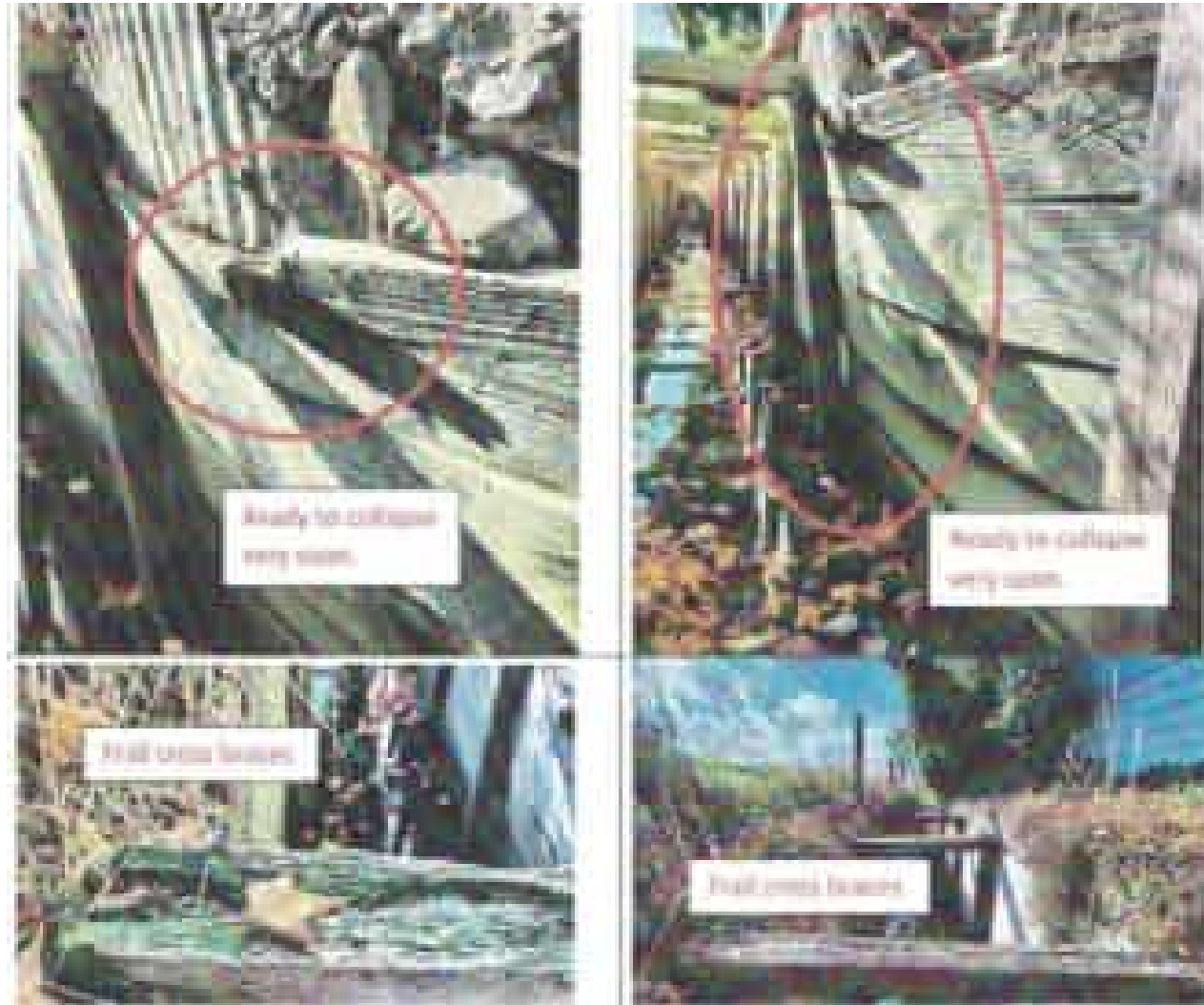


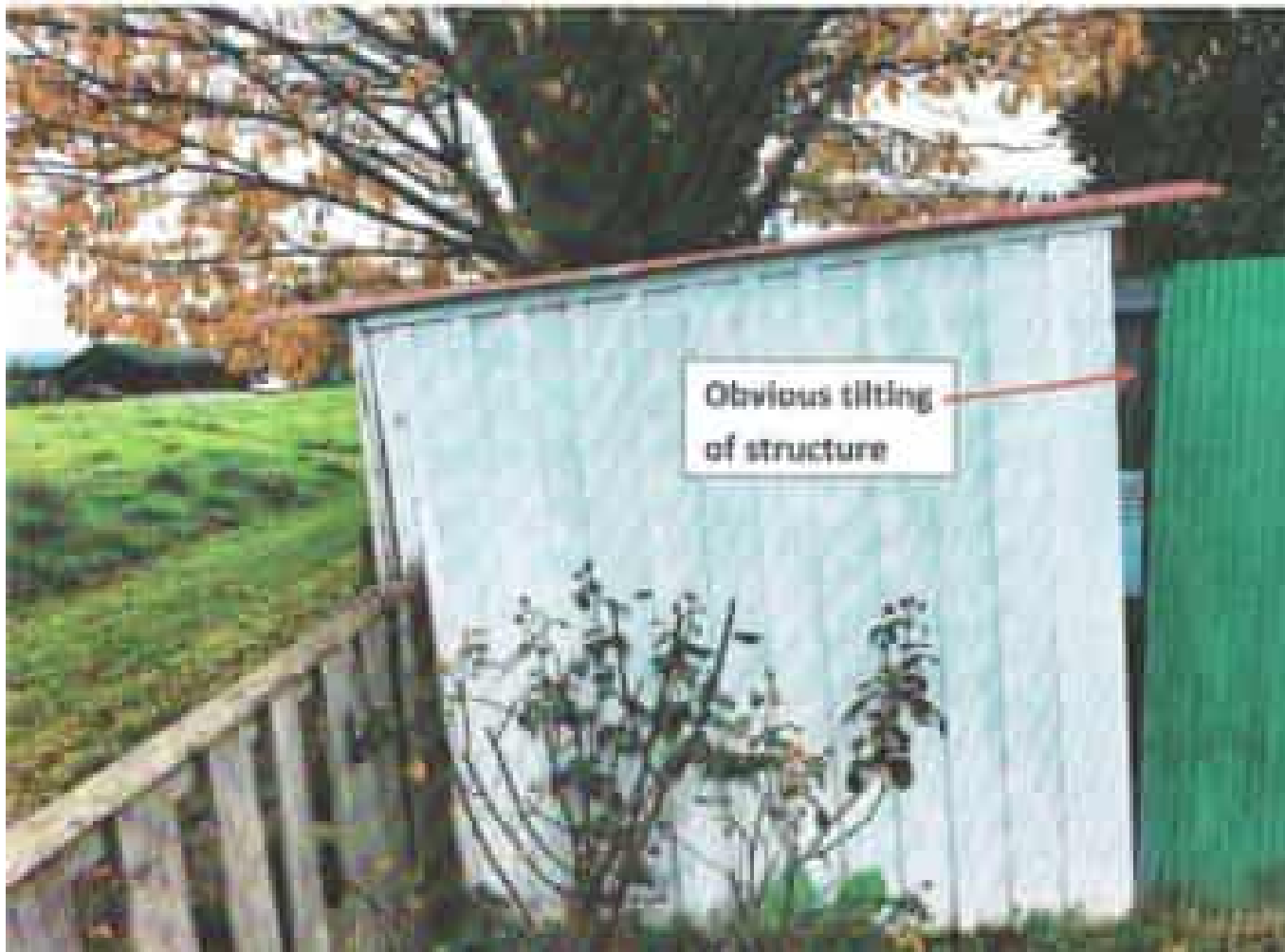














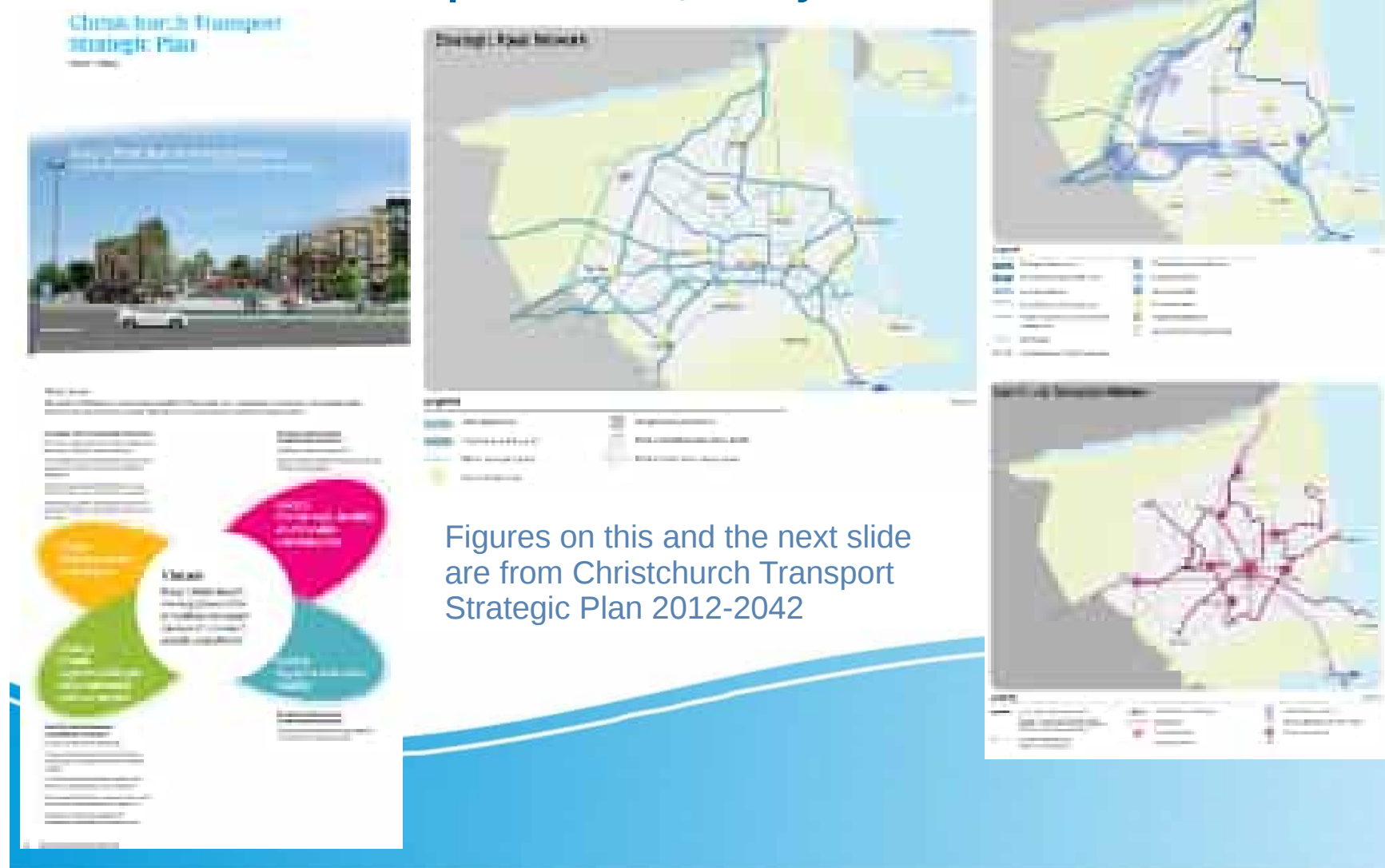
4019 – Ross Hebblethwaite

Please share, with those likely to be listening next tuesday evening, the following video of a talk I gave on the Long Term Plan last week in Timaru. Please also advise that those listening to it need to simply go into Youtube settings at the bottom of the video (before playing it) and set the speed to 0.75 (the actual speed I spoke at). I will be summing this talk up in the 5 minutes I am given (including Q and A) on tuesday evening at 7.15pm.

<https://youtu.be/IC3rmdJTeHs?si=z2PGX3zoLkPogzfg>

Presentation on the Draft LTP 2024-2034

Stephen Wood, 7 May 2023



Two parts to the cycleway network

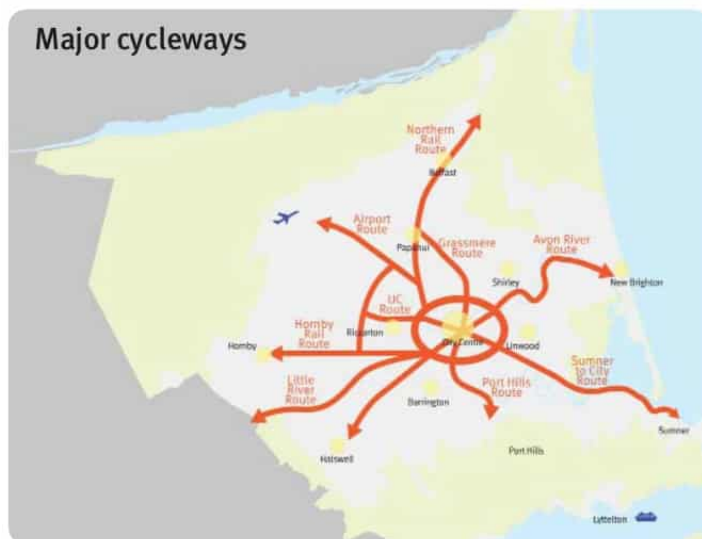


Figure 5.5



5 Main requirements for cycle routes

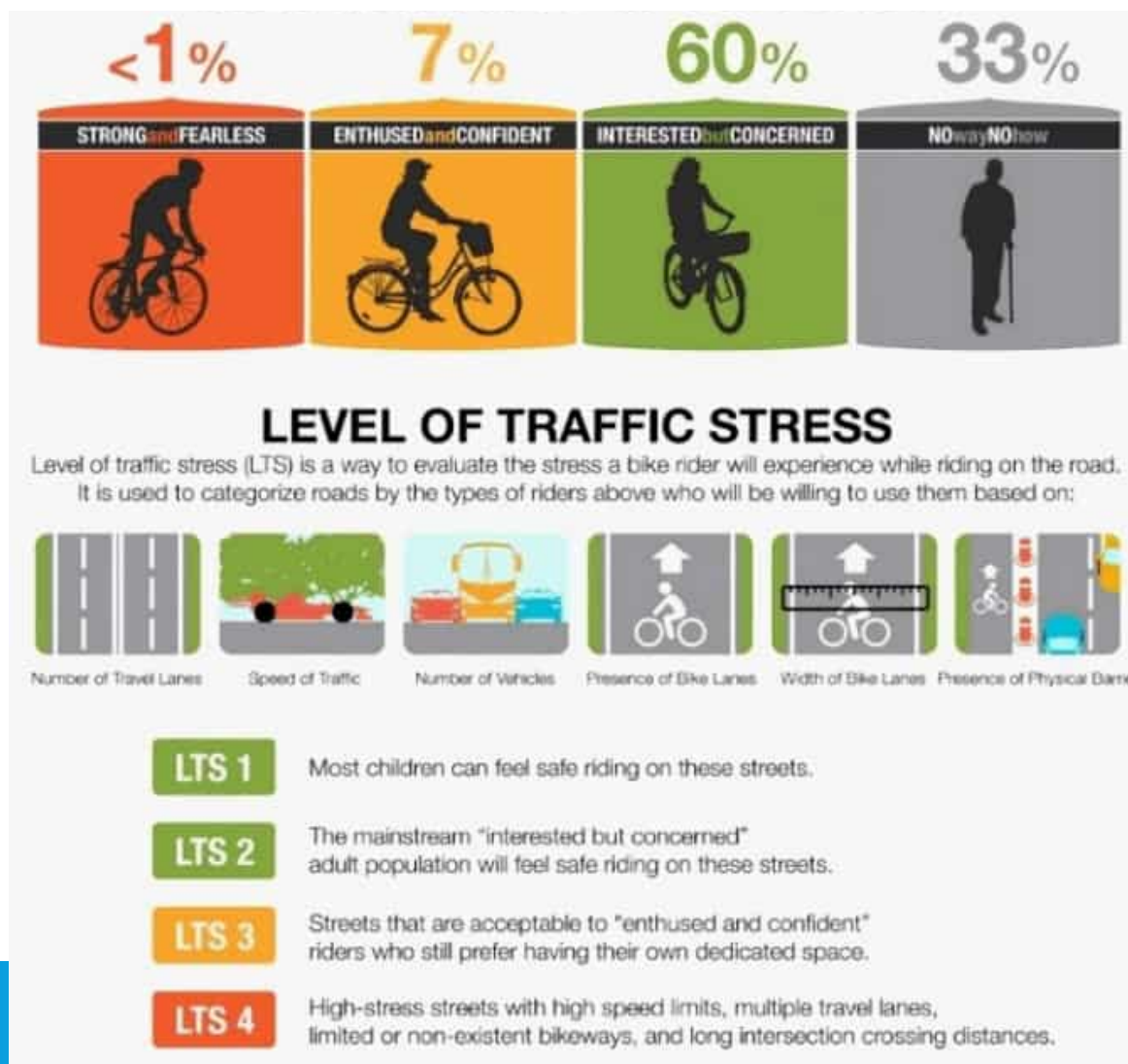
(from a Dutch guide, CROW 2016)

- Coherence / cohesion
- Directness
- Attractiveness
- Safety
- Comfort

But...

are all routes usable by all cyclists??

The four types of cyclists

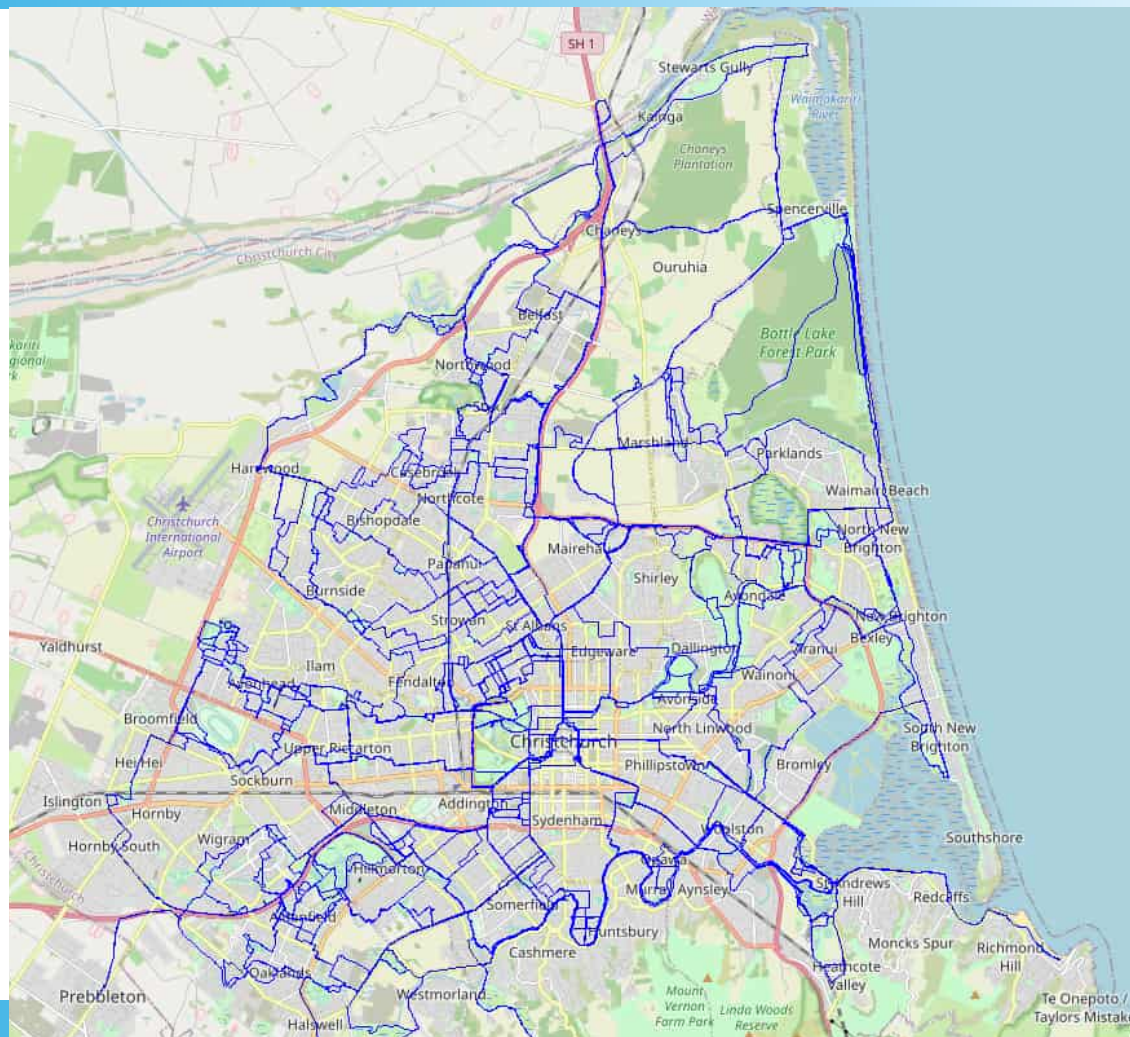


These "four types" were introduced by Geller in 2009 in Portland, USA but have been adopted by NZTA

- We can look at how good a road or infrastructure is for cyclists
- "Strong & fearless" cyclists will have a good network
- How good is the network for "enthused & confident", "interested but concerned"?

“WW” routes

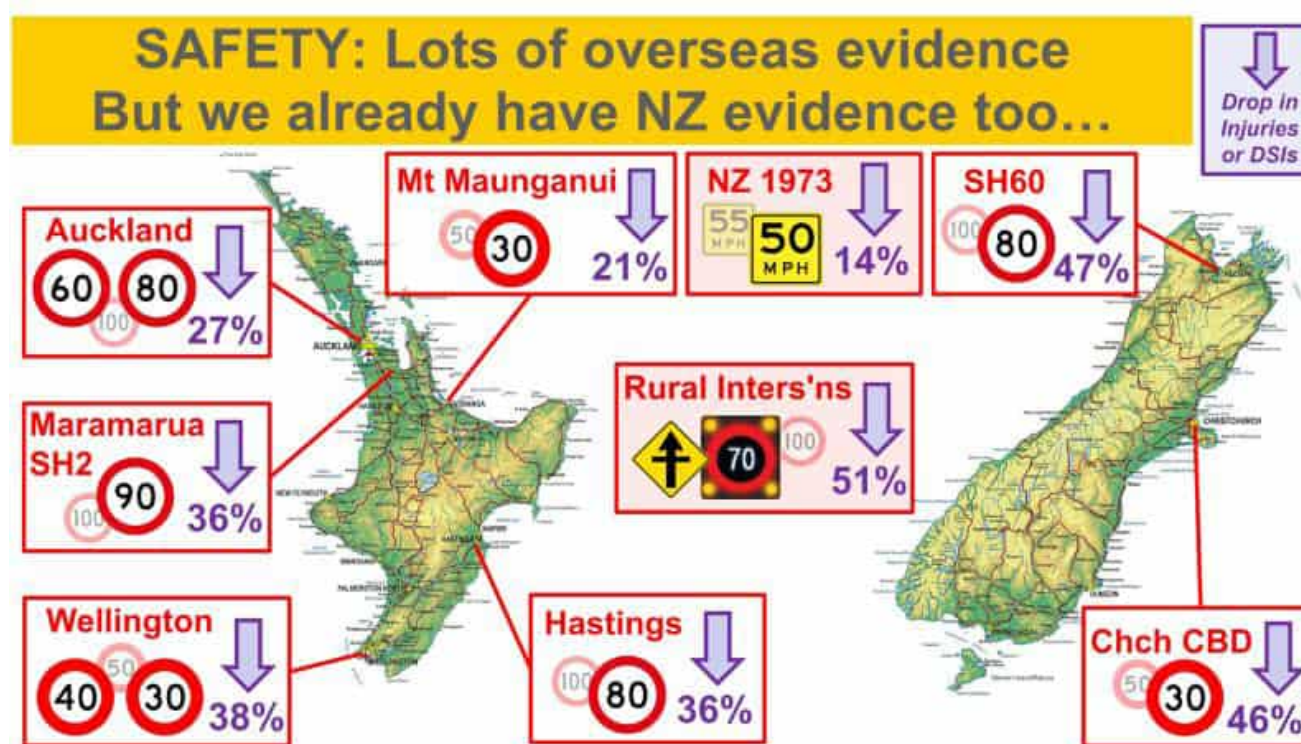
- This is where one group based in St Albans has been finding routes
- Gaps probably indicate difficulty finding safe routes



“Health & Safety” on Roads

- HSWA 2015 extended & clarified H&S duties for businesses & organisations
- Extends beyond “workplace”
- If an organisation has any power or influence over safety in a “place”, they should use it
- Are RCAs included? - they’re not excluded
- Implication for safer speed limits, safer street designs, safer intersections, ...

Safer Speeds – NZ evidence



From G. Koorey. Australasian Road Safety Conference, Sept 2023