Christchurch City Council
AGENDA

Notice of Meeting:

An ordinary meeting of the Christchurch City Council will be held on:

Date:	**Wednesday 5 June 2024**
Time:	**9.30 am**
Venue:	**Council Chambers, Civic Offices, 53 Hereford Street, Christchurch**

Membership

Chairperson	Deputy Mayor Pauline Cotter
Members	Councillor Kelly Barber
	Councillor Melanie Coker
	Councillor Celeste Donovan
	Councillor Tyrone Fields
	Councillor James Gough
	Councillor Tyla Harrison-Hunt
	Councillor Victoria Henstock
	Councillor Yani Johanson
	Councillor Aaron Keown
	Councillor Sam MacDonald
	Councillor Jake McLellan
	Councillor Andrei Moore
	Councillor Mark Peters
	Councillor Tim Scandrett
	Councillor Sara Templeton

29 May 2024

Principal Advisor
Mary Richardson
Interim Chief Executive
Tel: 941 8999

Katie Matheis
Democratic Services Advisor
941 5643
Katie.Matheis@ccc.govt.nz

Note: The reports contained within this agenda are for consideration and should not be construed as Council policy unless and until adopted. If you require further information relating to any reports, please contact the person named on the report.

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www.ccc.govt.nz

What is important to us?

Our Strategic Framework is a big picture view of what the Council is aiming to achieve for our community

Our focus this Council term
2022–2025

Strategic Priorities

- **Be an inclusive and equitable city which puts people at the centre** of developing our city and district, prioritising wellbeing, accessibility and connection.
- **Champion Ōtautahi-Christchurch** and collaborate to build our role as a leading New Zealand city.
- **Build trust and confidence** in the Council through meaningful partnerships and communication, listening to and working with residents.
- **Reduce emissions** as a Council and as a city, and invest in **adaptation and resilience**, leading a city-wide response to climate change while protecting our indigenous biodiversity, water bodies and tree canopy.
- **Manage ratepayers' money wisely**, delivering quality core services to the whole community and addressing the issues that are important to our residents.
- Actively balance the needs of **today's residents** with the **needs of future generations**, with the aim of leaving no one behind.

Adopted by the Council on 5 April 2023

Our goals for this Long Term Plan
2024–2034

Draft Community Outcomes

Collaborative and confident
Our residents have the opportunity to actively participate in community and city life, have a strong sense of belonging and identity, and feel safe.

Green and liveable
Our neighbourhoods and communities are accessible and well connected, supporting our goals to reduce emissions, build climate resilience and protect and regenerate the environment, especially our biodiversity, water bodies and tree canopy.

A cultural powerhouse
Our diverse communities are supported to understand and protect their heritage, pursue their arts, cultural and sporting interests, and contribute to making our city a creative, cultural and events 'powerhouse'.

Thriving and prosperous
Our city is a great place for people, business and investment where we can all grow our potential, where enterprises are innovative and smart, and where together we raise productivity and reduce emissions.

To be adopted by the Council as part of the Long Term Plan 2024–2034

Our intergenerational vision

A place of opportunity for all.

Open to new ideas, new people, new investment and new ways of doing things – a place where anything is possible.

Ngāi Tahu has rangatiratanga over its takiwā – the Council is committed to partnering with Ngāi Tahu to achieve meaningful outcomes that benefit the whole community

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Karakia Whakamutunga

Karakia Tīmatanga

Whakataka te hau ki te uru

Whakataka te hau ki te tonga

Kia mākinakina ki uta

Kia mātaratara ki tai

E hī ake ana te atakura

He tio, he huka, he hau hū

Tihei mauri ora

1. Apologies Ngā Whakapāha

At the close of the agenda an apology from the Mayor for absence was received.

2. Declarations of Interest Ngā Whakapuaki Aronga

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

3. Public Participation Te Huinga Tūmatanui

3.1 Public Forum Te Huinga Whānui

A period of up to 30 minutes is available for people to speak for up to five minutes on any issue that is not the subject of a separate hearings process.

3.1.1 Te Whakaoranga Trust

Clare Piper will speak on behalf of Te Whakaoranga Trust and provide an update on the Kate Sheppard National Memorial site enhancement project.

3.2 Deputations by Appointment Ngā Huinga Whakaritenga

Deputations may be heard on a matter or matters covered by a report on this agenda and approved by the Chairperson.

There were no deputations by appointment at the time the agenda was prepared.

4. Presentation of Petitions Ngā Pākikitanga

There were no Presentation of Petitions at the time the agenda was prepared.

Christchurch City Council

Item 5

5. Council Minutes - 1 May 2024

Reference Te Tohutoro:	24/751332
Responsible Officer(s) Te Pou Matua:	Katie Matheis, Democratic Services Advisor (Katie.Matheis@ccc.govt.nz)
Accountable ELT Member Pouwhakarae:	Helen White, General Counsel / Head of Legal & Democratic Services

1. Purpose of Report Te Pūtake Pūrongo

For the Council to confirm the minutes from the Council meeting held 1 May 2024.

2. Recommendation Te Tūtohu Council

That the Council confirms the Minutes from the Council meeting held 1 May 2024.

Attachments Ngā Tāpirihanga

No.	Title	Reference	Page
A	Minutes Council - 1 May 2024	24/715827	6

Signatories Ngā Kaiwaitohu

Author	Katie Matheis - Democratic Services Advisor

Christchurch City Council

Christchurch City Council

Christchurch City Council
MINUTES

Date:	**Wednesday 1 May 2024**
Time:	**9.33 am**
Venue:	**Council Chambers, Civic Offices, 53 Hereford Street, Christchurch**

Present

Chairperson	Mayor Phil Mauger
Deputy Chairperson	Deputy Mayor Pauline Cotter
Members	Councillor Kelly Barber
	Councillor Melanie Coker
	Councillor Celeste Donovan – via audio / visual link
	Councillor Tyrone Fields
	Councillor James Gough
	Councillor Victoria Henstock
	Councillor Yani Johanson
	Councillor Aaron Keown
	Councillor Sam MacDonald
	Councillor Jake McLellan
	Councillor Andrei Moore
	Councillor Mark Peters
	Councillor Tim Scandrett
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Karakia Tīmatanga: All Councillors

The agenda was dealt with in the following order.

1. Apologies Ngā Whakapāha

Council Resolved CNCL/2024/00035

That the apologies from The Mayor and Councillor Templeton for partial absence be accepted.

That an apology be recorded for Councillor Harrison-Hunt due to a leave of absence.

Councillor Scandrett/Councillor Henstock **Carried**

2. Declarations of Interest Ngā Whakapuaki Aronga

There were no declarations of interest recorded.

3. Public Participation Te Huinga Tūmatanui

3.1 Public Forum Te Huinga Whānui

There were no public forum presentations.

3.2 Deputations by Appointment Ngā Huinga Whakaritenga

There were no deputations by appointment.

4. Presentation of Petitions Ngā Pākikitanga

4.1 Claude Tellick presented a petition regarding the installation of a rainbow crossing in central Ōtautahi Christchurch.

Link to the petition: Petition · Let's get a Rainbow Crossing for Ōtautahi! - New Zealand · Change.org

5. Central City Parking Restrictions Committee Minutes - 27 November 2023

The meeting blocked resolved Minutes Items 5 – 8 and PX Minutes Items 20 – 21.

Council Resolved CNCL/2024/00036

That the Council receives the Minutes from the Central City Parking Restrictions Committee meeting held 27 November 2023.

Councillor Moore/Deputy Mayor **Carried**

6. Council Minutes - 3 April 2024

Council Resolved CNCL/2024/00037

That the Council confirm the Minutes from the Council meeting held 3 April 2024.

AND

That the Council confirm the Public Excluded Minutes from the Council meeting held 3 April 2024.

Councillor Moore/Deputy Mayor **Carried**

7. Council Minutes - 10 April 2024

Council Resolved CNCL/2024/00038

That the Council confirm the Minutes from the Council meeting held 10 April 2024.

AND

That the Council confirm the Public Excluded Minutes from the Council meeting held 10 April 2024.

Councillor Moore/Deputy Mayor **Carried**

8. Council Minutes - 16 April 2024

Council Resolved CNCL/2024/00039

That the Council confirm the Minutes from the Council meeting held 16 April 2024.

Councillor Moore/Deputy Mayor **Carried**

Councillor Donovan joined the meeting via audio / visual link at 10.26am during consideration of Item 9.
Councillor Johanson left the meeting at 9.57am and returned at 9.59am during consideration of Item 9.
Councillor McDonald left the meeting at 10.09am and returned at 10.19am during consideration of Item 9.
Councillor Gough left the meeting at 10.09am and returned at 10.19am during consideration of Item 9.
Councillor Barber left the meeting at 10.16am and returned at 10.20am during consideration of Item 9.
Councillor McLellan left the meeting at 10.16am and returned at 10.23am during consideration of Item 9.
Deputy Mayor Cotter left the meeting at 10.18am and returned at 10.20am during consideration of Item 9.

9. Monthly Report from the Community Boards - April 2024

The Mayor, on behalf of the Council, thanked Waimāero Fendalton-Waimairi-Harewood Community Board Chairperson Bridget Williams and Waipuna Halswell-Hornby-Riccarton Community Board Chairperson Helen Broughton after each announced they would be stepping down from their roles as Chairperson though would continue to serve on their respective Community Boards. Their service, accomplishments, and contributions were acknowledged by the meeting.

Bridget Williams, Chairperson, and Jason Middlemiss, Deputy Chairperson, joined the meeting for presentation of the **Waimāero Fendalton-Waimairi-Harewood Community Board** area report.

Emma Norrish, Chairperson, and Simon Britten, Deputy Chair, joined the meeting for presentation of the **Waipapa Papanui-Innes-Central Community Board** area report.

Helen Broughton, Chairperson, and Marie Pollisco, Deputy Chairperson, joined the meeting for presentation of the **Waipuna Halswell-Hornby-Riccarton Community Board** area report.

Paul McMahon, Chairperson, and Jackie Simons, Deputy Chairperson, joined the meeting for presentation of the **Waitai Coastal-Burwood-Linwood Community Board** area report.

Lyn Leslie, Chairperson, and Penelope Goldstone, Community Governance Manager, joined the meeting for presentation of the **Te Pātaka o Rākaihautū Banks Peninsula Community Board** area report.

Callum Ward, Chairperson, and Keir Leslie, Deputy Chairperson, joined the meeting for presentation of the **Waihoro Spreydon-Cashmere-Heathcote Community Board** area report.

Council Resolved CNCL/2024/00040

Officer recommendation accepted without change

That the Council:

1. Receive the information in the Monthly Report from the Community Boards - April 2024 Report.

Councillor Barber/Councillor Peters **Carried**

Attachments

A Waimāero Fendalton-Waimairi-Harewood Community Board - Presentation to Council
B Waipapa Papanui-Innes-Central Community Board - Presentation to Council
C Waipuna Halswell-Hornby-Riccarton Community Board - Presentation to Council
D Waitai Coastal-Burwood-Linwood Community Board - Presentation to Council
E Te Pātaka o Rākaihautū Banks Peninsula Community Board - Presentation to Council
F Waihoro Spreydon-Cashmere-Heathcote Community Board - Presentation to Council

Report from Waihoro Spreydon-Cashmere-Heathcote Community Board - 11 April 2024

10. Worsleys Road Realignment - Legalisation

Council Resolved CNCL/2024/00041

Waihoro Spreydon-Cashmere-Heathcote Community Board recommendation accepted without change

That the Council:

1. Pursuant to Sections 116 and 117(7) of the Public Works Act 1981 the Council resolves to make application to the Minister of Lands to stop that parcel road identified as Section 1 on SO Plan 585685, as detailed on Attachment A to the report (Worsleys Road Realignment – Legalisation, Title Plan SO 585685) on the meeting agenda, containing 0.3871ha and to declare it to be a local purpose (utility) reserve vested in the Christchurch City Council subject to the Reserves Act 1977.

Councillor Peters/Mayor **Carried**

Councillor Scandrett left the meeting at 10.26am and returned at 10.29an during consideration of Item 11.

Report from Waihoro Spreydon-Cashmere-Heathcote Community Board - 11 April 2024

11. Former Opawa Children's Library Building - Expression of Interest, Results and Recommendation

Council Resolved CNCL/2024/00042

Waihoro Spreydon-Cashmere-Heathcote Community Board recommendations accepted without change

That the Council:

3. Notes:
   a. The existing Council resolution (CNCL/2022/00076) to approve the removal of the Building from its current flood prone location if no purchase or relocation options arise from an Expressions of Interest (EOI) process.
   b. That the proposal from the Smith Street Community Farm Trust to take ownership of and relocate the Building to the Smith Street community garden was withdrawn after the report on the Community Board agenda.
4. Requires staff to further explore relocation options as a preference prior to demolition.
5. Any relocation option is conditional upon:
   a. An achievable option being established within three months of this resolution.
   b. The cost of any relocation being within the $40,000 council budget provision including remediation of the current site.
6. Delegates to the Manager Property Consultancy the authority to make all decisions, enter into such contracts and documents as deemed necessary at their sole discretion to implement the demolition or relocation of the building and remediation of the site, without further formal reporting back to the Community Board or Council.

Mayor/Councillor Scandrett **Carried**

The meeting adjourned at 10.31am and reconvened at 10.49am. The Mayor, Councillor Barber and Councillor Gough were not present at this time.

Deputy Mayor Cotter assumed the Chair for consideration of Item 12.

Councillor Barber returned the meeting at 10.56am during consideration of Item 12.
Councillor Gough returned the meeting at 10.56am during consideration of Item 12.

12. Plan Change 14 Staging of Decision

Council Resolved CNCL/2024/00043

Officer recommendations accepted without change

That the Council:

1. Receive the information in the Plan Change 14 Staging of Decision Report.
2. Note that the decision in this report is assessed as Medium significance based on the Christchurch City Council's Significance and Engagement Policy.
3. Agree that its decision by 12 September 2024 on the IHP's recommendations on PC14 will be confined to (option 1 in this report):
    a. Those parts of Plan Change 14 that implement policies 3 and 4 of the NPS-UD, including the rezoning of land in Sydenham to Mixed-use, and
    b. Related provisions, including objectives, policies, rules, standards, and zones within policy 3 and 4 areas; and
    c. Financial contributions for tree canopy cover across all relevant zones (including beyond NPS-UD areas).

*The division was declared **carried** by 10 votes to 5 votes the voting being as follows:*

For: *Deputy Mayor Cotter, Councillor Barber, Councillor Gough, Councillor Henstock, Councillor Johanson, Councillor Keown, Councillor MacDonald, Councillor McLellan, Councillor Peters and Councillor Scandrett*

Against: *Councillor Coker, Councillor Donovan, Councillor Fields, Councillor Moore and Councillor Templeton*

Councillor MacDonald/Councillor Henstock **Carried**

Attachments

A Plan Change 14 Staging of Decision - Presentation to Council

Councillor Keown left the meeting at 11.41am and returned at 11.43am during consideration of Item 13.
The Mayor returned to the meeting at 11.43am during consideration of Item 13.
Councillor McDonald left the meeting at 11.41am and returned at 11.44am during consideration of Item 13.
Councillor Gough left the meeting at 11.49am during consideration of Item 13.

13. Gloucester Street (Manchester to Colombo): Completion of Trial Period

Item 13 was first Moved by Councillor Scandrett and Seconded by Councillor McLellan. Council Officers Lynette Ellis and Jacob Bradbury then joined the table to answer questions from elected members. As further questions were raised regarding the availability of feedback from the public, Council Officer Ron Lemm also joined the table to respond to elected member queries.

The meeting then agreed to let the Item lie on the table and to return to it later in the meeting to allow Council Officers time to collect advice in response to the elected members' questions.

Refer to Item 13, as continued, below.

Officer Recommendations Moved and Seconded

That the Council:

1. Receive the information in the Gloucester Street (Manchester to Colombo): Completion of Trial Period Report.
2. Agree to retain the Gloucester Street (Manchester to Colombo) trial layout until 31 October 2024, to allow time for a Hearings Panel to review feedback from the trial and make a recommendation to Council regarding its long-term future.
3. Note that the decision in this report is assessed as medium significance based on the Christchurch City Council's Significance and Engagement Policy.

Councillor Scandrett/Councillor McLellan **Carried/Lost**

The Mayor returned to the Chair at 11.50am for consideration of Item 14.

14. Transport Choices - School Safety Linwood - Pedestrian crossing Worcester McLeans

Council Resolved CNCL/2024/00045

Officer recommendations accepted without change

That the Council:

1. Receive the information in the Transport Choices - School Safety Linwood - Pedestrian crossing Worcester McLeans Report.
2. Note that the decision in this report is of assessed as low-level significance based on the Christchurch City Council's Significance and Engagement Policy.
3. Revoke the road layout, including all traffic islands, road surface treatments, traffic calming features and road markings on Worcester Street to the southwest of McLean Street as detailed on plan TG361601 dated 21/08/2023 in Attachment A to this report.
4. Relying on its powers under the Christchurch City Council Traffic and Parking Bylaw 2017 and Part 21 of the Local Government Act 1974, approve the road layout, including all traffic islands, road surface treatments, traffic calming features and road markings on Worcester Street as detailed on plan TP361601a issue 2 dated 26/02/2024 in Attachment B to this report.

Parking and stopping restrictions to be revoked

5. Revoke that the:
    a. stopping of vehicles be prohibited at any time on the northeast side of Mclean Street commencing at its intersection with Worcester Street and extending in a southeasterly direction for a distance of 12 metres.
    b. stopping of vehicles be prohibited at any time on the southwest side of Mclean Street commencing at its intersection with Worcester Street and extending in a southeasterly direction for a distance of 13 metres.
    c. stopping of vehicles be prohibited at any time on the southeast side of Worcester Street commencing at its intersection with Mclean Street and extending in a southwest direction for a distance of 63 metres.

d. stopping of vehicles be prohibited at any time on the northwest side of Worcester Street commencing at a point 153 metres southwest from its intersection with Surrey Street and extending in a southwest direction for a distance of 67 metres be revoked.

Parking and stopping restrictions

6. Revoke any previous resolutions pertaining to traffic controls made pursuant to any bylaw to the extent that they are in conflict with the traffic controls described in Recommendation 7 below.

7. Approve, pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that:

   a. the stopping of vehicles be prohibited at any time on the southeast side of Worcester Street commencing at a point 16 metres northeast from its intersection with Norwich Street and extending in a northeasterly direction for a distance of 29 metres.

   b. the stopping of vehicles be prohibited at any time on the northwest side of Worcester Street commencing at a point 35 metres northeast from its intersection with Rochester Street and extending in a northeasterly direction for a distance of 42 metres.

8. Approve that Recommendations 5 to 7 take effect when parking signage and/or road markings that evidence the restrictions described in the report on the meeting agenda are in place (or removed in the case of revocations).

Councillor Keown/Councillor MacDonald **Carried**

Councillor Scandrett left the meeting at 11.51am and returned at 11.52am during consideration of Item 15.
Councillor Keown left the meeting at 12.06pm and returned at 12.11pm during consideration of Item 15.

15. Capital Endowment Fund Application Eastern Relationship Project

Council Resolved CNCL/2024/00046

Officer recommendations accepted without change

That the Council:

1. Approve a grant of $130,000 from the 2023/24 Capital Endowment Fund to the Council's Community Support and Partnerships Unit to resource a project with the goal of improving the Council's relationship with the Eastern Communities.

2. Note that the decision in this report is assessed as low significance based on the Christchurch City Council's Significance and Engagement Policy.

Mayor/Councillor Peters **Carried**

16. Chief Executive Recruitment - Approval of the Position Description

The Mayor and Interim Chief Executive introduced Item 16 and put forward an additional recommendation delegating to the Mayor and Deputy Mayor the finalisation and approval of the Chief Executive Position Description to be used during recruitment.

The Motion as amended was then Moved by Councillor McLellan and Seconded by Councillor Barber, voted on, and declared carried.

Officer Recommendations

That the Council:

1. Receive the information in the Chief Executive Recruitment - Approval of the Position Description Report.
2. Note that the decision in this report is assessed as low significance based on the Christchurch City Council's Significance and Engagement Policy.
3. Approve the Position Description (Attachment A to this report) be used during the recruitment of a new Chief Executive.

Council Resolved CNCL/2024/00047

That the Council:

1. Receive the information in the Chief Executive Recruitment - Approval of the Position Description Report.
2. Note that the decision in this report is assessed as low significance based on the Christchurch City Council's Significance and Engagement Policy.
3. Approve the Position Description (Attachment A to this report) be used during the recruitment of a new Chief Executive.
4. Delegate to the Mayor and Deputy Mayor the finalisation and approval of the Position Description to be used during the recruitment of a new Chief Executive.

Councillor McLellan/Councillor Barber **Carried**

17. Revoking Superseded External Policies

Council Resolved CNCL/2024/00048

Officer recommendations accepted without change

That the Council:

1. Receive the information in the Revoking Superseded External Policies report.
2. Note that the decision in this report is assessed as low significance based on the Christchurch City Council's Significance and Engagement Policy.
3. Approve the revocation of the following policies as they have been superseded by other Council documents and are no longer fit-for-purpose as further detailed in **Attachment A** to this report:
    a. Arts Policy and Strategy 2001 (**Attachment B**), superseded by Tōi Ōtautahi – Arts and Creativity Strategy.
    b. Footpath Battens Policy 1999 (**Attachment C**), superseded by the Christchurch City Council Construction Standard Specifications, Part 6.
    c. Footpath Berms Policy 1999 (**Attachment D**), superseded by the Christchurch City Council Construction Standard Specifications, Part 6 and Chapter 9.
    d. Heritage Conservation Policy 2007 (**Attachment E**), superseded by the Heritage Grants Guidelines and the 'Our Heritage Our Taonga Heritage Strategy 2019-2029.

Councillor MacDonald/Deputy Mayor **Carried**

Councillor MacDonald left the meeting at 12.10pm and returned at 12.11pm during consideration of Item 18.
Councillor Keown left the meeting at 12.14pm and returned at 12.19pm during consideration of Item 18.
Councillor Donovan left the meeting via audio / visual link at 12.15pm and returned at 12.34pm via audio / visual link during consideration of Item 18.
Councillor MacDonald left the meeting at 12.15pm and returned at 12.22pm during consideration of Item 18.
Councillor Gough returned to the meeting at 12.30pm during consideration of Item 18.

18. Wastewater overflow improvement status

Council Resolved CNCL/2024/00049

Officer recommendation accepted without change

That the Council:

1. Receive the information in the Wastewater overflow improvement status Report.

Councillor Scandrett/Mayor **Carried**

Attachments

A Wastewater overflow improvement status - Presentation to Council

13. Gloucester Street (Manchester to Colombo): Completion of Trial Period

The meeting returned to Item 13 after it was left to lie on the table to allow Council Officers time to collect advice in response to the elected members' questions. Council Officers Lynette Ellis, Jacob Bradbury, Ron Lemm, and Lauren Boyce returned to the table to answer further questions from elected members.

With the agreement of the Mover and Seconder, the meeting included an additional recommendation requesting a breakdown of the expected total costs of the Gloucester Street trial (refer Resolution 4 below).

At the conclusion of debate, the meeting voted on the Motion as amended which was declared carried.

Officer Recommendations

That the Council:

1. Receive the information in the Gloucester Street (Manchester to Colombo): Completion of Trial Period Report.
2. Agree to retain the Gloucester Street (Manchester to Colombo) trial layout until 31 October 2024, to allow time for a Hearings Panel to review feedback from the trial and make a recommendation to Council regarding its long-term future.
3. Note that the decision in this report is assessed as medium significance based on the Christchurch City Council's Significance and Engagement Policy.

Council Resolved CNCL/2024/00050

That the Council:

1. Receive the information in the Gloucester Street (Manchester to Colombo): Completion of Trial Period Report.
2. Agree to retain the Gloucester Street (Manchester to Colombo) trial layout until 31 October 2024, to allow time for a Hearings Panel to review feedback from the trial and make a recommendation to Council regarding its long-term future.
3. Note that the decision in this report is assessed as medium significance based on the Christchurch City Council's Significance and Engagement Policy.
4. Request that staff provide a memo updating the Council on a breakdown of the expected total costs of the Gloucester Street (Manchester to Colombo) trial.

Councillor Scandrett/Councillor McLellan **Carried**

19. Resolution to Exclude the Public Te whakataunga kaupare hunga tūmatanui

Secretarial Note: The meeting did not resolve to go into a Public Excluded session as Items 20 and 21 – the Public Excluded Council Minutes of 3 April and 10 April were confirmed in the Open meeting (refer Item 6 and Item 7).

Karakia Whakamutunga: All Councillors

Meeting concluded at 1.01pm.

CONFIRMED THIS 5th DAY OF JUNE 2024

MAYOR PHIL MAUGER
CHAIRPERSON

Christchurch City Council

Item 6

6. Monthly Report from the Community Boards - May 2024

Reference Te Tohutoro: 24/822275

Report of Te Pou Matua: The Chairpersons of all Community Boards

Accountable ELT Member Pouwhakarae: Andrew Rutledge, Acting General Manager Citizens and Community

1. Purpose and Origin of the Report Te Pūtake Pūrongo

1.1 The purpose of this report is to provide the Council with an overview of initiatives and issues recently considered by the Community Boards. This report attaches the most recent Community Board Area Report included in each Board's public meeting. Please see the individual agendas for the attachments to each report.

1.2 Each Board will present important matters from their respective areas during the consideration of this report and these presentations will be published with the Council minutes after the meeting.

2. Community Board Recommendations Ngā Tūtohu a te Poari Hapori

That the Council:

1. Receives the information in the Monthly Report from the Community Boards - May 2024 Report.

Attachments Ngā Tāpirihanga

No.	Title	Reference	Page
A	Waipapa Papanui-Innes-Central Community Board Area Report May 2024	24/822276	18
B	Waipuna Halswell-Hornby-Riccarton Community Board Area Report May 2024	24/822277	30
C	Waitai Coastal-Burwood-Linwood Community Board Area Report May 2024	24/822278	37
D	Te Pātaka o Rākaihautū Banks Peninsula Community Board Area Report May 2024	24/822282	49
E	Waihoro Spreydon-Cashmere-Heathcote Community Board Area Report May 2024	24/822283	54
F	Waimāero Fendalton-Waimairi-Harewood Community Board Area Report May 2024	24/822284	61

11. Waipapa Papanui-Innes-Central Community Board Area Report - May 2024

Reference Te Tohutoro:	24/600341
Responsible Officer(s) Te Pou Matua:	Emma Pavey, Community Governance Manager Papanui-Innes-Central (Emma.Pavey@ccc.govt.nz)
Accountable ELT Member Pouwhakarae:	Andrew Rutledge, Acting General Manager Citizens and Community

1. Purpose of Origin of the Report Te Pūtake Pūrongo

1.1 This monthly staff-generated report provides the Board with an overview of initiatives and issues current within the Community Board area.

2. Officer Recommendations Ngā Tūtohu

That the Waipapa Papanui-Innes-Central Community Board:

1. Receive the Waipapa Papanui-Innes-Central Community Board Area Report for May 2024.

3. Community Support, Governance and Partnership Activity

3.1 **Community Governance Projects**

Activity	Detail	Timeline	Strategic Alignment
Community Pride Garden Awards 2024	A joint venture between the Community Boards and the Christchurch Beautifying Association since 1997. The awards encourage civic pride and acknowledge those who have contributed to maintaining the image of Christchurch as the Garden City by beautifying their streets and gardens.	Certificates have been posted out to recipients as of end of April 2024.	Resilient Communities Te Haumako Te Whitingia Strengthening Communities Together Strategy
Community Service Awards 2024	Community Service Awards give well-deserved recognition to the people who make our communities better places to live. They are a way of thanking and honouring volunteers who demonstrate dedication and passion, inspiring others to make service a central part of their lives.	Nominations have closed and are being processed for the Board to consider at a subsequent meeting.	Te Haumako Te Whitingia Strengthening Communities Together Strategy
Summer with your neighbours (SWYN)	SWYN is about bringing people closer together and celebrating the unique and diverse mix of each neighbourhood. Below is a report back now received from one of the participants.	Reimbursements are being processed. Still awaiting some claims.	Te Haumako Te Whitingia Strengthening Communities Together Strategy

- ***MOA Barbeque - Summer with your Neighbours Event***

The Moa Neighbourhood Group barbeque was held at Moa Reserve on 15 February 2024, with approximately 80-90 residents from the local community gathered to meet, mingle and share food.

3.2 **Community Funding Summary**

The balance of the Board's funding pools at the time of writing is currently as follows subject to subtraction of the grants proposed through the reports to this meeting as shown:

2023/24 Waipapa Papanui-Innes-Central Discretionary Response Fund (DRF)		
Approved Board Projects:		
• Summer with your neighbours	$4,500	
• Youth Recreation	$9,000	
• Community Pride Garden Awards	$700	
• Community Liaison	$4,000	
• Youth Development Fund	$7,500	
• Community Service Awards	$2,500	
• Rangatahi Civic Awards	$1,100	
AVAILABLE BALANCE *(at time of writing):*		**$52,622**
Proposed DRF Grants (subject to approval at this meeting):		***Recommended:***
• Neighbourhood Trust towards Parenting Adventures 2024 Workshop		$2,500
Prospective remaining balance (if all recommendations accepted):		***$50,122***

2023/24 Waipapa Papanui-Innes-Central Youth Development Fund (YDF)	
Approved under delegation since last report:	
• Grant to Samantha Lascelles (as detailed in **Attachment A**)	$350
• Grant to Thomas Vesty (as detailed in **Attachment B**)	$350
• Grant to Amanda Black, Georgia Barrett-Dobson and Jason (Yulin) Zhang (as detailed in **Attachment C**)	$300 ($100 each)
• Grant to Brock Marshall (as detailed in **Attachment D**)	$350
AVAILABLE BALANCE *(at time of writing):*	**$1,750**

3.3 **The Mayor's Welfare Fund**

The Mayor's Welfare Fund provides assistance to families and individuals in the community who are in extreme financial distress as a last resource.

3.4 **Upcoming Community Events and Activities**

- ***Volunteer Events***

Visit this link for the variety of volunteer events held around the city, and this link to volunteer at a Council-produced event.

There is also information at this link on becoming a Graffiti Programme volunteer, or register at this link to join the Parks Volunteers Team.

Some planting events are eligible for Children's University (CU) credits, and family-friendly. Or schools can be supported by the 'connect and grow' planting programme: Manaaki Taiao – Nurture Nature .

- ***FRESH Events 2024***

Information on events from Youth & Cultural Development (YCD) is available at this link.

- ***Christchurch Heritage Festival 2024***

The Christchurch Heritage Festival is an opportunity to share the stories of the past that link us to this place. He tātai muka, he tātai tangata – weave together the strands, weave together the people.

The Council welcomes new and returning event providers to apply to be part of the Christchurch Heritage Festival 2024 programme. Applications will be open here from Wednesday 8 May to Monday 10 June 2024.

This year's theme looks to explore our heritage in terms of sport, recreation and leisure (it is not compulsory, however, to relate your event to the theme).

- ***Other upcoming community events and festivals in the city***

Visit this link for the variety of community events and festivals held around the city. This also links to the What's On site, where can found one-off and regular events like:

- Linwood Village Market – 4 May 2024, 10am to 1pm at the Linwood Community Arts Centre car park - Monthly community market: books, crafts, collectibles, plants, boutique op shop, This and That, and tiny fundraisers for local community projects.
- Open Christchurch 2024 – 3-5 May 2024, 9am to 5pm - Building owners/kaitiaki will throw open the doors to their special spaces at various venues across Christchurch, so that the public can have a nosey and experience great design first-hand. This is an opportunity to explore over 45 buildings of architectural excellence, in addition to designed landscapes throughout one weekend.
- Sign Language Tours – 11 & 12 May 2024, 2-3pm - Celebrate Sign Language Week and tour Christchurch Art Gallery exhibition highlights with a gallery guide and a sign language interpreter.

- Te Mahi Pāmu Noke/Worm Farm WOF – 15 May 2024, 5.30-6.30pm, Join Miriama from Para Kore to learn about worm farms and hope to maintain them at Riverlution Eco Hub.
- Bee Day Buzz – 19 May, 11am - Join in at Riverlution (46A Vogel Street) for a morning filled with the magic of bees! Bring your little ones for an educational and fun experience with Bee Awesome!
- TechFest 2024: Future of health and wellness day – 20 May 2024 at Tūranga - This day is all about the future of health and wellbeing supported by technology.
- TechFest 2024: Future of big ideas day – 21 May 2024 at Tūranga - This day is all about bringing together our Canterbury start-up community or those with ideas that could be a business.
- TechFest 2024: Future of sustainability – 23 May 2024 at Tūranga - This day is all about the future of the environment and technology that helps us create a sustainable future and reduce the impact on the environment.

- ***Christchurch City Council Libraries Events***

  Christchurch City Libraries run a wide range of classes and programmes both in libraries and through its learning centres for everyone from babies to seniors, with information at this link.

The Libraries' Events Calendar can be found here, and there are dedicated pages for significant events and related topics like:

- New Zealand Sign Language Week - NZSL is the language of New Zealand's deaf community and was made an official language by the New Zealand Sign Language Act 2006. NZSL can express concepts from both English and te reo Māori but is itself a distinct language. Find out more about NZSL, NZ Sign Language Week, and browse NZSL resources.
- New Zealand Music Month - Te Marama Puoro o Aotearoa - Christchurch City Libraries celebrates NZ Music Month during May every year.
- Youth Week - from 20 to 26 May 2024. The 2024 theme is:

  'We may not have it all together, but together we have it all'
  'Māwherangi a tama roto ka taka, kāpuia ake ka pūrangiaho'

- Vaiaso o le Gagana Samoa - Samoa Language Week - from Sunday 26 May to Saturday 1 June 2024, the week celebrates the third most spoken language in New Zealand. The week's theme for 2024 is:

  'Tautua i le alofa mo se lumana'i manuia'
  'Serve in love for a thriving future'

- Gasav Ne Fäeag Rotuạm Ta - Rotuman Language Week - from Sunday 12 May to Saturday 18 May 2024.

3.5 **Participation in and Contribution to Decision Making**

3.5.1 **Report back on other Activities contributing to Community Board Plan**

- ***Phillipstown Gala***

Phillipstown Hub organised the Phillipstown Gala free community event on Saturday, 14 April. The Gala aimed to foster connections within the neighbourhood and link it to the local hub.

The day was filled with informative activities and fun. The Gala attracted a steady stream of local residents throughout the day. Highlights included a diverse array of offerings, from Te Puawaitanga's celebration of The Big Latch On for breastfeeding support to activities like flax weaving, mingling opportunities to connect with neighbours, learning all about the community garden, a vaccination clinic, information from the Christchurch City Council about the Long-Term Plan, Canterbury Family Violence Colab and Energy action.

There were also many giveaways of recycled sports gear and pizza made by Skillwise and the White Room. Attendees also enjoyed entertainment from performers, bouncy castles, games hosted by Purapura Whetu, face painting, henna art, and bone carving.

- ***Eid al-Fitr Festival (NZ Eid Day - Christchurch)***

Eid al Fitr is a worldwide event for Muslims marking the end of the month of Ramadan, during which Muslims around the world fast from dawn until dusk each day.

The Eid al Fitr festival in Christchurch was a public celebration to bring the Muslim community and wider Christchurch community together, increasing connectedness and showcasing cultural traditions in a safe space. The festival attracted approximately 3,000 people with activities for children and young people including bouncy castles, face painting, children's entertainers, amusement devices, along with the many food stalls from an array of countries.

- ***St Albans Skate Skool***

This April, the St Albans Community Activator collaborated with Cheapskates Skates Skool to organise three dynamic "Have a Go" learn-to-skate sessions, marking a shift from the traditional January Skate Jam. With support from the Waipapa Papanui-Innes-Central Community Board, these sessions were met with resounding success, drawing full capacity attendance and enthusiastic participation.

Fostering inclusivity and accessibility, these sessions witnessed a notable presence of female participants, constituting nearly 50% of the attendees. Many newcomers embraced skateboarding for the first time, underscoring the event's welcoming atmosphere.

Cheapskates Skates Skool skilfully facilitated the sessions, ensuring a safe and enjoyable learning environment for all.

The St Albans Community Activator also used this opportunity to gain valuable insights into the interests and aspirations of local youth and children, fostering community engagement and empowerment.

- ***The Kūmara Awards***

The Kūmara Awards are a celebration of fabulous placemaking happening across Aotearoa New Zealand.

Congratulations are in order for Richmond Community Garden and Riverlution winning the category "Tiakina te whenua, ka manaakitia te tangata" - Caring For the Land, Caring For the People.

Their reflections on this achievement summarise well why they are so deserving of this recognition: *"At the core of our work is a deep respect for nature, and this recognition means the world to us. The Kūmara Awards provided us with an incredible opportunity to reflect on our achievements and witness the outstanding mahi happening across our city. We couldn't be prouder of our community and the positive impact we are making together."*

- ***Parks Team Update***

The Community Partnerships Ranger recently on 11 April 2024 facilitated a daffodil/maintenance session in Oliviers Reserve with the Garden Facilitator from Philipstown Hub, and the Sailsbury St Foundation. This was also joined by the local police officer who works in the area, among others, making for some positive local interaction and mahi to take good care of this community space.

- ***ANZAC Day service***

  In addition to the ANZAC dawn service in Cathedral Square, the Papanui service (pictured below) offered the occasion to remember New Zealand's fallen soldiers.

The Chair laid a wreath in remembrance on behalf of the Board (fourth from the right below) at the memorial outside the Papanui RSA.

3.5.2 **Council Engagement and Consultation**

- ***Tree Planting Plans*** **-** The Council is seeking feedback on the following plans until 20 May 2024, with more plans being released in the coming weeks:
  - Bayswater Reserve - Bromley
  - Denton Park - Hornby
  - Evora Park - Halswell
  - Fairway Reserve - Shirley
  - Franco Park - Halswell
  - Holmes Park - Upper Riccarton
  - Lamorna Reserve - Queenspark
  - Mandeville Reserve - Riccarton
  - Showgate Reserve - Sockburn
  - Simeon Park - Spreydon
  - Washington Way Reserve - Sydenham

3.6 **Governance Advice**

3.6.1 **Waipapa Papanui-Innes-Central Community Board Submissions**

Since the last Area Report, a Board submission on the Council's Ōtākaro Avon Stormwater Management Plan (**Attachment E**), and on the Council's Draft Long Term Plan 2024-34 (**Attachments F**), have been approved.

3.6.2 **Customer Service Request (CSR) Report for the Papanui-Innes-Central Wards**

Refer to **Attachment G** for the 1 March – 31 March 2024 statistics, providing an overview of the number of CSRs that have been received, including the types of requests being received and a breakdown of how they are being reported.

Snap Send Solve is the smartphone app the Council offers to help make reporting issues easy, and it is still possible to report issues online, by calling Council on 03 941 8999 or visiting one of the Council's Service centres.

3.6.3 **Climate action**

The Board's vision statement reflects its commitment to supporting the Ōtautahi Christchurch Climate Resilience Strategy's climate goals and the Ōtautahi-Christchurch Urban Forest Plan.

Another resource for understanding the Council's targets, what it's doing, how emissions are tracking, and finding relevant community events and activities, is the Council's Climate Action webpage. At present relevant community events in the Board area include 'Repair Revolution' at Riverlution Eco Hub and Richmond Community Garden.

Collectively, petrol and diesel vehicles are our biggest sources of emissions. Walking or going by bike, bus, scooter, ride-share or an elective vehicle (EV) instead are all ways to help and can also save time and money.

Whether you are going to work or school, choose ways that are better for you and our environment. For more information, visit getting to work or getting to school.

We also recognised that our tamariki and rangatahi are the leaders of tomorrow. The Learning Through Action programme encourages students to get creative and find innovative ideas for meaningful climate action.

3.6.4 **Community Patrols**

The Community Patrols of New Zealand website hosts a wealth of information relevant to what they do in helping to build safer communities, becoming a patroller, and setting up a patrol. Patrols in the Board area include the Christchurch North and City Park community patrols. Their statistical information can be found on the website.

3.6.5 **Planned road works and closures**

Planned road works and closures are indicated on the map at the Traffic Updates page at this link. Additionally, a Smartview of nearby road works and closures is available at the following link: https://smartview.ccc.govt.nz/travel/roads.

- ***Public Notices** – proposed temporary road closures for events*
  - Black Ferns Vs Canada

3.6.6 **School travel**

The Council offers a wealth of resources at this link relevant to how together we can make it way safer and easier for more children to walk, bike and scooter to school.

Good-to-go ways to get to school is an exciting programme designed to support schools in encouraging safe, active, fun, affordable, low-emission ways to travel to and from school.

3.6.7 **Travel Planning**

The Council also offers free city travel planning to help organisations, businesses and staff get to know their travel options, with personalised journey planning sessions, advice, practical resources, and services such as Metro incentives for taking the bus, and onsite bike workshops. Information is available at this link, which notes that over 50 workplaces have been supported since 2016, assisting thousands of staff across the city.

3.6.8 **SmartView**

The Council's SmartView page gives users access to a range of real-time information about the city, including data on how to find local mountain bike tracks and also check that they are open, the number of spaces available in car park buildings, the nearest bus stop and the time of the next arrival, air quality, how to get to places, events, where to see street art, weather updates and the latest airport arrivals and departures.

4. Advice Provided to the Community Board Ngā Kupu Tohutohu ka hoatu ki te Poari Hapori

4.1 **Start Work Notices (SWN)**

SWN relating to the Board area are separately circulated to the Board. All Board area and city-wide start work notices can be found at this link. Recent SWN relating to the Board area are:

- Aorangi Road - investigation works *(circulated 29 April 2024)*
- Condell Avenue – investigation works *(circulated 22 April 2024)*
- Major Cycle Route (MCR) Northern Line Cycleway - railway crossing upgrade *(updated SWN circulated 19 April 2024)*
- Bishopdale and Papanui investigation works - Harewood Road between 251 and 252, and Greers Road *(circulated 18 April 2024)*
- Park Terrace – bus stop, cycle, and pedestrian safety improvements *(circulated 17 April 2024)*

- Shirley Road, Marshland Road, North Parade and New Brighton Road intersection - investigation work *(circulated 16 April 2024)*
- Aorangi Road/Condell Avenue/Matsons Avenue - investigation work *(updated SWN circulated 16 April 2024)*
- Aorangi Road - investigation works *(circulated 16 April 2024)*
- Aorangi Road/Condell Avenue/Matsons Avenue - investigation work *(circulated 15 April 2024)*
- Bishopdale and Papanui investigation works - Harewood Road between Greers Road and 84/91 Harewood Road *(circulated 12 April 2024)*
- Kilmore Street, Fitzgerald Avenue and Avonside Drive Intersection – signals recabling *(circulated 11 April 2024)*
- High Street Upgrade - road closure between Tuam and St Asaph Streets *(circulated 8 April 2024)*
- Linwood Avenue/Buckleys Road/Aldwins Road – intersection safety improvements – night works *(circulated 8 April 2024)*
- Bishopdale and Papanui investigation works - Harewood Road and Greers Road intersection *(circulated 3 April 2024)*

4.2 **Graffiti Snapshot**

The Graffiti Snapshot for March 2024 can be found as **Attachment H** to this report. The Council also provides information on graffiti, including tips to prevent it, and about becoming a Graffiti Programme volunteer, at this link.

4.3 **Memoranda**

Memoranda related to matters of relevance to the Board have been separately circulated for the Board's information and are listed below.

- CCC: Frontrunner Christchurch Marathon – CBD road closures *(email circulated 16 April 2024)*
- CCC: Stop Road (airspace) and Dispose to Adjoining Owner *(circulated 12 April 2024)*
- CCC: Shirley/Hills Safety Improvements - Construction Approach *(circulated 12 April 2024)*
- CCC: Transport Capital Programme Additional External Funding *(circulated 8 April 2024)*
- CCC: Ministry for the Environment food scraps collection research project *(circulated 5 April 2024)*

Attachments Ngā Tāpirihanga

No.	Title	Reference	Page
A	Youth Development Fund Grant under Delegation for Samantha Lascelles	24/645328	
B	Youth Development Fund Grant under Delegation for Thomas Vesty	24/645451	
C	Youth Development Fund Grant under Delegation for Amanda Black, Georgia Barrett-Dobson and Jason (Yulin) Zhang	24/747015	
D	Youth Development Fund Grant under Delegation for Brock Marshall	24/747018	
E	Board Submission on the Ōtākaro Avon Stormwater Management Plan	24/651920	
F	Board Submission on the Council's Draft Long Term Plan 2024-34	24/651921	
G	Customer Service Request Report - March 2024	24/645330	
H	Graffiti Snapshot - March 2024	24/645331	

Signatories Ngā Kaiwaitohu

Authors	Mark Saunders - Community Board Advisor Lyssa Aves - Support Officer Trevor Cattermole - Community Development Advisor Stacey Holbrough - Community Development Advisor Helen Miles - Community Recreation Advisor Emma Pavey - Manager Community Governance, Papanui-Innes-Central
Approved By	Emma Pavey - Manager Community Governance, Papanui-Innes-Central Matthew McLintock - Manager Community Governance Team John Filsell - Head of Community Support and Partnerships

11. Waipuna Halswell-Hornby-Riccarton Community Board Area Report - May 2024

Reference Te Tohutoro:	24/439378
Responsible Officer(s) Te Pou Matua:	Jessica Garrett, Community Governance Manager
Accountable ELT Member Pouwhakarae:	Andrew Rutledge, Acting General Manager Citizens and Community

1. Purpose and Origin of the Report Te Pūtake Pūrongo

1.1 The purpose of this report is to provide the Board with an overview on initiatives and issues current within the Community Board area.

1.2 The report is staff generated.

2. Officer Recommendations Ngā Tūtohu

That the Waipuna Halswell-Hornby-Riccarton Community Board:

1. Receive the information in the Waipuna Halswell-Hornby-Riccarton Community Board Area Report - May 2024 Report.

3. Community Support, Governance and Partnership Activity

3.1 **Community Governance Projects**

Activity	Detail	Timeline	Strategic Alignment
Community Pride Garden Awards 2024	A joint venture between the Community Boards and the Christchurch Beautifying Association since 1997. Certificates have now been posted out to Award recipients.	Completed	Strengthening Communities Together Strategy
Community Service Awards 2024	Community Service Awards give well-deserved recognition to the people who make our communities better places to live. They are a way of thanking and honouring volunteers who demonstrate dedication and passion, inspiring others to make service a central part of their lives.	Nominations are being processed for the Board to consider at its 13 June 2024 meeting	Strengthening Communities Together Strategy

- **EID AL Fitr 2024**

EID AL Fitr 2024 took place on a sunny Sunday afternoon celebrating the end of Ramadan. Held at the newly opened Multi-Cultural Centre, it was the first event of this size held at the new venue with great success.

With a variety of delicious food vendors, activities, and amusement devices, an approximate of 3000 attended the event. This day would not have gone ahead without the help of CCC, Asturlab and NZ Eid Day.

- **Matatiki Formal Opening and Community Day**

The formal opening of the new Matatiki Pool and Library Facility in Hornby was held on Friday 19th April. Manawa Whenua opened the ceremony, acknowledging the significance of the land and the new facility. Local schools Gilberthorpe and Hornby High as well as Berenardo's preschool took part, offering performances that highlighted the community's excitement for the new facility. The complex was open to the public from 3 pm allowing people to explore the new facility.

The community day was held on Saturday 20th April. Across the entire day, there were over 2800 people in attendance. A range of local community groups and food vendors set up in the car park to entertain and share information about what Hornby has to offer.

- **Christchurch Heritage Festival 2024**

Christchurch Heritage Festival is on its way again from 12 to 28 October (Labour Day), bringing together a wide range of community events and activities and is an opportunity to share the stories of the past that link us to this place. He tātai muka, he tātai tangata – weave together the strands, weave together the people.

Community groups, businesses and individuals who may have a great idea for an event at this year's Heritage Festival are encouraged to apply to be part of the Christchurch Heritage Festival 2024 programme. Applications are open online from Wednesday 8 May to Monday 10 June 2024.

This year's theme looks to explore our heritage in terms of sport, recreation and leisure. Whilst it is encouraged, it is not compulsory to relate your heritage event to the theme.

3.2 **Community Funding Summary**

3.2.1 For information, a summary is provided on the status of the Board's 2023-24 funding as at 22 April 2024 (refer **Attachment A**).

3.2.2 **Youth Development Fund** – Under authority delegated by the Community Board the following allocations were made in April 2024:

- $500 to Zoe Dunning towards participating in the Australian Oireachtas to be held in Gold Coast, Australia from 5 July to 8 July 2024.
- $500 to Ben McLauchlan towards participating in the Federation of International Touch World Cup 2024 to be held in Nottingham England from 15 July to 21 July 2024.

3.2.3 **Off the Ground Fund** – Under authority delegated by the Community Board the following allocation was made in April 2024:

- $400 to Mesoumah Sadat towards an Eid Celebration.

3.3 **Participation in and Contribution to Decision Making**

3.3.1 **Report back on other Activities contributing to Community Board Plan [*for items not included in the above table but are included in Community Board Plan]***

- The decision of the council to approve the gifting of the land and building at 2/8 Goulding Avenue to the Hornby Community Care Trust has supported the Board's 2023-25 board priority of "Support the transition of the Hornby Community Care Centre to full ownership for the Hornby Community Care Trust".

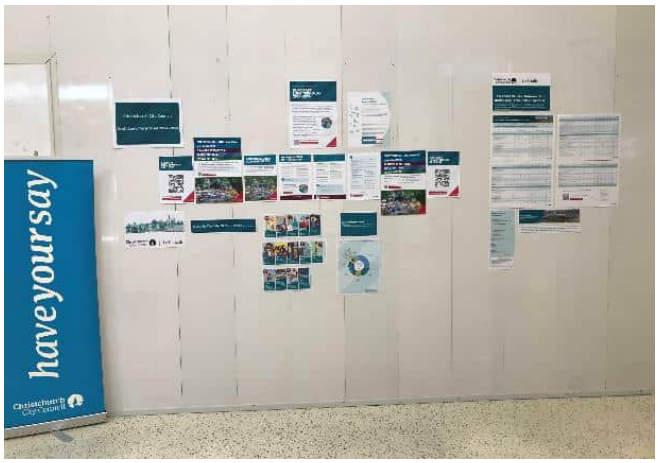
3.3.2 **Council Engagement and Consultation**.

- **Draft Long Term Plan 2024 - 2034**

  Consultation on the Draft Long Term Plan opened on 18 March 2024 and closed on 21 April 2024. The Board made a submission on the plan (**see Attachment B**) and has asked to speak to its submission.

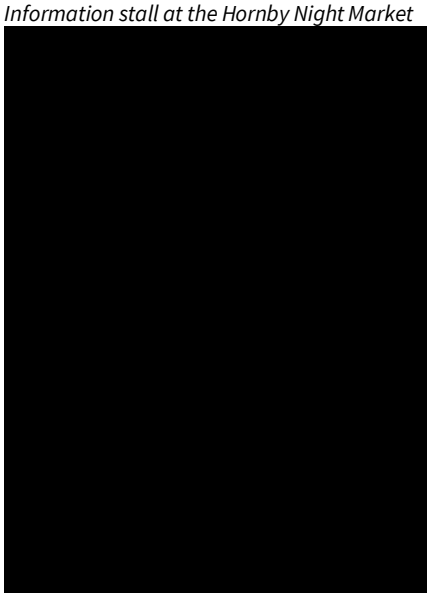
  There were 26 organised events held in the Board area during the submission period where the public were informed and able to provide feedback in various ways. This included;

  - Displays and materials in Service Centres, libraries and other locations such as the Halswell Hub and the Hornby Hub.
  - Speaking at existing opportunities such as the Hornby Workers Luncheon, Hurutini Council and Common Ground Café.
  - Taking advantage of events such as the Matatiki Community Day and Hornby Night Market to provide information.
  - Providing opportunities to assist residents with putting together their submission at Rārākau: Riccarton Centre.



Display at The Hub Hornby

Information stall at the Hornby Night Market



Hurutini Council members having their say

4. Advice Provided to the Community Board Ngā Kupu Tohutohu ka hoatu ki te Poari Hapori

4.1 **Accessibility of pedestrian crossing - Chappie Place, Hornby**

At its meeting on 14 September the Board noted that it is currently difficult for those using mobility scooters and wheelchairs to use the pedestrian crossing facility on Chappie Place, Hornby in the vicinity of "Wendy's" and requested that staff investigate the accessibility of the pedestrian crossing facility and provide advice on measures that could improve accessibility.

Road maintenance staff have advised that it is proposed that isolated smoothing be applied to both shoulders of the road at the crossing to improve comfort and transition particularly for mobility and other impaired pedestrians. The work has been programmed for May 2024.

4.2 **Former Addington saleyards site**

At its meeting on 12 October the Board received a public forum presentation from the Deans Avenue Precinct Society's presentation raising concerns about the state of the former Addington Saleyards site (25 Deans Avenue). The Board referred the issues raised to staff for investigation and to provide advice on the possible participation of the Council in a liaison group for the former Addington saleyards site.

Staff have now advised that the landowner has responsibility for this area and has declined to interact with the Council on this matter. No staff have been added to the liaison group.

4.3 **Community Patrols**

Community Patrols of New Zealand is dedicated to helping build safer communities in partnership with NZ Police and other organisations. Patrols in the Board area include the Hornby and Riccarton community patrols. Their Monthly Patrol Statistics can be found on the Community Patrols of New Zealand website:

Hornby Community Patrol Inc statistical information

Riccarton Community Patrol Inc statistical information

4.4 **Graffiti Snapshot**

For the Board's information, attached is a Graffiti Snapshot, an update on graffiti as of March 2024 (refer **Attachment C**).

4.5 **Customer Service Requests/Hybris Report**

For the Board's information, attached is a copy of the March 2024 Hybris Report (refer **Attachment D**).

The report provides an overview of the number of Customer Service Requests that have been received, including the types of requests being received and a breakdown of how they are being reported.

Attachments Ngā Tāpirihanga

No.	Title	Reference	Page
A	Waipuna Halswell-Hornby-Riccarton Community Board Funding Update - April 2024	24/674568	
B	WHHR submission on Draft Long Term Plan 2024 - 2034	24/665252	
C	Graffiti Snapshot - March 2024	24/671466	
D	Halswell-Hornby-Riccarton Hybris Report - March 2024	24/671467	

Signatories Ngā Kaiwaitohu

Authors	Noela Letufuga - Support Officer Marie Byrne - Community Development Advisor Faye Collins - Community Board Advisor Bailey Peterson - Community Development Advisor Sam Savage - Community Recreation Advisor Hannah Martin - Community Support & Events Coordinator Jess Garrett - Manager Community Governance, Halswell Hornby Riccarton
Approved By	Jess Garrett - Manager Community Governance, Halswell Hornby Riccarton Matthew McLintock - Manager Community Governance Team John Filsell - Head of Community Support and Partnerships

21. Waitai Coastal-Burwood-Linwood Community Board Area Report - May 2024

Reference Te Tohutoro: 24/439383

Responsible Officer(s) Te Pou Matua: Christopher Turner-Bullock, Community Governance Manager christopher.turner@ccc.govt.nz

Accountable ELT Member Pouwhakarae: Andrew Rutledge, Acting General Manager Citizens and Community

1. Purpose and Origin of the Report Te Pūtake Pūrongo

1.1 The purpose of this report is to provide the Board with an overview on initiatives and issues current within the Community Board area.

1.2 The report is staff generated.

2. Officer Recommendations Ngā Tūtohu

That the Waitai Coastal-Burwood-Linwood Community Board:

1. Receive the information in the Waitai Coastal-Burwood-Linwood Community Board Area Report - May 2024 Report.

3. Community Support, Governance and Partnership Activity

3.1 **Community Governance Projects**

Activity	Detail	Timeline	Strategic Alignment
Mugford Restoration Project	60 staff from Kiwicare volunteered over 3 days to help the Avon Heathcote Estuary Ihutai Trust with their latest restoration project at Mugford, Bexley. The group weeded, guarded and mulched around newly planted native vegetation and learnt about predator control and setting out a trapping line.	On-going	Enhancing Environmental wellbeing
House of Hoopz Street Ball league	The Grand Final of the House of Hoopz was held on 30 March 2024 at the New Brighton half court along Marine Parade. The winners of each of the events in the series, headed to New Brighton's half court to battle it out for the kudos of being House of Hoopz champions. The event attracted over hundred spectators from right across the city who came to cheer on their team, friends and whānau and passersby who simply stopped to watch the action.	30 March	New Brighton Safety Initiatives: Support engagement with youth sector in the development of activities and recreational spaces for our tamariki in the mall, and key activity areas across the ward

	Each of the competitions in the league series, culminating in the finals at New Brighton have activated public recreational spaces with positive activity for rangatahi.		
Stitch-O-Mat	Stitch-O-Mat have now moved to their new location at Shop 4 Carnaby Lane in New Brighton Mall as of 8 April. After The Brighton Gallery Trust moved out of the premises there was potential for it to join the list of unoccupied buildings in New Brighton Mall, adding to the associated problems with unoccupied shops. With the cooperation of the property owner and funding support from the Waitai Community Board, Stitch-O-Mat have managed to secure the lease and move fairly quickly, ensuring continuity of their services for the community and also that the space was not left unoccupied for very long.	On-going	New Brighton Mall
Woolston Gala	Staff met with Woolston Development Project to start to plan for the re-establishment of the Woolston Gala to be held on Woolston Park. Currently staff are surveying local groups, residents and businesses to gauge interest in being part of a Gala. Staff are aiming to plan for a Gala to be held in November of this year.	On-going	Woolston Village Safety Initiatives

3.2 **Community Funding Summary**

3.2.1 For the Board's information, a summary is provided (refer **Attachment A**) on the status of the Board's 2023-24 funding as at 16 April 2024.

3.3 **Participation in and Contribution to Decision Making**

3.3.1 **Report back on other Activities contributing to Community Board Plan [*for items not included in the above table but are included in Community Board Plan]***

- **Community Garden Pride Awards**

  On Monday 15 April 2024, the Board hosted their annual Community Garden Pride Awards at the Aranui Wainoni Community Centre. A total of 158 recipients in the Waitai Coastal-Burwood-Linwood Community Board will receive a certificate with approximately 34 handed out at the event.

- **Port Link Briefing**

  The Waitai Community Board received an update from the Head of Planning and Consents, the Team Leader for RMA Compliance, the Senior Planner and Solicitor who have been working on the Port Link site. The Board requested that the hui would be held at a venue that was nearby the community affected, so that residents who live near the Port Link facility could attend the briefing in person to hear the update, rather than travelling to the New Brighton Boardroom or listening to the livestream.

  Supporting this request, the hui was arranged to be held at the former Waikura Linwood-Central-Heathcote Community Boardroom at Smith Street in Woolston on 21 March 2024. Four residents attended and were invited to the table by the Board Chair to be able to ask questions and engage with the kōrero alongside their elected representatives. The residents fed back that they appreciated and valued the opportunity to ask questions directly and that the briefing was open for them to attend.

- **South Island Novice Championships**

  Woolston Boxing club hosted and ran the South Island Novice Championships 2024 on 23 and 24 March at their home at Woolston Club. With 60 fights on the Saturday and then another 20 on the Sunday Finals Day. The gym was packed with hundreds of young athletes testing their training and skills against other boxers from all over the South Island.

  Staff and volunteers from Woolston Boxing Club put in a huge amount of mahi in the lead up to and in the weekend of the Championships to make sure it was a fun, safe and exciting for all involved. The ring and arena were built with the help of members parents who donated not only materials but time to the Club. The event planning, administration and operations was divvied out to a pool of volunteers who are either members themselves or have tamariki training at the Club. The successes of the winners mirrored the hard work and positive attitudes demonstrated by the staff, coaches and officials working with the young people in their Clubs.

WOOLSTON

NOVICE
BOXING
CHAMPS
SOUTH ISLAND

- **House of Hoopz Grand Final**

House of Hoopz Ōtautahi hit New Brighton's half court on Saturday 30 March 2024. The contest saw finalists from eight different suburbs battling it out for the kings or queens of the court and have House of Hoopz 2024 bragging rights.

House of Hoopz is the latest streetball competition in Ōtautahi delivered by Youth and Cultural Development (YCD), supported by Christchurch City Council, Selwyn District Council, The Gators, Clubkingz, Whanaketanga Barbers and Lulus Braids over the past eight weeks.

The streetball league saw great talent across each competition, which began in Shirley before heading into Hoon Hay, Belfast, Linwood, Selwyn, Aranui, Hornby and Phillipstown. Winners from these suburban tournaments then made their way down to New Brighton's half court on the Saturday to play off in the finals.

Alongside the 3x3 games, the event welcomed participants for a 'dunk' contest as well as a three-point contest with lots of prizes up for grabs.

The Fresh Team from YCD provided a free BBQ for players and spectators but free braids from Lulu's House of Braids as the Barbarians who offered free fades for all young people.

A guest appearance from local artist Big Sima was made alongside DJ INFRARED, a Flava Radio Station DJ and CLUB KINGZ DJ. With the streetball league targeted at youth, offered all young people the chance to play street sports. YCD aimed to take away financial barriers that may arise with playing sports.

Wrapping up for 2024, it was the Linwood team who won the title of champions, promising to be the team to beat in 2025.

- **Climate Action Campus**

  Lots has been happening at the Climate Action campus as their projects continue to progress. In the last month volunteers have been working on a new food forest on the former cricket fields and a new container was delivered which is the first piece of kit for the native nursery project the NZ Conservation Volunteers are establishing on site.

  The main office and some of the old classrooms at the campus are getting a new lease of life with volunteer artists designing and creating murals on the bare outside walls.

- **Community Soup Event**

  The Driftwood Council of Brighton ran the first of their New Brighton Soup on Monday 25 March 2024. For a $10 entry fee participants received a bowl of soup to enjoy and one vote for the best pitch of the night. They heard from several individuals and groups who were presenting their idea for a great project for Greater Brighton. All the proceeds go towards making the winning idea happen.

  This event was a collaboration with New Brighton Community Gardens who provided the ingredients for and made the soup, New Brighton Surf Life Saving Club who provided the venue and the members of the Driftwood Council who put the event together.

  Amongst the several pitches who presented the ideas, it was Brighton Gallery Trust who won the community vote and received over $200 for their youth roller-door project.

- **Community Law Workshop**

  In partnership with Community Law, Waitai Community Governance staff organised a workshop held on the 5 April for community groups who have Incorporated Society status to learn about the changes to the law.

  The workshop went in-depth into the steps groups are going to need take to re-register their organisations and the additional administration that is required as part of the changes to the Incorporated Societies Act. Staff have heard that groups have been apprehensive of their new obligations under the Act and so being able to provide a workshop delivered by a professional from Community Law was important. The groups were able to deep dive into what exactly they needed to do and ask questions specific to their legal status and context.

  Staff will continue to work with Community Law to develop a schedule of future workshops to continue to support community organisations through the coming changes.

3.3.2 **Council Engagement and Consultation**.

- The Waitai Coastal-Burwood-Linwood Community Board Submissions Committee held a meeting on Thursday 4 April 2024. Presented for record purposes (refer **Attachment B**) are the Board's Submissions Committee Minutes and Submission to the Council on the Ōtākaro Avon Stormwater Management Plan.
- The Waitai Coastal-Burwood-Linwood Community Board held a Long Term Plan Workshop with local groups on Thursday 4 April 2024. The feedback received during this workshop will be taken into consideration for inclusion in the Board's Draft Long Term Plan 2024-34 Submission.

- The Waitai Coastal-Burwood-Linwood Community Board Submissions Committee held a meeting on Tuesday 16 April 2024. Presented for record purposes (refer **Attachment C**) are the Board's Submissions Committee Minutes and Submission to the Council on the Draft Long Term Plan 2024-2034.

3.4 **Governance Advice**

3.4.1 **Urban Waterways and Estuaries Joint Working Group**

At its meeting on 12 February 2024, the Board received an item of correspondence from Councillor J Davies, Environment Canterbury in relation to feedback sought to re-establish the Urban Waterways and Estuaries Joint Working Group. The Board requested that staff consider presenting this at the next Governors Forum for discussion between Christchurch City Council and Environment Canterbury.

Staff have advised that Councillor J Davies circulated a memorandum summarising the feedback he received ahead of the 15 March 2024 ECan:CCC Governors Meeting. It is understood that this topic was not raised at the meeting. ECan staff will seek to follow up with Councillor Davies.

3.4.2 **Berms surrounding Linfield Park**

At its meeting on 11 September 2023, during consideration of the monthly Area Report, the Board resolved to request staff provide advice on costs involved with regards to planting at the berms surrounding Linfield Park. Staff have provided the following response:

Area of berm assessed is between the legal boundaries of the sports facility.
Total area of grass berm approx. 497m2 /around 257 linear meters both estimated by desk top exercise.
***Associated risks**:*
***Services** -unfortunately, there is an Enable cable running the length of the berm around 1 meter from the kerb which in itself would deem the project impractical.*
There are several stormwater outlets within the berms which would also prohibit work around these assets.
There are 6 trees (magnolia grandiflora) in the berms which will need a TPMP plan for working around, will not be able to excavate sufficient depth for shrub planting around the trees i.e. within the drip lines.
When digging out would potentially need to shore up along the kerb and footpath sides of the grass berms to prevent undermining of these assets which again may place limitations regarding excavation.
Car's parking along the gardens (if formed/approved) Passengers would be exiting the vehicle directly into the gardens (not ideal) and my hunch is that including pedestrian foot traffic crossing between fields would damage the shrubs /gardens.
Estimated costs
$99,736.00
Includes Technical design/scoping/project management, service location, Traffic management, Tree protection plan, dig out/back fill, shrub planting, mulch and establishment maintenance for up to two years.
The scale of work would make this a capital programme job, Road Amenity and Asset Protection only have budgets to maintain. If the Board would like something to happen here, they would need to advocate for capital funding through LTP/AP processes.

3.4.3 **Safety Improvements to Rudds Road**

At its meeting on 11 March 2024, during consideration of the monthly Area Report, the Board resolved to request that staff consider including improvements to Rudds Road between Kearneys Road and Cypress Street. Staff have provided the following response:

Unfortunately there is insufficient budget to accommodate additional scope beyond providing the speed humps to address the issues identified on Cypress Street. The project is being funded from the Minor Safety Interventions programme, which aims to do around five projects per year from a budget of $300k. With a budget of this scale there is limited flexibility to allow for increased scope.

Board Members may be aware of the Bromley Action Plan which is being developed separately. Rudds Road is within the area under consideration, so the Board could advocate for this to be put forward for inclusion within the action plan.

4. Advice Provided to the Community Board Ngā Kupu Tohutohu ka hoatu ki te Poari Hapori

4.1 **Avon Park Redevelopment Project**

Attached for the Board's information, staff memorandum providing an update on the Avon Park Redevelopment Project (refer **Attachment D**).

4.2 **Customer Service Request/Hybris Report**

For the Board's information, attached is a copy of the March 2024 Hybris Report (refer **Attachment E**). It is noted that the Hybris Team have changed the graffiti tickets so they will be separated from where they were. The change was effective from 20 March and explains why there are multiple types of graffiti tickets showing in the table.

4.3 **Mural, Broad Park**

At its meeting on 12 February 2024, the Board received a public forum presentation from David Caines in relation to a proposed mural on the toilet block at Broad Park. The Board requested staff report on next steps for the proposed mural project. Attached for the Board's information, staff memorandum providing an update on the next steps of the mural project (refer **Attachment F**).

Attachments Ngā Tāpirihanga

No.	Title	Reference	Page
A	Waitai Coastal-Burwood-Linwood Community Board - Funding Update as at 16 April 2024	24/636318	
B	Waitai Coastal-Burwood-Linwood Community Board Submissions Committee 4 April 2024 - Minutes and Board Submission	24/597157	
C	Waitai Coastal-Burwood-Linwood Community Board Submissions Committee 16 April 2024 - Minutes and Board Submission	24/653683	
D	Waitai Coastal-Burwood-Linwood Community Board - Avon Park Redevelopment Project - Staff Memorandum	24/579729	
E	Waitai Coastal-Burwood-Linwood Community Board - Hybris Report - March 2024	24/597039	
F	Waitai Coastal-Burwood-Linwood Community Board - Broad Park Mural - Staff Memorandum	24/650616	

Signatories Ngā Kaiwaitohu

Authors	Cindy Sheppard - Community Board Advisor Rory Crawford - Community Development Advisor Emily Toase - Community Development Advisor Christopher Turner-Bullock - Manager Community Governance, Coastal-Burwood-Linwood
Approved By	Christopher Turner-Bullock - Manager Community Governance, Coastal-Burwood-Linwood Matthew McLintock - Manager Community Governance Team John Filsell - Head of Community Support and Partnerships

14. Te Pātaka o Rākaihautū Banks Peninsula Community Board Area Report - May 2024

Reference Te Tohutoro:	24/542880
Responsible Officer(s) Te Pou Matua:	Penelope Goldstone, Community Governance Manager
Accountable ELT Member Pouwhakarae:	Andrew Rutledge, Acting General Manager Citizens and Community

1. Purpose of Origin of the Report Te Pūtake Pūrongo

1.1 This report provides the Board with an overview of initiatives and issues current within the Community Board area.

1.2 The is a monthly staff-generated report.

2. Officer Recommendations Ngā Tūtohu

That Te Pātaka o Rākaihautū Banks Peninsula Community Board:

1. Receive the information in the Te Pātaka o Rākaihautū Banks Peninsula Community Board Area Report - May 2024 Report.

3. Community Support, Governance and Partnership Activity

3.1 **Community Governance Projects**

Activity	Detail	Timeline	Strategic Alignment
Feasibility study to identify the need and viability of a shared community space for the groups based at Naval Point.	Whakaraupō Recreation Incorporated are in the process of conducting a feasibility study to identify the need and viability of a shared community space for the groups based at Naval Point. Engagement with users to determine what groups would use the space, how they may partner to work together, their individual special needs, current issues and future opportunities is currently underway. The feasibility study has been supported with funding from the Recreation Sport and Events Unit and Sport Canterbury as Naval Point is a key spaces and places project.	To be completed by June 2024.	Good social and physical connections for our community.

Activity	Detail	Timeline	Strategic Alignment
	It is expected that the study will be completed by June this year.		
SailGP debrief with key stakeholders	A debrief on SailGP with the key Naval Point stakeholder/user groups, Council and SailGP staff was held in April. The purpose of this meeting was to hear from the local users what worked well, what didn't and any improvements that could be incorporated for future events.	Completed	Good social and physical connections for our community.
Pigeon Bay Incorporated Society	The Pigeon Bay Incorporated Society is now registered, with the following purposes: 1. Maintaining and improving the Pigeon Bay Settlers Hall (1921) 2. Supporting, maintaining and improving any other community facilities or reserves in Pigeon Bay (excluding the campground) 3. Supporting and organising events and occasions to foster the community spirit of Pigeon Bay 4. Maintaining and improving the environment of Pigeon Bay.	Completed	Good social and physical connections for our community.
Birdlings Flat Community Response Planning	The Birdlings Flat Community Resilience group are providing a CPR course to any interested residents. This follows the group creating a Community Response Plan, establishing a Community Hub at Te Hapuku Birdlings Flat Community Centre and	4 May 2024	Proactive planning for climate change. Good social and physical connections for our community.

Activity	Detail	Timeline	Strategic Alignment
	organising a public meeting facilitated by FENZ.		
Rest area at the end of the Little River Rail Trail	A meeting is being held for Council staff, Little River Wairewa Community Trust and Rod Donald Trust members, along with local business holders to discuss creating a rest and information area at the end of the rail trail near the Little River Railway Station. The land is Council owned but has for many years been used as a dumping ground for old car parts and tyres. The community is keen to see it cleaned up and put to good use. Plans include a seat, planters and/or native plantings and an information stand about the history of the rail trail.	24 April 2024	Good social and physical connections for our community. Tourism opportunities are balanced with social, cultural, economic and environmental values.

3.2 **Community Funding Summary**

3.2.1 **Discretionary Response Fund -** as at 16 April 2024 the Discretionary Response Fund unallocated balance for 2023/24 is $31,353. During its meeting on Monday 8 April the Board granted $3,550 to the Lyttelton Toy Library towards Coordinator wages and equipment; and $2,000 to the Little River Support Group to cover Little River Pool Caretaker wages for the past summer season. The Summary of funding granted for Discretionary Response and Youth Development is attached. **(Attachment A)**

3.2.2 **Strengthening Communities Fund** – Applications closed for Strengthening Communities Funding on 12 April 2024, with Te Pātaka o Rākaihautū Banks Peninsula receiving applications totalling over $367,000; more than three times the amount of available funding. A decision report will come to the Board at its meeting on Monday 12 August 2024 and successful applicants will receive their grants during September 2024.

3.2.3 **Youth Development Fund** – On 8 April 2024 by delegation, the Board granted Abby Laird, of Cashmere High School, a grant of $300 towards travel costs to attend the World Future Problem Solving Championships in the United States of America in June 2024. Abby qualified for this event based on her excellent placings in the New Zealand Future Problem Solving National Championships held in November 2023.

3.2.4 **The Mayor's Welfare Fund** provides assistance to families and individuals in the community who are in extreme financial distress. It is a last resource when people have exhausted other appropriate sources such as Work and Income New Zealand (WINZ).

The criteria and instructions on how to apply can be found here: Mayors Welfare Fund - all you need to know

3.3 **Participation in and Contribution to Decision Making**

3.3.1 **Council Engagement and Consultation**.

- **Have your say** – at the time of writing the report there were no projects relating to Te Pātaka o Rākaihautū Banks Peninsula that are being consulted on.

3.3.2 **Start Work Notices** - Various Start Work Notices have been sent to the Board throughout the month. All Board area and city-wide start work notices can be found at: https://ccc.govt.nz/transport/works.

3.4 **Governance Advice**

3.4.1 **Hui a Hapori Community Open Forum and Public Forum –** The Board received the Public Forum presentation at its 8 April 2024 Meeting:

- Britomart Monument Flag.

3.4.2 **Board Submission to the Council's Draft Long Term Plan 2024-34** -the Board submitted to the Council's Draft Long Term Plan. **(Attachment B)**

4. Advice Provided to the Community Board Ngā Kupu Tohutohu ka hoatu ki te Poari Hapori

4.1 **Duvauchelle and Akaroa Wastewater Scheme Update** – A memorandum updating the Board on the Duvauchelle and Akaroa Wastewater schemes. (**Attachment C**).

4.2 **Overlay of properties with Sites-Areas of Significance in Te Pātaka o Rākaihautū Banks Peninsula –** A memorandum in reply to the Board's 30 October 2023 request: *The Board agreed to request staff to provide an overlay of properties with Sites/Areas of Significance in Te Pātaka o Rākaihautū Banks Peninsula.* **(Attachment D)**

4.3 **Customer Services Request Report -** providing an overview of the number of Customer Service Requests that have been received, including the types of requests being received and a breakdown of how they are being reported from 1 March to 31 March 2024 is attached. (**Attachment E**).

Snap Send Solve is the smartphone app the Council offers to help make reporting issues easy, and it is still possible to report issues online, by calling Council on 03 941 8999 or visiting one of the Council's Service Centres.

4.4 **Graffiti Report –** The graffiti report for March 2023 is attached. (**Attachment F**).

Attachments Ngā Tāpirihanga

No.	Title	Reference	Page
A	Te Pataka o Rakaihatu Banks Peninsula - Discretionary Response Fund Summary - Banks Peninsula April 2024	24/636805	
B	Te Pataka o Rakaihatu Banks Peninsula Community Board - Submission on Draft Long Term Plan 2024-34	24/656743	
C	Memorandum: Duvauchelle & Akaroa Wastewater Scheme Update - 4 April 2024	24/543013	
D	Memorandum: Overlay of Properties with Sites/Area of Significance in Te Pātaka o Rākaihautū Banks Peninsula - 29 April 2024	24/713196	
E	Customer Services Report - March 2024	24/597092	
F	Graffiti Report - March 2024	24/638085	

Signatories Ngā Kaiwaitohu

Authors	Liz Beaven - Community Board Advisor Steffi Brightwell - Community Development Advisor Linda Burkes - Support Officer Natasha McDonnell - Banks Peninsula Governance Advisor Dane Moir - Community Development Advisor Andrea Wild - Community Development Advisor Trisha Ventom - Community Recreation Advisor
Approved By	Matthew McLintock - Manager Community Governance Team John Filsell - Head of Community Support and Partnerships

14. Waihoro Spreydon-Cashmere-Heathcote Community Board Area Report - May 2024

Reference Te Tohutoro: 24/620657

Responsible Officer(s) Te Pou Matua: Arohanui-Grace, Waihoro Spreydon-Cashmere-Heathcote Community Governance Manager

Accountable ELT Member Pouwhakarae: Andrew Rutledge, Acting General Manager Citizens and Community

1. Purpose of Origin of the Report Te Pūtake Pūrongo

1.1 This report provides the Board with an overview of initiatives and issues current within the Community Board area.

1.2 This is a monthly staff-generated report.

2. Officer Recommendations Ngā Tūtohu

That the Waihoro Spreydon-Cashmere-Heathcote Community Board:

1. Receive the information in the Waihoro Spreydon-Cashmere-Heathcote Community Board Area Report - May 2024 Report.

3. Community Support, Governance and Partnership Activity

3.1 **Community Governance Projects**

Activity	Detail	Timeline	Strategic Alignment
Community Service Awards 2024	Nominations for Community Service Awards opened 1 March and will close on 16 August.	Ongoing	Strengthening Communities Together Strategy
Community Pride Garden Awards 2024	Award recipients have been notified and have indicated if they would like to receive a certificate. The certificates will be posted out to the award recipients this year.	Ongoing	Strengthening Communities Together Strategy
Edible and Sustainable Garden Awards 2024	Twenty-one entries were received, and assessments carried out in February 2024. An awards ceremony will be held in July.	Ongoing	Strengthening Communities Together Strategy
Age Friendly Spreydon Cashmere Heathcote	AFSCH Support Worker Community Board Project. Someone has now been appointed in this role. The AFSCH Action Plan workshop is planned for 27 May.	Ongoing	Community Board Project
Community Preparedness Event	Spreydon Cashmere Emergency Response Team (SCERT) The flyer advertising this event is **attached**.	30 May 2024	Board Priority Emergency Preparedness

South Christchurch Residents Association Meet Up (SCRAM)	Invitation to South Christchurch Residents to get together. Topics for discussion local emergency response plans, events, initiatives, CCC LTP, ECan LTP, and any issues of local concern. Organised by Sommerfield residents Association. The flyer advertising this event is **attached**.	11 April 2024	Board Priority Emergency Preparedness Participatory Democracy
Fuse Youth	A Memorandum of Understanding is in place between Council and Shoreline Youth Trust. This gives Fuse Youth sole occupancy and use of the Pariroa Room, for their youth activities. A Community Development Advisor has worked collaboratively with the Trust, Fuse Youth, staff from community libraries, Facilities Operation Officer and other users and lease holders at Matuku Takotako, to support the MOU.	Ongoing	Board Priority Community Facilities

3.2 **Community Funding Summary**

3.2.1 **Community Board Discretionary Response Fund 2023/24** – as at 23 April 2024:

- Discretionary Response Fund balance for 2023/24 is $20,826.00
- Youth Achievement and Development Fund balance is $1,500.00
- The Off the Ground Fund balance is $339.00
- The Shape Your Place Toolkit Fund balance is $2,000.00

The 2023/24 Discretionary Response Fund Spreadsheet is **attached** for record purposes.

3.2.2 **Youth Development Fund Applications**

Reporting back to Community Board:

Name | Event | Photo
Emily Jones – Hip Hop Unite World Championships, Portugal This funding received from the Waihoro Spreydon-Cashmere-Heathcote Community Board allowed me to attend the competition and experience a lifetime experience in travel, culture and World Competition. This experience has increased the enrolment at our studio by over 50% and has allowed us to extend and grow our name. In the future I will be continuing to dance and reach out to agencies to further my growth in dance, while our studio (Ace Dance Studios) will be returning to the same competition and more, and to hopefully qualify to dance on a world stage for a second time.

3.2.3 **Off the Ground Fund Applications**

The following Off the Ground Fund applications have been approved since the last Area Report:

Name	Event	Amount
Huntsbury Community Centre	Printing of newsletter	$231

The Off the Ground Fund Decision Matrix is **attached** for record purposes.

3.3 **Participation in and Contribution to Decision Making**

3.3.1 **Report back on other Activities contributing to Community Board Plan [*for items not included in the above table but are included in Community Board Plan]***

- The Waihoro Spreydon-Cashmere-Heathcote 2023-25 Community Board Plan was adopted by the Board at their meeting in May 2023 and can be found online here.
- Progress on the Community Board Plan can be found online here.

3.3.2 **Council Engagement and Consultation**.

- Draft Ōtākaro Avon Stormwater Management Plan is open for consultation from 21 February – 22 April 2024. Will go to Council for decision before June 2024. A copy of the Board's submission is attached.
- The Christchurch City Council Draft 2023/24 Long Term Plan opened for consultation on 18 March to 21 April 2024. A copy of the Board's submission is attached.
- Purau Reserve to help inform the landscape development plan is open until 7 April 2024, which will go out for consultation in May/June before coming to the Board for consideration in July/August 2024.
- The second round of tree planting plans open for consultation until 9 April, for Francis Reserve and Spreydon Domain, will come to the Board in May/June 2024.

3.4 **Governance Advice**

3.4.1 **Public Forum** – The Board received the following public forum presentations at its 11 April meeting and its Community Open Forum on 18 April 2024:

- Representatives from the Mt Pleasant Pottery Group addressed the Board in relation to obtaining access to residential red zone land.

- Representatives from the Taylors Mistake Land Company presented to the Board, outlining what the company is and the activities that is carried out onsite, and requesting assistance to off-set their ongoing expenses.
- Representatives from Beckenham Neighbourhood Association spoke in relation to the temporary safety improvements undertaken at Fisher Avenue and Norwood Street intersection, requesting that the safety improvements be made permanent.

3.4.2 **Deputations** – The Board received the following deputation presentations at its 11 April 2024 meeting:

- Survivors and their Survivor Advocate spoke to the Board on the Puretumu Torowhānui - Renaming Marylands Reserve and Marylands Place report.
- A local resident addressed the Board on the Correspondence Report regarding McVicar Drive, Cashmere Estate and Christchurch Adventure Park.
- A local resident spoke to the Board in relation to the Proposed tree planting plans.
- A local resident addressed the Board in relation to the proposed no stopping restrictions outside of 180-182 Dyers Pass Road.

3.4.3 **Correspondence** – The Board received the following correspondence at its 11 April 2024 meeting:

- A local resident submitted correspondence to the Board regarding traffic safety issues on McVicar Drive.
- The Addington Neighbourhood Association wrote requesting assistance from the Board.

3.4.4 **Information Sessions/Workshops** – The Board received the following information sessions/workshops in April 2024:

- Port Link Update
- Community Governance Team Update
- Workshop options for temporary relocation of services

3.5 **Community Development**

3.5.1 Addington Neighbourhood Building Project –

Kia Ora Addington is continuing to make an impact and extend its reach into the local community with a number of activities, events and working bees.

In the past month Kia Ora Addington has hosted a skill sharing night at Manuka Cottage, which included knife sharpening, cooking skills (chicken soup) and bread making, as well as a working bee at Addington Park. There are a number of activities planned throughout the school holiday period, including a "Paint the Playground" at Addington Park.

Addington Farm volunteers hosted the Cucurbit Competition, which was a well-attended and fun event supported by Off the Ground Funding.

3.5.2 Ceremony Event - Renaming Marylands Place and Marylands Reserve –

On Thursday April 11th, the Waihoro Spreydon-Cashmere-Heathcote Community Board made the decision to rename Marylands Place and Marylands Reserve to Validation Park and Validation Place. Waihoro Spreydon-Cashmere-Heathcote staff are currently in progress of organizing the event ceremony that will be held at the Reserve Park on Thursday 6th June to commemorate the renaming.

3.5.3 Community Basketball Half Court in Addington –

Planning is progressing for a half-court basketball court at Cornelius O'Connor Reserve. Waihoro Spreydon-Cashmere-Heathcote staff are working alongside to support the residents of Addington on this project, including the local rāngatahi who have been actively involved in fundraising efforts for the basketball court.

4. Advice Provided to the Community Board Ngā Kupu Tohutohu ka hoatu ki te Poari Hapori

4.1 **Customer Service Request Report** – A report on open and completed tickets (requests for service) in March 2024 is **attached**.

4.2 **Graffiti Snapshot Report** – The March 2024 Graffiti snapshot **attached**.

4.3 **Attached Memos include:**

- Waka Kotahi - SH75 Halswell Road Improvements – Bus stop location/shelters engagement.
- Transport Capital Programme Additional External Funding.
- Stop Road (airspace) and Dispose of to Adjoining Owner.

4.4 At the Briefing on 6 April 2023, the Waihoro Spreydon-Cashmere-Heathcote Community Board agreed to request that staff look at swapping out Project 8 – Huxley Street (Burlington to Montrose) renewal for a project that has a budget of $500,000, with any left-over budget to go back into Safety and Access projects (Projects 1-5). Staff have advised: *Huxley Street (Montrose to Burlington) has been removed from the CRAF programme.*

4.5 During the Elected Member Information Exchange on 10 August 2023, the Board requests that the issues raised regarding damage to the footpath alongside 229 Waimea Terrace be referred to staff to investigate making the footpath safe for pedestrian access. Staff have advised: *Met the resident in August 2023 and agreed to lay down crusher-dust in front of the property. This was completed in September 2023.*

4.6 At the Spreydon-Cashmere Community Board meeting on 4 August 2020, That the Waihoro/Spreydon-Cashmere Community Board:

1. Sub-delegate to the Chair and Deputy Chair of the Spreydon-Cashmere Community Board the determination to remove trees, under Section 42 of the Reserves Act 1977 and Section 334 of the Local Government Act 1974 (delegated to the Board under Part D – Sub-Part 1 of the Delegations Register), for the implementation of the Dyers Pass Road Safety Improvements project.

Staff advised: *on 6 March 2024 P Bawden and L Gordon reported to Chair and Deputy Chair and gained approval to remove 3 trees potentially affected by construction of Site 1 on Dyers Pass Rd.*

4.7 From a public forum presentation by Redcliffs Tennis Club on 26 October 2023, the Board referred the issues raised to staff to investigate and report back. The staff response follows:

There were two sites looked at by the club; the old Redcliffs School and below Mulgans Track.

1) Redcliffs School. I think this has already been answered through a different channel, but its actually a community park (not red zone). I checked with them, and the park has been fully developed and there isn't room to fit in the courts (the areas that currently look like grass are actually playing fields.

2) Mulgans Track. This is redzone land, so the answer isn't a no, but as with all red zone land, it was red zoned for a reason so there are complexities. I've snipped below the overlay, which shows that almost all of this area is in Rockfall Management Area 1. I asked the Geotech engineer about mitigation, and he said he'd need to do modelling to confirm, but as a guide the bund would probably need to be 2m high or so. Options from cheapest to most expensive would be:

a. Earth bund, although this would need the widest overall footprint – likely 8-10m.

b. Terramesh bund, probably around 4m footprint overall

c. Safety fence – minimal footprint but the engineer thought it would be extremely expensive.

The next technical step if the club would like to proceed would be for him to do modelling and confirm the scale/extent of mitigation needed.

Attachments Ngā Tāpirihanga

No.	Title	Reference	Page
A	SCERT Event flyer	24/657795	
B	SCRAM Event flyer	24/657796	
C	2023/24 Discretionary Response Fund Spreadsheet, as at 23 April 2024	24/657718	
D	Decision Matrix -OTGF Huntsbury Community Centre Newsletter Printing	24/646410	
E	Board Submission - Ōtākaro Avon Stormwater Management Plan	24/667697	
F	Board Submission - Draft Council 2024-34 Long Term Plan	24/667773	
G	Customer Service Request Report - March 2024	24/667699	
H	Graffiti Snapshot Report - March 2024	24/667700	
I	Memo - Waka Kotahi SH75 Halswell Road Improvements – Bus stop location/shelters engagement	24/667701	
J	Memo - Transport Capital Programme Additional External Funding	24/541869	
K	Memo - Stop Road (airspace) and Dispose of to Adjoining Owner	24/571122	

Signatories Ngā Kaiwaitohu

Authors	Arohanui Grace - Manager Community Governance, Spreydon-Cashmere-Heathcote Bec Carr - Support Officer Jane Walders - Community Board Advisor Heather Davies - Community Development Advisor Nime Ah Kam-Sherlock - Community Recreation Advisor Shanelle Temaru-Ilalio - Community Recreation Advisor
Approved By	Arohanui Grace - Manager Community Governance, Spreydon-Cashmere-Heathcote Matthew McLintock - Manager Community Governance Team John Filsell - Head of Community Support and Partnerships

12. Waimāero Fendalton-Waimairi-Harewood Community Board Area Report - May 2024

Reference Te Tohutoro: 24/602984
Responsible Officer(s) Te Pou Matua: Maryanne Lomax, Community Governance Manager maryanne.lomax@ccc.govt.nz
Accountable ELT Member Pouwhakarae: Andrew Rutledge, Acting General Manager Citizens and Community

1. Purpose of Origin of the Report Te Pūtake Pūrongo

1.1 This report provides the Board with an overview of initiatives and issues current within the Community Board area.

1.2 This is a monthly staff-generated report.

2. Officer Recommendations Ngā Tūtohu

That the Waimāero Fendalton-Waimairi-Harewood Community Board:

1. Receive the information in the Waimāero Fendalton-Waimairi-Harewood Community Board Area Report - May 2024.

3. Community Support, Governance and Partnership Activity

3.1 **Community Governance Projects**

Activity	Detail	Timeline	Strategic Alignment
School Principals' Meetings	The Governance Team sent a survey to all of the school Principals in our Board area to gather feedback on resuming the regular School Principals meetings with the Board. The findings of the survey are summarised in 3.6 below.	Ongoing	Strengthening Communities Together Strategy
2024/25 Strengthening Communities Fund	Applications for this year's funding round closed on 12 April 2024. 63 applications have been received and are currently being assessed by staff. The Board will be meeting on 4 August 2024 to allocate the fund.	4 August 2024	Strengthening Communities Together Strategy

3.2 **Community Pride Garden Awards**

The Waimāero Fendalton-Waimairi-Harewood Community Board Community Pride Garden awards were held on Wednesday 3rd April at the Russley Golf Club.

The awards encourage civic pride and acknowledge those who have contributed to maintaining the image of Christchurch as the Garden City by Beautifying their streets and gardens.

There were around 80 people in attendance, with just over 30 certificates presented in person, with the remaining certificates posted to those unable to attend or wished their certificates to be posted to them (around 127 total certificates awarded).

Attendees who have received garden pride awards for 10+, 20+ or 30+ years were also given additional certificates acknowledging their achievements.

There were six attendees that received 10+ certificates, one that received a 20+ certificate and two certificate winners: Neil and Rewa Drain and Bev Henley receiving 30+ certificates.

The Board also has some trophies that have been presented at the Board's Garden Pride awards since they began in 1991, these trophies were gifted by local businesses / the Christchurch Beautifying Association.

- Best Commercial Garden in Board area, awarded to the Sudima Christchurch Airport Hotel
- Christchurch Beautifying Association third place trophy, awarded to Maree Hunter
- Berryfields Trophy third place, awarded to Peter and Sandy Moore
- Berryfields Trophy Second place, awarded to Ray and June Stanbury
- Sweethearts Restaurant Premier Garden, awarded to Peter Lawarence

Feedback from the evaluation forms from the event showed that all attendees agreed or strongly agreed that awards acknowledge those who have contributed to the image of Christchurch by enhancing their gardens.

3.3 **Long Term Plan Community Engagement**

Community Board members have been 'out and about' talking to local residents about the Long Term Plan. It is a great opportunity to hear directly from people about their thoughts on the work of the Council and share concerns about potential rates increases.

Councillor Sam MacDonald and Board member Nicola McCormick at Avonhead Mall

Councillor James Gough and Engagement Advisor Hannah Ballantyne at Fendalton Library

Councillor Aaron Keown and Board member Jason Middlemiss at Bishopdale Mall

3.4 **Burnside Community Directory**

The Burnside Community Directory Project is underway! This initiative is made possible through the collaborative efforts of the Burnside Bryndwr Community Network (BBCN), generously supported by the Christchurch City Council and Mursetter Consultants.

The primary goal of the Burnside Community Directory is to celebrate the vibrant community life of Burnside by curating a comprehensive directory of local community activities and services. This directory will serve as an invaluable resource for residents, providing easy access to information about the fantastic offerings available in the Burnside area. It will be available online and delivered to all residents in the Burnside area.

Throughout April, community groups, organisations, and sports clubs based in or serving the Burnside area were invited to feature in the inaugural edition of the community directory.

We are excited to share that the project team is working towards having the community directory ready for distribution by the July school holidays.

Should you have any questions or require further information, please feel free to reach out to Jo at 027 337 2778 or via email at bbcn.chch@gmail.com

3.5 **Nepal Reserve Community Meeting**

Following the Board's approval of tree-planting plans for Nepal Reserve on 11 March, a subsequent meeting was convened with residents to discuss forthcoming and potential other developments at the reserve.

The meeting took place on Thursday, 11 April, at St. Timothy's Anglican Church on Kendal Avenue.

Agenda topics encompassed updates on the progress of tree planting, prioritisation of future development initiatives, and exploration of establishing a "Friends of Nepal Reserve" Trust.

A diverse group of residents from the surrounding area attended the meeting, alongside Councillor Sam MacDonald and Community Board member for Waimairi, Nicola McCormick. The session was facilitated by staff member, Karen Boag.

Throughout the discussions, residents expressed a strong desire to engage with parks staff for a walk around the Reserve to discuss planned plantings, potential locations, soil quality, and drainage concerns.

Many attendees, with over 15 years of residency in the area, contributed valuable local insights into the reserve's history and challenges. Notably, there was a focus on identifying tree species suitable for compacted soil and ensuring proper planting methods, underscoring the necessity for comprehensive ground testing.

The group deliberated on proposed development ideas from submissions and the community engagement session earlier in the year.

They reached a consensus that initiatives like Native Forest Planting and additional tree planting signify substantial progress. Consequently, there was a recommendation to prioritise improvements and maintenance of existing elements as quick wins before introducing new features that necessitate extensive consultation.

Immediate enhancements such as shade for the playground, covered seating, and provision of a rubbish bin emerged as primary community priorities.

Karen Boag, the staff member facilitating the meeting, is actively collaborating with relevant staff to organise a site visit to Nepal Reserve for the residents.

The tree planting is scheduled to take place in June/July, and the Parks staff are enthusiastic about having community support for the endeavour. Once the dates are confirmed, they will be pushed out to the community and local schools to encourage involvement.

3.6 **School Principal's Survey**

The Community Governance Team sent a survey to the Principals of all the schools in our Board area, asking if they are interested in resuming regular School Principal meetings with the Board. The survey was sent on 15 March and closed on 9 April 2024. We also asked what time and days are generally the most convenient, and if the Principals would be interested in having guest speakers from other agencies such as the Police or local Members of Parliament.

We heard from 18 local Principals. Key findings from the survey are:

- 100% of responses indicated support for resuming the meetings.
- The most popular day would be Wednesday, followed by Thursday and Tuesday.
- Most Principals would prefer to meet during school hours. This would be a change from previous years when we held the meetings on Friday before school.
- Most responses preferred biannual meetings.
- There were a range of suggestions for guest speakers from other support agencies. The most common suggestions were the Police, MP's and other Council departments. Other suggestions were Kainga Ora, 24-7 Youth Work, Papanui Youth Development Trust and Oranga Tamariki. Some responses also indicated a preference to just meet with the Board.

Given the strong appetite for resuming these meetings, the Community Governance team will explore potential dates and start adding these to our schedule.

3.7 **Have you visited the Ouruhia Community Hall?**

With the change in ward boundaries the Harewood ward gained a 'new' Council-owned community facility - the Ouruhia Hall.

Located at 225 Guthries Road in Belfast, the building is a good ole wooden floored hall with stage. The local school utilises the hall for productions and events, as do the Rock n Roll Group and Table Tennis Club. The hall has a lovely deck that leads out on to a large, grassed area that backs on to the Ouruhia Reserve. As such the venue is very popular as a wedding space.

Community Development Advisor, Natalie Dally, recently visited to connect with Ngarita Ditfort who manages the hall and got the full tour and history.

3.8 **Fendalton-Waimairi-Harewood Community Liaison Meeting**

The latest meeting was held on Wednesday 10 April 2024 at the Fendalton Service Centre and Library. Our Community Development Advisors, Natalie Dally and Karen Boag facilitated the meeting and took attendees through the process of making a submission on the Long-Term Plan. This included looking at the Council's website and the Bubble Budget Tool which meant people could go into more detail without wading through pages of information to find what they wanted.

We also heard from Courteny Reid from the Styx Living Laboratory Trust. Due to the boundary changes, a significant portion of the Styx River runs through our Board area and there are many opportunities for communities and residents to volunteer and get involved. There is water quality monitoring, bird watching, planting days, educational activities, visiting sites and creative projects including photography and raft weaving. The Trust is happy to come and talk to groups or have groups out to visit and are happy to look at ways to work with groups to create projects beneficial to everyone.

3.9 **Community Funding Summary**

3.9.1 A status report on the Board's 2023-24 Discretionary Response Fund and Youth Development Fund as at 15 April 2024 is attached (refer to **Attachment A**).

3.9.2 **Youth Development Fund**

Three applications have been approved under the Community Governance Manager's delegation:

- Soren Wells - $150 to attend the NZ Swimming Championships in the Hawkes Bay
- Zara Goodman - $100 to attend the Drill Dance and Marching Tattoo in Wellington
- Tavia Ralston - $350 to attend the Australian Nationals and Singapore Open in Rhythmic Gymnastics

3.10 **Participation in and Contribution to Decision Making**

3.10.1 **Report back on other Activities contributing to Community Board Plan**

- A progress report on the Board's 2023-25 Community Board Plan is attached (refer **Attachment B**).

3.10.2 **Council Engagement and Consultation**

- Consultation on the Council's draft 2024-34 Long Term Plan closed on 21 April 2024.

4. Advice Provided to the Community Board Ngā Kupu Tohutohu ka hoatu ki te Poari Hapori

4.1 Customer Service Request Report - Hybris monthly report for March 2024 attached, providing an overview of the number of Customer Service Requests that have been received, including the types of requests being received and a breakdown of how they are being reported (refer to **Attachment C**).

4.2 Fendalton-Waimairi-Harewood Graffiti Snapshot - March 2024 (refer to **Attachment D**).

4.3 SWN - Memorial Avenue watermain renewals *(circulated 19 March 2024)*

4.4 SWN - Moorpark Place - Nor'west Arc Cycleway *(circulated 26 March 2024)*

4.5 SWN - Major Cycle Route Northern Line Cycleway railway crossing upgrade *(circulated 27 March 2024)*

4.6 SWN - Waimairi and Fendalton Streams enhancements *(circulated 28 March 2024)*

4.7 SWN - Bishopdale and Papanui investigation works - Harewood and Greers Road intersection *(circulated 3 April 2024)*

4.8 SWN - Mona Vale Avenue watermain renewal *(circulated 9 April 2024)*

4.9 SWN - Bishopdale and Papanui investigation works - Harewood Road between Greers Road and 84-91 Harewood Road *(circulated 12 April 2024)*

4.10 SWN - Aorangi Road/Condell Avenue/Matsons Avenue investigation work *(circulated 15 April 2024)*

4.11 SWN - Ilam Road - Nor'west Arc Cycleway *(circulated 15 April 2024)*

4.12 SWN - Aorangi Road investigation works *(circulated 16 April 2024)*

4.13 Memo - Ministry for the Environment - Food Scraps Collection Research Project *(circulated 5 April 2024)*

4.14 Memo - NZTA Waka Kotahi SH73 Yaldhurst/Racecourse Road Improvements Project (refer to **Attachment E**)

4.15 Memo - McLeans Grasslands Park Management Plan (refer to **Attachment F**)

Attachments Ngā Tāpirihanga

No.	Title	Reference	Page
A	Fendalton-Waimairi-Harewood Board Funding Update - April 2024	24/624135	
B	Fendalton-Waimairi-Harewood Board Plan Monitoring Report - May 2024	24/630056	
C	Fendalton-Waimairi-Harewood Hybris Ticket Report - March 2024	24/624136	
D	Fendalton-Waimairi-Harewood Graffiti Snapshot - March 2024	24/624137	
E	Memo - Yaldhurst/Racecourse Road Improvements Project	24/624138	
F	Memo - McLeans Grassland Park	24/624139	

Signatories Ngā Kaiwaitohu

Author	Maryanne Lomax - Manager Community Governance, Fendalton-Waimairi-Harewood
Approved By	Matthew McLintock - Manager Community Governance Team John Filsell - Head of Community Support and Partnerships

Report from Te Pātaka o Rākaihautū Banks Peninsula Community Board – 22 April 2024

7. 27 Hunters Road & 43 Whero Avenue, Diamond Harbour – FENZ and Te Pā o Rākaihautū Unsolicited Proposals

Reference Te Tohutoro:	24/684938
Responsible Officer(s) Te Pou Matua:	Angus Smith, Manager Kristine Bouw, Development Project Manager
Accountable ELT Member Pouwhakarae:	Andrew Rutledge, Acting General Manager Citizens and Community

1. Te Pātaka o Rākaihautū Banks Peninsula Community Board Consideration Te Whaiwhakaarotanga

1. Staff presented reviewed submission results that included submissions from Charteris Bay, Church Bay, Purau and Port Levy counted as being local for paragraph 8.30 of the report.
2. The Board took into consideration the deputations. (Item 5.1 of these minutes refers).
3. The Board acknowledged that it heard from its community through the submissions and deputations.
4. The Board wishes submitters to 27 Hunters Road and 43 Whero Avenue, Diamond Harbour – FENZ and Te Pā o Rākaihautū Unsolicited Proposals be updated on the two projects as they develop.

2. Te Pātaka o Rākaihautū Banks Peninsula Community Board Decisions Under Delegation Ngā Mana kua Tukuna

Officer Recommendations Ngā Tūtohu

That Te Pātaka o Rākaihautū Banks Peninsula Community Board recommend to the Council that:

1. It depart from its Disposal of Property Policy 2000 and the requirement to sell by public tender, noting that the Council does not intend to amend the Policy to accommodate this decision.
2. It deal unilaterally with Fire and Emergency New Zealand and Te Poho o Tamatea Limited and conditionally sell the part of the land as shown in Attachment B and C to this report and described as:
    a. Part Lot 1 DP 14050 contained in Record of Title CB12F/538 and marked “FENZ Site” in Attachment B to this report to Fire and Emergency New Zealand for a Fire Station; and
    b. Part Lot 1 DP 14050 marked “Te Pā o Rākaihautū” in Attachment C to this report to Te Hapū o Ngāti Wheke investment company Te Poho o Tamatea Limited for a Character School under section 156 of the Education Act 1989.
3. Authorise the Manager Property Consultancy, to undertake all actions, negotiate and conclude all the agreements necessary to facilitate Recommendations 1 and 2 in general

accordance with this report on terms and conditions acceptable to him at his sole discretion, and in doing so make any decisions necessary to give effect to this.

4. Require the matter to be referred back to the Council should the Manager Property Consultancy in his sole discretion consider the terms in the attached Terms Sheets (Attachment A and B) cannot be reasonably met.

3. Te Pātaka o Rākaihautū Banks Peninsula Community Board Recommendation to Council

Part A

That Te Pātaka o Rākaihautū Banks Peninsula Community Board recommends to the Council that:

1. It departs from its Disposal of Property Policy 2000 and the requirement to sell by public tender, noting that the Council does not intend to amend the Policy to accommodate this decision.
2. It deals unilaterally with Fire and Emergency New Zealand and Te Poho o Tamatea Limited and conditionally sell the parts of the land as shown in Attachment B and C to this report and described as:
   a. Part Lot 1 DP 14050 contained in Record of Title CB12F/538 and marked "FENZ Site" in Attachment B to this report to Fire and Emergency New Zealand for a Fire Station; and
   b. Part Lot 1 DP 14050 marked "Te Pā o Rākaihautū" in Attachment C to this report to Te Hapū o Ngāti Wheke investment company Te Poho o Tamatea Limited for a Character School under section 156 of the Education Act 1989.
3. Authorises the Manager Property Consultancy, to undertake all actions, negotiate and conclude all the agreements necessary to facilitate Recommendations 1 and 2 in general accordance with the report on the meeting agenda on terms and conditions acceptable to him at his sole discretion, and in doing so to make any decisions necessary to give effect to this.
4. Requires the matter be referred back to the Council should the Manager Property Consultancy in his sole discretion consider the terms in the attached Terms Sheets (Attachment A and B to the report on the meeting agenda) cannot be reasonably met.
5. Requests that access points to the site do not materially impact the existing street layout or alter existing streets.
6. Notes the community concerns, regarding the proposed Te Pā o Rākaihautū kura, of the potential additional load on roading and utilities, and requests staff to provide information on these potential impacts, including the impact on the transport network both on land and sea and report to Te Pātaka o Rākaihautū Banks Peninsula Community Board and the Council.
7. It ensures any decision made in relation to 27 Hunters Road & 43 Whero Avenue, Diamond Harbour – FENZ and Te Pā o Rākaihautū Unsolicited Proposals aligns with the declared climate emergency.
8. It notes that any sale of the land would be at a price that fits with Council policy and at market value.

Attachments Ngā Tāpirihanga

No.	Report Title	Reference	Page
1	27 Hunters Road & 43 Whero Avenue, Diamond Harbour – FENZ and Te Pā o Rākaihautū Unsolicited Proposals	24/440559	72

No.	Title	Reference	Page
A	Unsolicited Proposal Te Pa o Rākaihautū *(Under Separate Cover)*	24/497492	
B	FENZ Terms Sheet	24/511602	86
C	Te Poho o Tamatea Limited	24/511610	89
D	Submission file *(Under Separate Cover)*	24/550625	
E	Analysis of submissions	24/513310	92

27 Hunters Road & 43 Whero Avenue, Diamond Harbour – FENZ and Te Pā o Rākaihautū Unsolicited Proposals

Reference Te Tohutoro:	24/440559
Responsible Officer(s) Te Pou Matua:	Angus Smith, Manager Kristine Bouw, Development Project Manager
Accountable ELT Member Pouwhakarae:	Jane Parfitt, General Manager City Infrastructure

1. Purpose and Origin of the Report Te Pūtake Pūrongo

1.1 The purpose of this report is to present the outcomes of the consultation and make recommendations relating to the Unsolicited Proposals received for the Council-owned land at 27 Hunters Road and 43 Whero Avenue to:

1.1.1 Sell a portion to Fire and Emergency New Zealand (FENZ) for a new fire station and

1.1.2 Sell a portion to Te Hapū o Ngāti Wheke investment company Te Poho o Tamatea Limited for the purposes of Te Pā o Rākaihautū character school.

1.2 The report is staff generated in response to proposals from FENZ and Te Pā o Rākaihautū (Te Pā) character school to purchase parts of the Hunters Road site for a Fire Station and a character school established under section 156 of the Education Act 1989 respectively.

2. Officer Recommendations Ngā Tūtohu

That Te Pātaka o Rākaihautū Banks Peninsula Community Board recommend to the Council that:

1. It depart from its Disposal of Property Policy 2000 and the requirement to sell by public tender, noting that the Council does not intend to amend the Policy to accommodate this decision.
2. It deal unilaterally with Fire and Emergency New Zealand and Te Poho o Tamatea Limited and conditionally sell the part of the land as shown in Attachment B and C to this report and described as:
   a. Part Lot 1 DP 14050 contained in Record of Title CB12F/538 and marked “FENZ Site” in Attachment B to this report to Fire and Emergency New Zealand for a Fire Station; and
   b. Part Lot 1 DP 14050 marked “Te Pā o Rākaihautū” in Attachment C to this report to Te Hapū o Ngāti Wheke investment company Te Poho o Tamatea Limited for a Character School under section 156 of the Education Act 1989.
3. Authorises the Manager Property Consultancy, to undertake all actions, negotiate and conclude all the agreements necessary to facilitate Recommendations 1 and 2 in general accordance with this report on terms and conditions acceptable to him at his sole discretion, and in doing so make any decisions necessary to give effect to this.
4. Requires the matter to be referred back to the Council should the Manager Property Consultancy in his sole discretion consider the terms in the attached Terms Sheets (Attachment A and B) cannot be reasonably met.

3. Executive Summary Te Whakarāpopoto Matua

3.1 Council has been approached by two organisations, FENZ and Te Pā o Rākaihautū, a designated Character School, to sell to them portions of the Council owned land situated at 27 Hunters Road and 42 Whero Avenue, Diamond Harbour, identified as Part Lot 1 DP 14050 contained in Record of Title CB12F/538.

3.2 The land is not required for any current or reasonably foreseeable future Council use and it has no reason to retain the land that is the subject of these bids.

3.3 The proposals have benefits to the wider community and help Council achieves its outcomes and priorities.

3.4 Community feedback is generally supportive of both proposals, however, there are concerns from some in Diamond Harbour about the effects of the school on infrastructure, the environment and other local educational establishments.

3.5 Te Poho o Tamatea Limited and the Ministry of Education (MoE), have expressed concerns about expending further time and resources on collating information to support their proposals when there is uncertainty about whether Council would depart from policy, support the proposals and deal unilaterally with them. Until this further information is prepared there remains uncertainty about the effects of the school proposal.

3.6 To address these concerns, the report recommends an option that provides increased certainty for the proponents to proceed to the next stage and commence substantial property planning and consenting investigations and feasibility studies. The effects of the proposals on infrastructure and the environment can then be addressed through the statutory resource consent process. The effects of the proposed school on other educational establishments can be addressed through the Ministry of Education decision making process.

3.7 Community views are supportive of both proposals as detailed later in this report. There is little to no financial impact at this stage or reputational risk to Council in adopting the recommendations in this report.

3.8 The proposed uses of the land by both FENZ and Te Pā o Rākaihautū support the Council's Te Haumako Te Whitingia Strengthening Communities Together and Multicultural Strategies.

4. Background/Context Te Horopaki (4.2 and 4.3 can be deleted if not applicable)

4.1 In 2021 the Christchurch City Council as part of its Long Term Plan (LTP) consultation proposed to sell the land situated at 27 Hunters Road and 42 Whero Avenue (the land). As a result of that LTP consultation Council resolved to undertake further targeted consultation.

4.1.1 ***M19Aii**: That the Council defer making a decision about the properties at 27 Hunters Road and 42 Whero Avenue Diamond Harbour until a targeted consultation process can be undertaken to gather additional information to support the material gathered trough the LTP Consultation process. Council creates a project in the first year of the LTP and sets aside a budget of $65,000 for this purpose. Report back to Council for a final decision as part of the FY 2022/23 annual plan process.*

4.2 This targeted consultation took place in October/November 2021 and resulted in the following resolutions being passed by Council;

Council Resolved CNCL/2022/0032

1. *Acknowledges the views of the submitters from the Council's targeted consultation process including the Banks Peninsula Community Board's submission from its meeting on 14 February 2022.*

2. *Note there is community support for the sale of the land for residential and other purposes subject to the development reflecting community aspirations.*
3. *Notes that the recommended paths forward is to:*
   a. *Develop an Outline Development Plan for the properties collectively known as 27 Hunters Road and 42 Whero Avenue;*
   b. *Protect the revegetated gullies and access tracks;*
   c. *Subdivide the site and place covenants on the property titles that requires development to be in accordance with the Outline Development Plan; and*
   d. *Dispose of the balance of the site not required for Council purposes.*
4. *Refers the matter to the 2023/24 Annual Plan for prioritisation and funding;*
5. *Defers any decision to declare 27 Hunters Road and 42 Whero Avenue surplus to operational requirement until such time as an Outline Development Plan is completed*
6. *Request the Outline Development Plan prioritise climate change adaptation and the ability for local residents to age in place in the considerations as far as possible.*

4.3 Soon after, Council staff commenced a process to develop an Outline Development Plan (ODP) to determine possible future uses for the land that reflected community views and aspirations and the Council resolution in paragraph 4.2.

4.4 Council staff became aware of a request by FENZ to purchase approximately 5000m² of the site for a fire station and subsequently in late 2023 received a further request from Te Pā o Rākaihautū, for a designated Character School, to purchase approximately 8 hectares in the middle portion of the site. These sites are identified below and are both part of Lot 1 DP 14050 contained in Record of Title CB12F/538.

4.5 The receipt of the two unsolicited proposals has necessitated that the ODP process be put on hold until decisions on the unsolicited proposals and outcomes are known.

Site Plan of CCC-owned land at 27 Hunters Road and 42 Whero Avenue with proposed FENZ and Te Pā land purchase areas highlighted in red

5. FENZ – Diamond Harbour Fire Station

5.1 FENZ currently occupy an 829m² site at 89 Marine Drive, Diamond Harbour. FENZ has identified that this site not large enough for their operational requirements and the building that they occupy has been rated at less than 34% of the New Building Standard and is an Earthquake Prone Building. As a result, notice have been served on FENZ to upgrade the building based on current building standards.

5.2 FENZ are looking for a larger site to meet their future needs and have investigated several sites within the Diamond Harbour area. The proposed site has been selected based on preference in regards to optimal response times, population movement and estimated growth in the Diamond Harbour area. The result of these investigations is the selection of the current site for their new build.

5.3 The selected site of approximately 5000m² will enable FENZ to build a new station that is a fit for purpose, resilient, and meets statutory, regulatory and organisational requirements for the future and allows for growth of the wider community.

5.4 Whilst the station will be vacant 80 – 90% of the time it will be used for training purposes approximately one evening per week and be used for community engagement days, education and Civil Defence if required.

6. Te Pā o Rākaihautū – Character School

6.1 Nōku Te Ao Charitable Trust in partnership with the Ministry of Education have been working together to realise a long-term goal to develop a permanent 21st century pā wānaka (learning village) known as Te Pā o Rākaihautū and are looking to develop this on the Council-owned land at 27 Hunters Road / 42 Whero Avenue, Diamond Harbour.

6.2 Te Pā opened in 2015 on a temporary site at Richmond Primary School, it moved to the old Linwood Intermediate site in the same year on a temporary basis and remains there while they look for a permanent home.

6.3 Te Pā became aware the Council were seeking a use(s) for the Hunters Road site in Diamond Harbour. The proposed site in Te Pātaka o Rākaihautū (Banks Peninsula) is strongly aligned with Te Pā's kaupapa (special character) and would enable full delivery of their curriculum with a location based centrally amongst the five key Rūnanga.

6.4 The unsolicited proposal from Te Pā o Rākaihautū to purchase part of the site is appended as Attachment A Unsolicited Proposal Te Pā o Rākaihautū. The proposal includes input from multiple parties and can be summarised as follows:

6.4.1 Nōku Te Ao Charitable Trust was established in 2002 to establish a total immersion reo Māori early childhood centre. It has since evolved and opened Te Pā o Rākaihautū as a designated Character School established under Section 156 of the Education Act 1989.

6.4.2 Te Pā o Rākaihautū has been operating from a temporary site at 7 McLean Street in Linwood since 2015.

6.4.3 Te Hapū o Ngāti Wheke through their charitable investment company Te Poho o Tamatea Limited propose to purchase the land and lease it to the Ministry of Education as a school site for Te Pā o Rākaihautū.

6.4.4 The Ministry of Education (the Ministry) are supportive of Te Pā o Rākaihautū operating a multi-site school to ultimately provide a school for up to 700 students across two sites, currently the Linwood site and part of the land at 27 Hunters Road.

Options Considered Ngā Kōwhiringa Whaiwhakaaro

6.5 The following reasonably practicable options were considered and are assessed in this report:

- Preferred Option 1: To support the conditional sale of part of the land to FENZ and Te Hapū o Ngāti Wheke through their charitable investment company Te Poho o Tamatea Limited
- Option 2: Not sell the land to FENZ
- Option 3: Not sell the land to Te Poho o Tamatea Limited

Option Descriptions Ngā Kōwhiringa

6.6 **Preferred Option**: To support the conditional sale of part of the land to FENZ and Te Hapū o Ngāti Wheke through their charitable investment company Te Poho o Tamatea Limited

6.6.1 **Option Description**

Sale of land to both FENZ and Te Poho o Tamatea Limited subject to FENZ and Te Poho o Tamatea Limited meeting conditions of sale whereby they are satisfied the land is suitable for their specific use and being able to obtain all necessary consents and approvals to construct, operate and manage a Fire and Emergency and Character School site respectively. The land sale option will be subject to multiple conditions as outlined in the attached terms sheets (**Attachment B and C**) and be subject to any terms and conditions approved from time to time by the Property Consultancy Manager.

6.6.2 **Option Advantages**

- Gives certainty to all parties that enables them to commit financial resources for planning, design and consenting,
- Helps meet Council commitment to community development,
- Provides an economic return to Council i.e., land sale,
- Provides a permanent site for Te Pā o Rākaihautū,
- Provides a fit for purpose site for FENZ,
- Both proposals are low intensity and would retain a degree of open space and be less demanding on services than could be enabled by the current zoning for residential activity.

6.6.3 **Option Disadvantages**

- Delays the ODP process until outcomes become certain.
- Precludes other alternative uses.

6.7 **Option 2 - Not sell the land to FENZ**

6.7.1 **Option Description**

This option would require FENZ to seek an alternative site for a new fire station. FENZ has considered other sites within Diamond Harbour many of which have already been considered and ruled out as being not suitable, and included:

- Laurenson Park – a recreation reserve used by the Diamond Harbour Community and its use by FENZ is not supported by the Councils Parks Team due to its current park use and direct proximity to residential properties. In addition, being a reserve presents reserve act challenges to revoke the reserve status and sell.

- Alternative sites within the Council-owned Hunters Road land. These were considered either too steep, have poor access or were not in a suitable locality.

6.7.2 **Option Advantages**

- Council's Outline Development Plan (ODP) process could continue as planned.

6.7.3 **Option Disadvantages**

- FENZ is required to rebuild the Diamond Harbour Fire Station as a part of their operational and community response requirements. Further delays to the location of a new facility provide increased risk to the community.
- FENZ is an acquiring authority under the Public Works Act 1981 and has the ability to compulsory acquire land for a fire station and may choose a site that from a Council perspective is less desirable. Not selecting this Hunter Road land may result in a less desirable land selection for a new fire station.

6.8 **Option 3 - Not sell the land to Te Poho o Tamatea Limited**

6.8.1 **Option Description**

This option would require Te Poho o Tamatea Limited to find an alternate site within the Banks Peninsula that would accommodate their needs for a new school.

6.8.2 **Option Advantages**

- This option may allow for the location of a new school with potentially less infrastructural constraints.
- Council's ODP process could continue as planned.

6.8.3 **Option Disadvantages**

- An alternative site for a school will need to be found within Banks Peninsula and which may not provide the opportunities of the land at Hunters Road.
- Further delays the location of a fit for purpose, permanent site for Te Pā.

Analysis Criteria Ngā Paearu Wetekina

6.9 These proposals were assessed against the Councils Guidelines for Submission and Assessment of Unsolicited Proposals and Disposal of Property Policy.

6.9.1 The above guidelines require unsolicited proposals to be unique, align with Council community outcomes and strategic priorities and demonstrate value for money.

6.9.2 Both proposals submitted are unique (including community focused and low density outcomes), are considered to align with desirable community outcomes, align with strategic priorities, and have potential to demonstrate value for money once valuations are available.

6.10 The proposals were also considered against the Council's Strategic Framework and policies.

7. Financial Implications Ngā Hīraunga Rauemi

7.1 The decision of this report does not have a direct financial implication but rather considers the conditional sale of the land to FENZ and to Te Poho o Tamatea Limited.

7.2 The full details of the cost to implement the land sale are not yet known, including CAPEX / OPEX implications. Should the proposed land sale be supported by the Council, staff will provide further information and detail on the financial implications and based on standard Council land transactions.

7.3 Any option is considered to include costs to Council in the form of operational costs and staff time to support as an upfront consideration and will be a part of any future land sale decision making and considered under the appropriate delegations.

8. Considerations Ngā Whai Whakaaro

Risks and Mitigations Ngā Mōrearea me ngā Whakamātautau

8.1 There are limited risks for Council in adopting the recommendations in this report. The proposed conditional sale to both FENZ and Te Poho o Tamatea Limited have been widely consulted on and have generally been well received by the community as detailed in this report.

8.2 There are risks associated with the consenting of the proposals at a future date, particularly at this stage without complete information on how the effects will be mitigated. Notwithstanding this, conditions can be included on the sale of the land, requiring approvals to be obtained.

Legal Considerations Ngā Hīraunga ā-Ture

8.3 When selling land, officers follow the requirements of legislation and the Council's "Disposal of Council Property Policy 2000". This policy states that:

- the Council's policy of publicly tendering properties for sale unless there is a clear reason for doing otherwise be confirmed as applying to all areas of the City.

8.4 Normal practice is to treat the statement "clear reason for doing otherwise" as a policy inconsistency under Clause 80 of the Local Government Act 2002. This clause requires the Local Authority to clearly identify any significant inconsistencies with policy including the reasons for the inconsistency. The specific clause is:

80 Identification of inconsistent decisions

(1) If a decision of a local authority is significantly inconsistent with, or is anticipated to have consequences that will be significantly inconsistent with, any policy adopted by the local authority or any plan required by this Act or any other enactment, the local authority must, when making the decision, clearly identify—

(a) the inconsistency; and

(b) the reasons for the inconsistency; and

(c) any intention of the local authority to amend the policy or plan to accommodate the decision.

(2) Subsection (1) does not derogate from any other provision of this Act or of any other enactment.

8.5 In this case the inconsistency is to not publicly tender the sale of parts of the site.

8.6 This is inconsistent with the policy because it is proposed to deal unilaterally with FENZ and Te Poho o Tamatea Limited.

8.7 Council do not intend to amend the policy as these are unique, one-off proposals.

8.8 In the case of the sale to Te Poho o Tamatea Limited, Council intend to enter into a covenant whereby if the land is not used for the purposes of a character school as described in the attached proposal then the Council has the ability to repurchase the property.

8.9 In the case of FENZ, FENZ is deemed to be an acquiring authority under the Public Works Act 1981 and if they were to ever consider selling their site then they are obligated under the provisions of the Public Works Act 1981 to offer the land back to Council.

Consultation requirements

8.10 Council has consulted the Community on the proposed sale. Section 138 of the Local Government Act 2002 requires consultation where Council proposes to sell land that could be considered to be a park where that land was acquired or is used principally for community, recreational, environmental, cultural, or spiritual purposes. Although the proposed sale only relates to land that is grazed other parts of the land are used by the community e.g. native planting and walking tracks.

Term and Conditions of Sale

8.11 Both parties intend to enter into terms and conditions of sale, the principal ones affecting both parties are,

- Valuation to establish the purchase price.
- Protection of existing Council infrastructure.
- Suitable for proposed use, i.e. geotechnical reports.

8.12 Te Poho o Tamatea Limited has specific conditions over and above those listed in paragraph 8.9 to enable Te Pā o Rākaihautū to utilise the site for a school and requires,

- MoE completing a feasibility study for the suitability of the site for Te Pā o Rākaihautū to operate a school.
- MoE and Te Pā o Rākaihautū having a suitable business and financial plan.
- Use of the balance of the site purchased by Te Poho o Tamatea Limited being used solely for the purposes of Te Pā o Rākaihautū school.
- Ability for the Council to purchase the site back if it is not used for a school.

Strategy and Policy Considerations Te Whai Kaupapa here

8.13 The required decisions:

8.13.1 Align with the Christchurch City Council's Strategic Framework.

- The proposals help to contribute to the Community Outcome: **A collaborative confident city**
- The proposed uses of the land by both FENZ and Te Pā o Rākaihautū is consistent with the Council's Te Haumako Te Whitingia Strengthening Communities Together and Multicultural Strategies.
- The proposals help the Council "manage ratepayers' money wisely, delivering quality core services to the whole community and addressing the issues that are important to our residents" via releasing capital from land that is not currently contributing to meeting community outcomes.

8.13.2 Relate to land that on initial assessment does not meet Council's criteria for retention as set out in its December 2020 approved retention criteria.

8.13.3 The decisions in this report are assessed as medium significance based on the Christchurch City Council's Significance and Engagement Policy 2019. The level of significance was determined by the interest from the Banks Peninsula community in the future of the land, the significance of the decision outcome to Te Pā and FENZ, and the potential impacts on the local area.

8.13.4 The decisions in this report are inconsistent with the Council Disposal of Property Policy. This policy requires Council to "… publicly tendering properties for sale unless there is a clear reason for doing otherwise …". The inconsistency is that the recommended action is to sell these properties via private treaty. The clear reason for

taking this approach in both cases is that the beneficial outcomes cannot be guaranteed through a public tender process.

8.13.5 The decision in this report do not support the Council's Long Term Plan (2021 - 2031):

8.13.6 Not in Plan

8.13.7 Activity: Not in Plan

- Level of Service: Not in Plan

8.13.8 The sale of the sites does not negate the need for approvals under the Resource Management Act 1991 (i.e. resource consent), which will require an assessment of the effects of the proposed activities and mitigation of those effects.

8.13.9 Both Te Poho o Tamatea and FENZ will need to work through the resource consent processes on the basis that resource consent is required under the zone rules and provisions in the Christchurch District Plan.

8.13.10 The sale of these sites remains separate to the spatial planning work for the wider site that the Council has been undertaking, and any ongoing spatial planning will take into account the outcomes of these recommendations and decisions. The broader exercise for the balance of the site will be reported to the community board at a future date including options and a preferred option.

Community Views and Preferences Ngā Mariu ā-Hāpori

Public Consultation Te Tukanga Kōrerorero

8.14 Early community consultation in November 2021, gathered feedback on potential land uses for the 27 Hunters and 43 Whero Avenue site. A total of 234 submissions were received, which showed strong community interest in preserving the gullies and ongoing involvement in deciding the future use of the land.

8.15 Following the unsolicited proposals received from both FENZ at Te Pā, further community consultation started on 22 January 2024 and ran until 19 February 2024.

8.16 An email was sent to 76 key stakeholders, including local resident groups, community organisations, Rūnanga, businesses, schools, and preschools.

8.17 The consultation was promoted on the Council Newsline (998 views) and Facebook page (9900 impressions). It was also posted to the Diamond Harbour community group Facebook page, the Diamond Harbour NZ community page, and the Banks Peninsula Community Board page. The Community Board also promoted the consultation in their weekly email updates, inviting submissions on the Kōrero Mai | Let's Talk consultation page (2400 views).

8.18 Consultation documents were delivered to directly affected residents located around the proposed land parcels for a school and fire station. Documents were available in the Diamond Harbour library, Lyttelton Service Centre, Diamond Harbour School, KidsFirst Kindergarten, and local businesses including Four Square, Diamond Harbour Surgery, and Diamond Harbour Bar & Eatery.

8.19 The consultation was advertised in the Diamond Harbour Herald newspaper.

8.20 An information session was held on 31 January 2024 and attended by approximately 60 people. Council staff and representatives from Te Pā and FENZ provided project information and were available to answer questions.

8.21 Staff attended a Diamond Harbour School Board meeting to discuss the proposals and gather their feedback. Feedback from the Board included:

- Interest in meeting with Te Pā to explore mutual benefit.
- Acknowledgement of the site's cultural significance to Te Pā.
- Concerns about Te Pā students/staff unfamiliarity with the Diamond Harbour community if coming from wider Christchurch, and transport implications including increased traffic and road wear.
- Interest to engage with the MOE to ensure they have assessed any negative effects on the existing school, ways to support its growth, and the demand for Te Pā school.
- Recognise the significant role of FENZ in the local community. Recommend considering and mitigating noise impacts for Diamond Harbour School where possible.
- Diamond Harbour School Board prioritises maintaining education quality and community service despite potential impacts of the proposed facilities.

8.22 Te Pā and FENZ have also undertaken their own community engagement and communication strategies throughout the project.

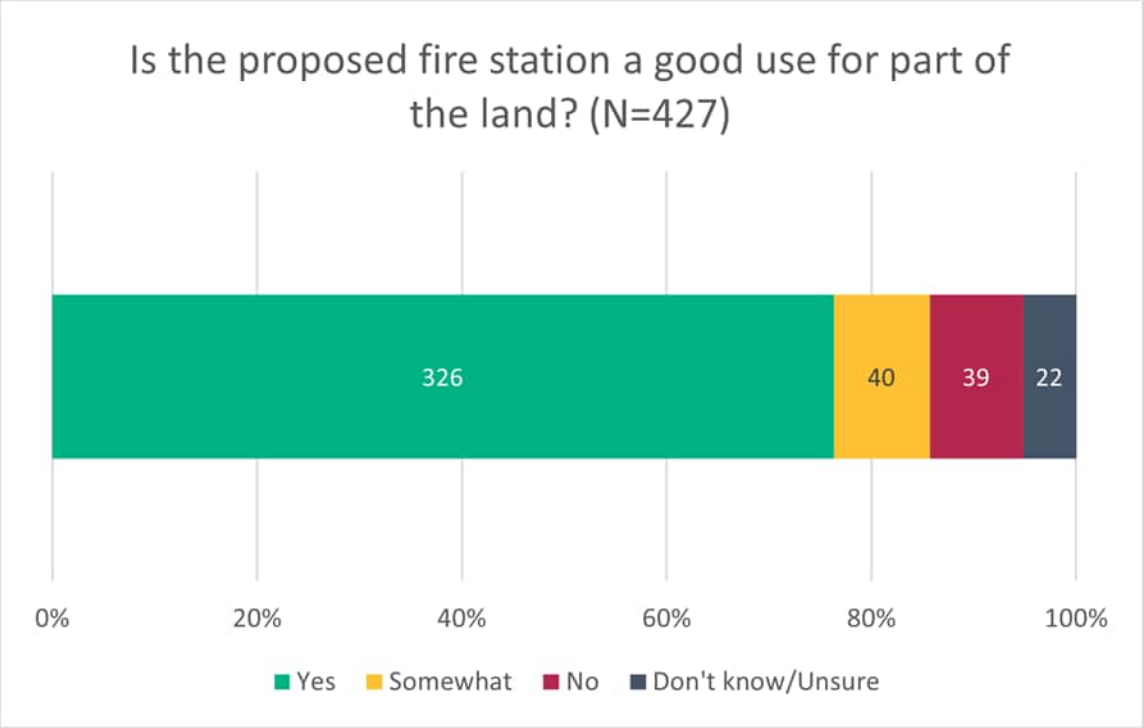
Summary of Submissions Ngā Tāpaetanga

8.23 Submissions were made by three recognised organisations – Te Hapū o Ngāti Wheke, Church Bay Neighbourhood Association, Better Ancestors; one business – Rei Collective; and 424 individuals.

8.24 A full table of submission feedback is available in **Attachment D.**

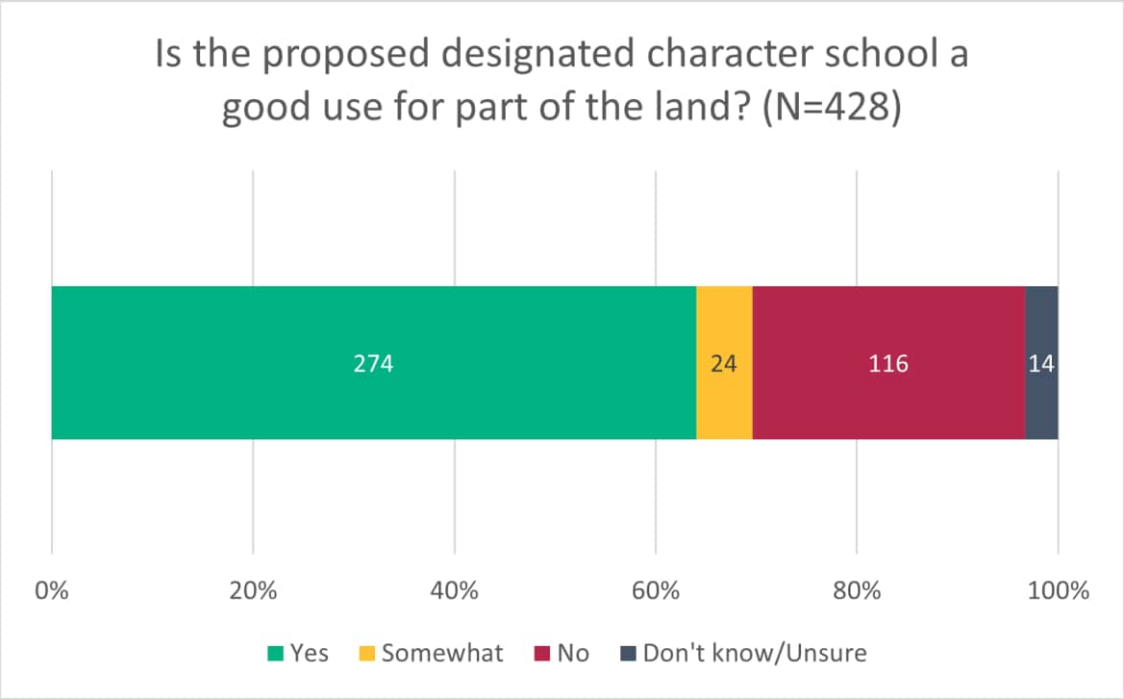
8.25 Submitters were asked if the proposed fire station and designated character school were a good use for the outlined parts of the 27 Hunters Road and 43 Whero Avenue land.

8.26 As shown below, 85% (366) of submitters fully or somewhat agreed that the proposed fire station is a good use for part of the land, 9% (39) disagreed, and 5% (22) were unsure.



8.27 Submitters who supported the proposed fire station felt that it would benefit the local community, is necessary to meet the future needs of both the brigade and the community and see benefits in the proposed helipad.

8.28 As shown below, 69% (298) of submitters fully or somewhat agreed that the designated character school is a good use for part of the land, 27% (116) disagreed, and 3% (14) were unsure.



8.29 Submitters who supported the proposed school felt that it would benefit the local community and mana whenua, as well as meet the demand for more Māori medium education. However, there was concern about potential issues from increased traffic, such as road wear, environmental effects, and logistical challenges for Te Pā students and staff.

8.30 The detailed breakdown of the addresses of submitters show different views about the school proposal between the Diamond Harbour and others (Table 1). Diamond Harbour submitters were less likely to support the school proposal than other submitters.

Table 1 Support For Proposed School by Location

Support for proposed School	Diamond Harbour	Rest of Banks Peninsula	Elsewhere	Combined
Yes	34.9%	78.3%	85.6%	63.7%
Somewhat	8.9%	2.2%	4.4%	5.7%
No	50.9%	18.5%	7.5%	27.3%
Unsure	5.3%	1.1%	2.5%	3.3%

8.31 The community views likely reflect that the that the "benefits" (e.g. capital release, achievement of community outcomes, provision of a specialist education facility) of the sale of the land to the school fall widely, while the real or perceived costs (e.g. impacts on infrastructure and environment) are perceived to fall on the local Diamond Harbour community.

8.32 Additionally, a theme that has emerged from the three consultation processes undertaken regarding the Hunter Road land is that the Diamond Harbour community may be open to Council selling the land, but they want to understand the effects of any development on the land as part of this decision. Council's usual decision-making process does not give sufficient certainty to meet the community desires as Council does not generally[1] restrict, beyond the requirements of the planning scheme, the use of land it sells. This means that the effects of any future use are not known at the time of the decision to dispose of the land.

8.33 Obtaining information about the effects of a use can be expensive, and in this case the school proponents do not want to commit to costs with no indication that the land will be available for use.

8.34 The recommendation in this report tries to address this matter and balance the community and proponent's concerns. A conditional agreement to sell gives sufficient certainty to the proponent that they can commit to the costs of further studies and proceed to apply for a resource consent. The resource consent process allows for the effects of the development to be assessed, allowing a degree of comfort to the local community that the effects of a use have been considered. This may or may not be a process that the community comments on depending on a technical assessment of the information about the effects against regulatory requirements.

8.35 There are some points of concern that should receive little weight in the Community Board and Council's consideration of these matters. These are "there is no need for another school" and "there is little or no demand for Māori medium education in Diamond Harbour". These

[1] There are exceptions, especially around the sale of surplus community housing land. In those cases Council will restrict use to affordable and public homes.

matters fall outside of Council's responsibility and are best left with the proponent and the Ministry of Education to determine. The recommended option allows for this to occur.

8.36 Concerns about negative impacts on the existing school / kindergarten are matters where the Community Board / Council has a broad community interest, however, analysis and decision making on this matter sits with the Ministry of Education. The recommended option allows the opportunity for this matter to be raised with the Ministry.

8.37 A full analysis of submissions is available in **Attachment E.**

8.38 The decision affects the Te Pātaka o Rākaihautū Banks Peninsula Community Board area, however, they also have city wide implications.

Impact on Mana Whenua Ngā Whai Take Mana Whenua

8.39 The recommendations of this report regarding the conditional sale of this land does not specifically involve a significant decision in relation to ancestral land or a body of water or other elements of intrinsic value, however, all lands within the proposed land sale area are of cultural significance and therefore this decision does impact Mana Whenua, their culture, and traditions for the purpose of the decision making.

8.40 The decisions do involve a matter of interest to Mana Whenua and will positively impact on our agreed partnership priorities with Ngā Papatipu Rūnanga. Ngāti Wheke, mana whenua for this area, have indicated that this sale is important to them.

8.41 Setting aside the proposed sale of part to FENZ, the sale of approximately 8ha of the site to the investment arm of Ngāti Wheke, Te Poho o Tamatea Limited supports Te Pā o Rākaihautū character school to provide a Māori medium education service.

8.42 Staff have been working closely and collaboratively with Ngāti Wheke and Ngai Tahu throughout this process and require a decision from Council to move forward.

Climate Change Impact Considerations Ngā Whai Whakaaro mā te Āhuarangi

8.43 The proposals in this report are unlikely to contribute significantly to adaptation to the impacts of climate change or emissions reductions.

8.44 Although there will be some additional bus/boat movements resulting from the sale of the land to Te Poho o Tamatea Limited to transport pupils from Christchurch City to Lyttelton and then to Diamond Harbour the school itself strives to build climate resilience and protect and regenerate the environment, biodiversity and tree canopy.

8.45 There is expected to be no significant change to the day to day FENZ activities in Diamond Harbour and therefore a negligible impact on climate change.

9. Next Steps Ngā Mahinga ā-muri

9.1 If the recommendations is this report are adopted, conditional agreements for sale and purchase will be entered into that reflect the draft terms in the attached terms sheet for both Te Poho o Tamatea Limited and FENZ. These included but are not limited to purchase price being determined by independent valuations and being acceptable to the Council delegate in recommendation two (2) at his or her sole discretion, survey, site investigations, resource and building consents.

9.2 If there is any major change from the proposed terms and conditions as assessed by the Manager Property Consultancy that change may shall be reported back to Council for a decision.

Attachments Ngā Tāpirihanga

No.	Title	Reference	Page
A	Unsolicited Proposal Te Pa o Rākaihautū	24/497492	
B	FENZ Terms Sheet	24/511602	
C	Te Poho o Tamatea Limited	24/511610	
D	Submission file	24/550625	
E	Analysis of submissions	24/513310	

In addition to the attached documents, the following background information is available:

Document Name – Location / File Link
Not applicable

Signatories Ngā Kaiwaitohu

Authors	Angus Smith - Manager Property Consultancy Mark Stevenson - Acting Head of Planning & Consents Danielle Endacott - Engagement Advisor Stuart McLeod - Property Consultant
Approved By	Bruce Rendall - Head of City Growth & Property Jane Parfitt - General Manager City Infrastructure

Terms Sheet

Dated 2024

No.	Term	Description
1	Parties	Christchurch City Council **(Council)** and Fire and Emergency New Zealand **(FENZ)** Each a party, together "the parties".
2.	Purpose	The purpose of this Terms Sheet is to set out the key terms as agreed (strictly on a non-binding basis) between the parties in relation to the sale of land at 27 Hunters Road and the establishment and operation of a fire station on the Property.
3.	Transaction	The Council owns the property known as 27 Hunters Road, Diamond Harbour, being Pt Lots 1,1 DP 14050, Lot 7 DP 14050, Record of Title CB12F/538. **(Property)** FENZ wishes to establish a fire station on the Property in the area marked 'FENZ Site' in Appendix A. The transaction will be detailed in a sale and purchase agreement. **(Agreement)** FENZ will be the Purchaser under the Agreement.
4.	Purchase Price	To be determined and supported by a valuation process, with both parties initially obtaining their own independent advice from a registered valuer. When instructing the valuer, the parties will advise the valuer of the proposed covenant noted in point 6 below.
5.	Agreement Conditions	1. Council approval in respect of entry into and the terms of the Agreement in all respects (6-8 months) 2. Purchaser due diligence, including but not limited to funding, land investigations and obtaining resource or building consents.
6.	Other terms	The Agreement will contain such other terms as are: 1. usually contained in contracts of this nature; or 2. agreed between the Parties, and in any event will include the following: 3. Easements to be registered in favour of the Council to protect existing Council infrastructure. 4. The Property will be sold on an 'as is' basis. 5. The Council will not contribute to any infrastructure upgrades required for the site or immediately surrounding area.

		6. Responsibility for surveying will lie with the Purchaser, acknowledging that the Purchaser will not require a subdivision consent by way of section 11(1)b of the Resource Management Act. 7. Settlement to be 10 working days following issue of a record of title for the Property. 8. The Council will provide reasonable access to the Property for the Purchaser to conduct due diligence and any surveying, subject to the rights of the existing tenant on the Property. 9. The incorporation of the standard ADLS Agreement for Sale and Purchase of Real Estate terms.
7.	Costs.	The Purchaser shall pay: a. The Vendor's reasonable legal (including the costs of the Vendor's internal legal staff) and valuation costs relating to the acquisition of the Property by the Purchaser; and b. The Vendor's staff time calculated on a time and attendance basis according to the Vendor's staff internal charge out rates in any way incurred or expended in relation to the purchase of the Property by the Purchaser. The Purchaser will pay the costs of and incidental to the preparation of the survey plan.
8.	Non-Binding	This Term Sheet sets out indicative terms. It is not intended to create a binding contract between the Parties. That contract will be contained in the Agreement.
9.	Counterparts	This Term Sheet may be executed in any number of counterparts, each of which, when executed, will be an original. Those counterparts together make one instrument.

Signed by the Christchurch City Council:

_____

Signed by Fire and Emergency New Zealand

_____

Appendix A

Coastal Cliff Reserve
Laurenson Park
Marine Dr
Marine Dr
Ngatea Rd
Whero Av
FENZ Site
Unnamed Gully
Hunters Rd
Sams Valley Gully
Morgans Valley Gully
Waipapa Av
DIAMOND HARBOUR
Te Pā o Rākaihautū
Bayview Rd
Christchurch City Council

Terms Sheet

Dated 2024

No.	Term	Description
1	Parties	Christchurch City Council **(Council)** and Te Hapū o Ngāti Wheke **(Ngāti Wheke)** Each a party, together "the parties".
2.	Purpose	The purpose of this Terms Sheet is to set out the key terms as agreed (strictly on a non-binding basis) between the parties in relation to the sale of land at 27 Hunters Road and the establishment and operation of a charter school on the Property as set out in the proposal presented to Council on 18 October 2023 (Proposal)
3.	Transaction	The Council owns the property known as 27 Hunters Road, Diamond Harbour, being Pt Lots 1,1 DP 14050, Lot 7 DP 14050, Record of Title CB12F/538. The Council has received a joint proposal from the Nōku Te Ao Charitable Trust, Te Pā o Rākaihautū, Te Hapū o Ngāti Wheke and the Ministry of Education to develop a Pā Wānanga on that part of the land shown as Parcel C in the Proposal. **(the Property)** The transaction will be detailed in a sale and purchase agreement. **(Agreement)** Ngāti Wheke (via its company Te Poho o Tamatea Ltd) will be the Purchaser under the Agreement.
4.	Purchase Price	To be determined and supported by a valuation process, with both parties initially obtaining their own independent advie from a registered valuer. When instructing the valuer, the parties will advise the valuer of the proposed covenant noted in point 6 below.
5.	Agreement Conditions	1. Council approval in respect of entry into and the terms of the Agreement in all respects (6-8 months) 2. A subdivision consent being issued for the Property within 18 months. 3. Purchaser due diligence, including but not limited to funding, land investigations and obtaining resource or building consents. 4. Suitable leasing arrangements for the Property being reached between the Purchaser and the Ministry of Education. 5. Council completing legalisation of Hunters Road currently formed over Part Lot 1, DP 14050.
6.	Other terms	The Agreement will contain such other terms as are:

		1. usually contained in contracts of this nature; or 2. agreed between the Parties, and in any event will include the following: 3. Easements to be registered in favour of the Council to protect existing walking tracks and Council infrastructure. 4. A land covenant to be registered on the Property in favour of the Council which will: a) require the Property to be used for the purposes generally described in the Proposal. b) permit a maximum of three houses to be constructed on site, with the use of those houses restricted to purposes associated with the Proposal. c) restrict any further subdivision of the Property. 5. A separate interdependent agreement to be entered into between Council and the Purchaser whereby the Council may purchase the Property back (using the same valuation basis) if the purposes described in the Proposal have not been achieved within 10 years of the settlement date. 6. The Property will be sold on an 'as is' basis. 7. The Council will not contribute to any infrastructure upgrades required for the site or immediately surrounding area. 8. Responsibility for surveying and obtaining subdivision consent will lie with the Purchaser. 9. Settlement to be 10 working days following issue of a record of title for the Property. 10. The Council will provide reasonable access to the Property for the Purchaser to conduct due diligence and any surveying, subject to the rights of the existing tenant on the Property. 11. The incorporation of the standard ADLS Agreement for Sale and Purchase of Real Estate terms.
7.	Costs.	Each Party will pay its own costs in relation to this Term Sheet and the preparation and transaction of the Agreement. The Purchaser will pay the costs of and incidental to the preparation of the survey plan.

8.	Non-Binding	This Term Sheet sets out indicative terms. It is not intended to create a binding contract between the Parties. That contract will be contained in the Agreement.
9.	Counterparts	This Term Sheet may be executed in any number of counterparts, each of which, when executed, will be an original. Those counterparts together make one instrument.

Signed by the Christchurch City Council:

_____

Signed by Te Hapū o Ngāti Wheke:

_____

Overview

Between 22 January and 19 February 2024, 428 groups and individuals made submissions on the proposed land uses of a fire station and designated character school on the Council-owned 27 Hunters Road and 43 Whero Avenue site in Diamond Harbour.

Submitter profile

Submissions were made by 4 organisations/businesses:

Stakeholder type	Name
Recognised organisation	• Te Hapū o Ngāti Wheke • Church Bay Neighbourhood Association • Better Ancestors
Local business	• Rei Collective

Table 1- Organisations/businesses who provided submissions

Te Hapū o Ngāti Wheke and Church Bay Neighbourhood Association expressed support for proposed fire station, with the Church Bay Neighbourhood Association explaining that it would benefit the local community.

Rei Collective disagreed but did not provide any rationale.

Better Ancestors were unsure if the fire station would be a good use for part of the site, commenting that they would only be supportive if the rest of the land stays as it is.

Te Hapū o Ngāti Wheke, Church Bay Neighbourhood Association, and Rei Collective expressed support for the proposed designated character school, raising the following points:

- Proposed school would benefit the local community and mana whenua (Church Bay Neighbourhood Assoc.)
- Some concern about any development due to current infrastructure strain, but acknowledge this would be investigated if proposals are provisionally approved (Church Bay Neighbourhood Assoc.)

Better Ancestors were not directly opposed to the proposed school but prefer maintaining the status quo and considering development in the future if relevant to the needs of future generations.

Of the 424 individuals that submitted:

- 263 (62%) live within Banks Peninsula
  - Diamond Harbour (168)
  - Lyttelton (56)
  - Charteris Bay (12)
  - Pūrau (11)
  - Church Bay (7)
  - Allandale, Duvauchelle, Governors Bay, Little River, Rāpaki, Teddington (between 1-4)
- 138 (32%) live elsewhere in Christchurch
- 12 live in wider Canterbury
- 9 live in wider New Zealand
- 1 lives internationally

Feedback on fire station proposal

Summary of feedback

Of the 427 submission responses, 85% (366) of submitters fully or somewhat agreed that the proposed fire station is a good use for part of the land:

- 325 fully agreed
- 40 somewhat agreed

The chart below shows the level of support based on where submitters live.

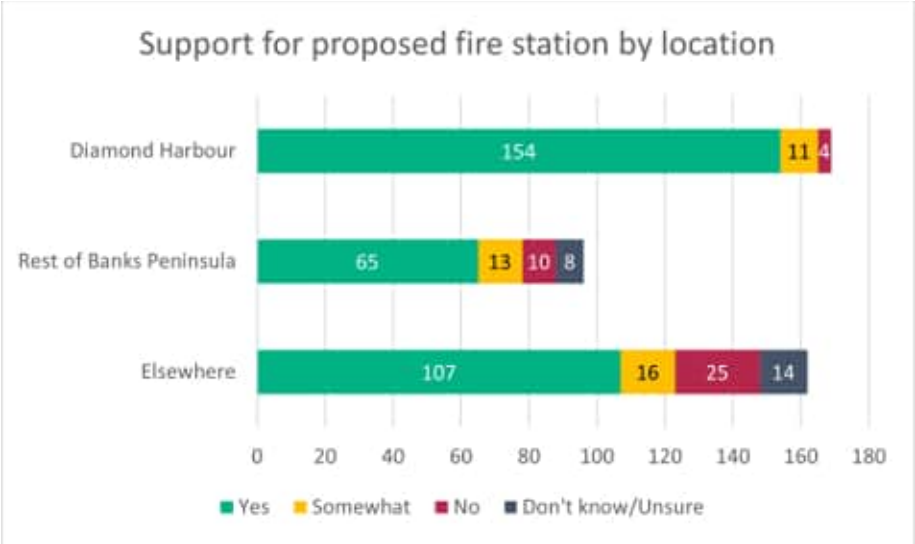


Figure 1- Support for proposed fire station by location

Submitters raised the following points in support for the FENZ proposal:

- Proposed fire station would benefit the community (39)
- Facility meets growing needs of the brigade and community (29)
- Helipad is a beneficial amenity (18)

Submitters raised the following concerns for the FENZ proposal:

- Concern for safety on the access road (low visibility and tight bends) (9)
- Concern for noise impacts of sirens (5)

Submitters raised made the following requests for the FENZ proposal:

- Management/restriction of sirens (9)
- Safety improvements around the access point (8)
- Futureproofing for future growth/demands (5)

Thirty submitters made generally positive statements without further detail to support this view.

Feedback on designated character school proposal

Summary of feedback

Of the 428 submissions received, 69% (297) of submitters fully or somewhat agree that the proposed designated character school is a good use for part of the land:

- 273 fully agree
- 24 somewhat agree

The chart below shows the level of support based on where submitters live.

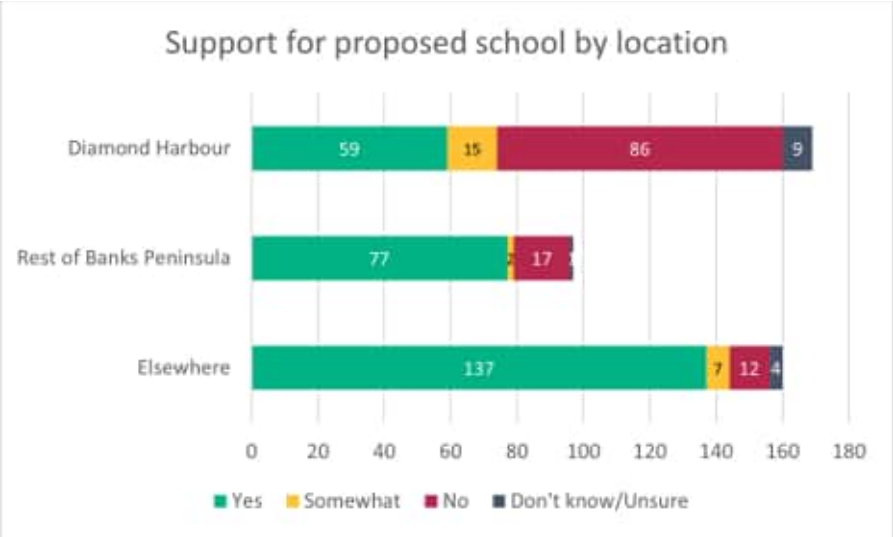


Figure 2 - Support for proposed school by location

Submitters raised the following points in support of the Te Pā proposal:

- Proposed school would benefit the local community (62)
- Proposed school would benefit mana whenua (44)
- Māori medium education is beneficial / required (30)
- Site is culturally appropriate for Te Pā (27)
- Te Pā are likely to enhance the natural environment of the site (24)
- Proposed school would support the growth of Māori culture (language, knowledge, traditions) (19)
- Te Pā has a good reputation with good outcomes (15)

Points of concern:

- Increased traffic would create more road wear, environmental impact, and logistical challenges for Te Pā staff and students (94)
- There would be negative impacts on existing school/kindergarten (32)
- There is no need for another school (29)
- There is no benefit to the local community (29)
- Water infrastructure (supply, storm, waste) may not be able to cope with the extra demand (25)
- There are unknown aspects of the proposal and there is a lack of information (19)
- The proposed school will take away from the character of Diamond Harbour (quiet, open views) (14)

- There is little or no demand for Māori medium education in Diamond Harbour (13)

Requests:

- Seek an alternative location (many suggested a more central location) (28)
- Prioritise support for/expansion of/integration with the existing school (13)
- Consider alternative use/s for the proposed parcel of land (12)

27 submitters made generally positive statements without further detail to support this view and four provided generally negative statements without further detail to support this view.

Feedback on wider use of site

210 submitters provided feedback to be considered as part of ongoing planning of the remaining 27 Hunters Road and 43 Whero Avenue land. Their requests include:

- Landscape
  - Planting, conservation (70)
  - Protecting/enhancing existing gullies (46)
  - Protecting/enhancing existing walkways (28)
  - Grazing (10)
- Residential housing (often specified as low-density) (53)
  - Some specifically requested for aging in place/elderly locals (18)
  - However, nine people discouraged residential development
- Community services/facilities
  - Outdoor recreation space/amenities (44)
  - Cemetery (16 in favour of, however, 3 discouraging of it)
  - Aged care facilities (18)
  - Community garden (10)
- Infrastructure upgrades (15)

Council staff will consider this feedback as part of ongoing spatial planning for the 27 Hunters Road and 43 Whero Avenue land.

Report from Joint Meeting - Waipapa Papanui-Innes-Central and Waitai Coastal-Burwood-Linwood Community Boards – 14 May 2024

8. City to Sea West Safety Improvements - Roading Elements

Reference Te Tohutoro:	24/833629
Responsible Officer(s) Te Pou Matua:	Sam Morris, Project Manager David Little, Residential Red Zone Manager
Accountable ELT Member Pouwhakarae:	Andrew Rutledge, Acting General Manager Citizens and Community

1. Joint Meeting - Waipapa Papanui-Innes-Central and Waitai Coastal-Burwood-Linwood Community Boards Consideration Te Whaiwhakaarotanga

The Waitai and Waipapa Community Boards took into consideration a deputation received from Jack Gibbons on behalf of Greater Ōtautahi and responses from Council Officers.

The resolutions below were voted on part by part by each respective Board.

Ali Jones moved an amendment (to resolution 6 to remove the words “with a raised safety platform”) that was seconded by Victoria Henstock. The amendment was debated, put to vote and declared lost. Victoria Henstock requested that it was noted that her vote against the raised platform in resolution 6 be recorded.

The original officer recommendation was then put to the vote and declared carried.

2. Joint Meeting - Waipapa Papanui-Innes-Central and Waitai Coastal-Burwood-Linwood Community Boards Decisions Under Delegation Ngā Mana kua Tukuna

Original Officer Recommendations accepted without change

Part C

1. That the **Waipapa Papanui-Innes-Central Community Board** approves:

   a. A pedestrian crossing be established on Swanns Road, for the use of pedestrians and riders of mobility devices only, located at a point 41 metres west of its intersection with Avonside Drive as detailed in Agenda Attachment B – Swanns Road Crossing Plan, in accordance with Section 8.2 of the Land Transport Rule Traffic Control Devices: 2004.

   b. A Give Way control be placed against the westbound Swanns Road traffic, located at a point 32 metres west of its intersection with Avonside Drive as detailed on Agenda Attachment B – Swanns Road Crossing Plan. The purpose of this Give Way control is to create priority for cyclists and riders of wheeled recreational devices only, crossing Swanns Road.

   c. A Give Way control be placed against the eastbound Swanns Road traffic, located at a point 50 metres west of its intersection with Avonside Drive as detailed on Agenda Attachment B – Swanns Road Crossing Plan. The purpose of this Give Way control is to

create priority for cyclists and riders of wheeled recreational devices only, crossing Swanns Road.

d. All kerb alignments, road surface treatments, speed cushions and road markings related to this crossing, as detailed on Agenda Attachment B – Swanns Road Crossing Plan.

e. All kerb alignments, road surface treatments, speed cushions and road markings related to the Stanmore Road crossing, as detailed on Agenda Attachment A – Stanmore Road Crossing Plan.

f. All kerb alignments, road surface treatments, speed cushions and road markings related to the Flesher Avenue carpark entry, as detailed on Agenda Attachment D – Flesher Avenue Car Park Plan.

g. All kerb alignments, road surface treatments, speed cushions and road markings related to the Evelyn Couzins Avenue carpark entry, as detailed on Agenda Attachment E – Evelyn Couzins Car Park Plan.

2. That the **Waipapa Papanui-Innes-Central Community Board** resolves, pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited at all times:

a. *Swanns Road Dual Pedestrian/Cycle Crossing*

i. On the northern side of Swanns Road, commencing at its intersection with Avonside Drive and extending in a westerly direction for a distance of 33 metres.

ii. On the northern side of Swanns Road, commencing at a point approximately 45 metres west of its intersection with Avonside Drive and extending in a westerly direction for a distance of 15 metres.

iii. On the southern side of Swanns Road, commencing at its intersection with Avonside Drive and extending in a westerly direction for a distance of 36 metres.

iv. On the southern side of Swanns Road, commencing at a point approximately 44 metres west of its intersection with Avonside Drive and extending in a westerly direction for a distance of 50 metres.

v. On the northern side of Swanns Road, commencing at a point approximately 103 metres west of its intersection with Avonside Drive and extending in a south-westerly direction for a distance of 4 metres.

vi. On the southern side of Swanns Road, commencing at a point approximately 91 metres west of its intersection with Avonside Road and extending in a westerly direction for a distance of 4 metres.

vii. On the western side of Avonside Drive, commencing at its intersection with Swanns Road and extending in a northerly direction for a distance of eight metres.

viii. On the western side of Avonside Drive, commencing at its intersection with Swanns Road and extending in a southerly direction for a distance of 11 metres.

b. *Flesher Avenue Carpark (within the red zone)*

i. On the eastern side of Flesher Avenue, commencing at a point approximately 14 metres north of its intersection with Kershaw Place and extending in a northerly direction for a distance of six metres.

ii. On the eastern side of Flesher Avenue, commencing at a point approximately 32 metres north of its intersection with Kershaw Place and extending in a northerly direction for a distance of nine metres.

c. *Evelyn Couzins Carpark (within the red zone)*

i. On the eastern side of Evelyn Couzins Avenue, commencing at a point approximately 173 metres south of its intersection with Flesher Avenue and extending in a southerly direction for a distance of 30 metres.

ii. On the western side of Evelyn Couzins Avenue, commencing at a point approximately 168 metres south of its intersection with Flesher Avenue and extending in a southerly direction for a distance of 35 metres.

3. That the **Waipapa Papanui-Innes-Central Community Board** resolves, pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited at all times:

a. *Stanmore Road Signalised Crossing*

i. On the western side of Stanmore Road, commencing at a point approximately 67 metres north of its intersection with Avonside Drive and extending in a northerly direction for a distance of eight metres.

ii. On the western side of Stanmore Road, commencing at a point approximately 82 metres north of its intersection with Avonside Drive and extending in a northerly direction for a distance of 37 metres.

iii. On the eastern side of Stanmore Road, commencing at a point approximately 66 metres north of its intersection with Avonside Drive and extending in a northerly direction for a distance of ten metres.

iv. On the eastern side of Stanmore Road, commencing at a point approximately 83 metres north of its intersection with Avonside Drive and extending in a northerly direction for a distance of 24 metres.

4. That the **Waitai Coastal-Burwood-Linwood Community Board** approves:

a. *Gayhurst Road Dual Pedestrian/Cycle Crossing*

i. A pedestrian crossing be established on Gayhurst Road, for the use of pedestrians and riders of mobility devices only, located at a point 383 metres south of its intersection with McBratneys Road as detailed on Agenda **Attachment C – Gayhurst Road Crossing Plan**, in accordance with Section 8.2 of the Land Transport Rule Traffic Control Devices: 2004.

ii. A Give Way control be placed against the southbound Gayhurst Road traffic, located at a point 370 metres south of its intersection with McBratneys Road as detailed on Agenda **Attachment C – Gayhurst Road Crossing Plan**. The purpose of this Give Way control is to create priority for cyclists and riders of wheeled recreational devices only, crossing Gayhurst Road.

iii. A Give Way control be placed against the northbound Gayhurst Road traffic, located at a point 386 metres south of its intersection with McBratneys Road as detailed on Agenda **Attachment C – Gayhurst Road Crossing Plan**. The purpose of this Give Way control is to create priority for cyclists and riders of wheeled recreational devices only, crossing Gayhurst Road.

iv. All kerb alignments, road surface treatments, speed cushions and road markings related to this crossing, as detailed on Agenda **Attachment C – Gayhurst Road Crossing Plan**.

5. That the **Waitai Coastal-Burwood-Linwood Community Board** resolves, pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited at all times:

a. *Gayhurst Road Dual Pedestrian/Cycle Crossing*

i. On the western side of Gayhurst Road, commencing at a point approximately 365 metres south of its intersection with McBratneys Road and extending in a southerly direction for a distance of nine metres.

ii. On the western side of Gayhurst Road, commencing at a point approximately 382 metres south of its intersection with McBratneys Road and extending in a southerly direction for a distance of 14 metres.

iii. On the eastern side of Gayhurst Road, commencing at a point approximately 363 metres south of its intersection with McBratneys Road and extending in a southerly direction for a distance of 14 metres.

iv. On the eastern side of Gayhurst Road, commencing at a point approximately 385 metres south of its intersection with McBratneys Road and extending in a southerly direction for a distance of eight metres.

v. On the western side of Gayhurst Road, commencing at a point approximately 327 metres south of its intersection with McBratneys Road and extending in a southerly direction for a distance of six metres.

vi. On the western side of Gayhurst Road, commencing at a point approximately 425 metres south of its intersection with McBratneys Road and extending in a southerly direction for a distance of six metres.

vii. On the eastern side of Gayhurst Road, commencing at a point approximately 327 metres south of its intersection with McBratneys Road and extending in a southerly direction for a distance of six metres.

viii. On the eastern side of Gayhurst Road, commencing at a point approximately 425 metres south of its intersection with McBratneys Road and extending in a southerly direction for a distance of six metres.

10. That the **Waitai Coastal-Burwood-Linwood Community Board** and **Waipapa Papanui-Innes-Central Community Board**:

i. Revoke any previous restrictions pertaining to traffic controls made pursuant to any bylaw to the extent that they are in conflict with the traffic controls described above.

ii. Approves these resolutions to take effect when parking signage and/or road markings that evidence the restrictions described in this staff report are in place (or removed in the case of revocations).

3. Joint Meeting - Waipapa Papanui-Innes-Central and Waitai Coastal-Burwood-Linwood Community Boards Recommendation to Council

Original Officer Recommendations accepted without change

Part A

6. That the Council approves, pursuant to Clause 18 of the Christchurch City Council Traffic and Parking Bylaw 2017:

   a. *Stanmore Road Signalised Crossing*

      i. A signalised crossing with a raised safety platform for use by pedestrians and cyclists, installed on Stanmore Road with its centreline approximately 80 metres north of the centreline of Avonside Drive, in accordance with the relevant sections of the Land Transport Rule: Traffic Control Devices 2004.

7. That the Council approves in accordance with Clause 21 of the Christchurch City Council Traffic & Parking Bylaw 2017

   a. *Stanmore Road Signalised Crossing*

      i. On the western side of Stanmore Road, commencing at a point approximately 67 metres north of its intersection with Avonside Drive and extending in a northerly direction for a distance of 24 metres be resolved as a Shared Path for pedestrian and north bound cycle only in accordance with section 11.4 of the Land Transport Act - Traffic Control Devices Rules: 2004. This Shared Path is for the use by the classes of road user only as defined in Section 11.1A of the Land Transport (Road User) Rule: 2004.

      ii. On the eastern side of Stanmore Road, commencing at a point approximately 66 metres north of its intersection with Avonside Drive and extending in a northerly direction for a distance of 25 metres be resolved as a Shared Path for pedestrian and south bound cycle only in accordance with section 11.4 of the Land Transport Act - Traffic Control Devices Rules: 2004. This Shared Path is for the use by the classes of road user only as defined in Section 11.1A of the Land Transport (Road User) Rule: 2004.

   b. *Swanns Road Dual Pedestrian/Cycle Crossing*

      i. On the northern side of Swanns Road, commencing at a point approximately 27 metres west of its intersection with Avonside Drive and extending in a westerly direction for a distance of 18 metres be resolved as a Shared Path for pedestrian and east bound cycle only in accordance with section 11.4 of the Land Transport Act - Traffic Control Devices Rules: 2004. This Shared Path is for the use by the classes of road user only as defined in Section 11.1A of the Land Transport (Road User) Rule: 2004.

      ii. On the southern side of Swanns Road, commencing at a point approximately 26 metres north of its intersection with Avonside Drive and extending in a northerly direction for a distance of 28 metres be resolved as a Shared Path for pedestrian and west bound cycle only in accordance with section 11.4 of the Land Transport Act - Traffic Control Devices Rules: 2004. This Shared Path is for the use by the classes `of road user only as defined in Section 11.1A of the Land Transport (Road User) Rule: 2004.

8. That the Council approves in accordance with Clause 21 of the Christchurch City Council Traffic & Parking Bylaw 2017

   a. *Gayhurst Road Dual Pedestrian/Cycle Crossing*

      i. On the western side of Gayhurst Road, commencing at a point approximately 365 metres south of its intersection with McBratneys Road and extending in a southerly direction for a distance of 30 metres be resolved as a Shared Path for pedestrian and north bound cycle only and in accordance with section 11.4 of the Land Transport Act - Traffic Control Devices Rules: 2004. This Shared Path is for the use by the classes of road user only as defined in Section 11.1A of the Land Transport (Road User) Rule: 2004.

      ii. On the eastern side of Gayhurst Road, commencing at a point approximately 370 metres north of its intersection with Avonside Drive and extending in a northerly direction for a distance of 30 metres be resolved as a Shared Path for pedestrian and south bound cycle only in accordance with section 11.4 of the Land Transport Act - Traffic Control Devices Rules: 2004. This Shared Path is for the use by the classes of road user only as defined in Section 11.1A of the Land Transport (Road User) Rule: 2004.

9. That the Council approves, pursuant to Clause 18 of the Christchurch City Council Traffic and Parking Bylaw 2017:

   a. *Gayhurst Road Special Vehicle Lane (cycle) extension*

      i. An extension to the existing Special Vehicle Lane (cycle) on Gayhurst Road, installed along the western side of Gayhurst Road at a point approximately 290 metres north of its intersection with Avonside Drive extending in a northerly direction for a distance of 234 metres.

      ii. An extension to the existing Special Vehicle Lane (cycle) on Gayhurst Road, installed along the eastern side of Gayhurst Road at a point approximately 260 metres south of its intersection with McBratneys Road and extending in a southerly direction for a distance of 281 metres.

Attachments Ngā Tāpirihanga

No.	Report Title	Reference	Page
1	City to Sea West Safety Improvements - Roading Elements	24/491341	104

No.	Title	Reference	Page
A	Stanmore Road Crossing Plan	24/736670	118
B	Swanns Road Crossing Plan	24/722538	119
C	Gayhurst Road Crossing Plan	24/722545	120
D	Flesher Avenue Car Park Plan	24/797134	121
E	Evelyn Cousinz Avenue Car Park Plan	24/797123	122
F	City to Sea Pathway Road Crossings Engagement Report Data	24/679600	123
G	Extract from City to Sea Transport Assessment, Stanmore Road/Avonside Drive intersection modelling.	24/685044	131
H	City to Sea Pathway Road Crossings Submission Table *(Under Separate Cover)*	24/787085	

City to Sea West Safety Improvements - Roading Elements

Reference Te Tohutoro:	24/491341
Responsible Officer(s) Te Pou Matua:	Sam Morris, Project Manager David Little, Residential Red Zone Manager
Accountable ELT Member Pouwhakarae:	Andrew Rutledge, General Manager Citizens & Community Group

1. Purpose and Origin of the Report Te Pūtake Pūrongo

1.1 The purpose of this report is for the Waipapa Papanui-Innes-Central and Waitai Coastal-Burwood-Linwood Community Boards to consider proposed safety improvements associated with the City to Sea Pathway, and to make decisions on the same. The safety improvements are split across the two boards, and are primarily road crossings, described below:

- A signalised pedestrian/cycle crossing on Stanmore Road and an unsignalised pedestrian/cycle crossing on Swanns Road, in the Waipapa Papanui-Innes-Central Community Board area.
- An unsignalised pedestrian/cycle crossing on Gayhurst Road in the Waitai Coastal-Burwood-Linwood Community Board area.
- There are also minor line marking changes related to carpark entries at Flesher Avenue and Evelyn Couzins Avenue, both in the Waipapa Papanui-Innes-Central Community Board area.

1.2 Due to the nature of the work, some of the specific decisions are delegated to Community Boards and some to Council. This is reflected in the officer recommendations.

1.3 The decisions in this report are of medium significance in relation to the Christchurch City Council's Significance and Engagement Policy. The level of significance was determined by the safety impacts of the decisions on the relevant user groups.

2. Officer Recommendations Ngā Tūtohu

1. That the **Waipapa Papanui-Innes-Central Community Board** approves:

   a. A pedestrian crossing be established on Swanns Road, for the use of pedestrians and riders of mobility devices only, located at a point 41 metres west of its intersection with Avonside Drive as detailed in Agenda Attachment B – Swanns Road Crossing Plan, in accordance with Section 8.2 of the Land Transport Rule Traffic Control Devices: 2004.

   b. A Give Way control be placed against the westbound Swanns Road traffic, located at a point 32 metres west of its intersection with Avonside Drive as detailed on Agenda Attachment B – Swanns Road Crossing Plan. The purpose of this Give Way control is to create priority for cyclists and riders of wheeled recreational devices only, crossing Swanns Road.

   c. A Give Way control be placed against the eastbound Swanns Road traffic, located at a point 50 metres west of its intersection with Avonside Drive as detailed on Agenda Attachment B – Swanns Road Crossing Plan. The purpose of this Give Way control is to create priority for cyclists and riders of wheeled recreational devices only, crossing Swanns Road.

d. All kerb alignments, road surface treatments, speed cushions and road markings related to this crossing, as detailed on Agenda Attachment B – Swanns Road Crossing Plan.

e. All kerb alignments, road surface treatments, speed cushions and road markings related to the Stanmore Road crossing, as detailed on Agenda Attachment A – Stanmore Road Crossing Plan.

f. All kerb alignments, road surface treatments, speed cushions and road markings related to the Flesher Avenue carpark entry, as detailed on Agenda Attachment D – Flesher Avenue Car Park Plan.

g. All kerb alignments, road surface treatments, speed cushions and road markings related to the Evelyn Couzins Avenue carpark entry, as detailed on Agenda Attachment E – Evelyn Couzins Car Park Plan.

2. That the **Waipapa Papanui-Innes-Central Community Board** resolves, pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited at all times:

a. *Swanns Road Dual Pedestrian/Cycle Crossing*

i. On the northern side of Swanns Road, commencing at its intersection with Avonside Drive and extending in a westerly direction for a distance of 33 metres.

ii. On the northern side of Swanns Road, commencing at a point approximately 45 metres west of its intersection with Avonside Drive and extending in a westerly direction for a distance of 15 metres.

iii. On the southern side of Swanns Road, commencing at its intersection with Avonside Drive and extending in a westerly direction for a distance of 36 metres.

iv. On the southern side of Swanns Road, commencing at a point approximately 44 metres west of its intersection with Avonside Drive and extending in a westerly direction for a distance of 50 metres.

v. On the northern side of Swanns Road, commencing at a point approximately 103 metres west of its intersection with Avonside Drive and extending in a south-westerly direction for a distance of 4 metres.

vi. On the southern side of Swanns Road, commencing at a point approximately 91 metres west of its intersection with Avonside Road and extending in a westerly direction for a distance of 4 metres.

vii. On the western side of Avonside Drive, commencing at its intersection with Swanns Road and extending in a northerly direction for a distance of eight metres.

viii. On the western side of Avonside Drive, commencing at its intersection with Swanns Road and extending in a southerly direction for a distance of 11 metres.

b. *Flesher Avenue Carpark (within the red zone)*

i. On the eastern side of Flesher Avenue, commencing at a point approximately 14 metres north of its intersection with Kershaw Place and extending in a northerly direction for a distance of six metres.

ii. On the eastern side of Flesher Avenue, commencing at a point approximately 32 metres north of its intersection with Kershaw Place and extending in a northerly direction for a distance of nine metres.

c. *Evelyn Couzins Carpark (within the red zone)*

i. On the eastern side of Evelyn Couzins Avenue, commencing at a point approximately 173 metres south of its intersection with Flesher Avenue and extending in a southerly direction for a distance of 30 metres.

ii. On the western side of Evelyn Couzins Avenue, commencing at a point approximately 168 metres south of its intersection with Flesher Avenue and extending in a southerly direction for a distance of 35 metres.

3. That the **Waipapa Papanui-Innes-Central Community Board** resolves, pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited at all times:

a. *Stanmore Road Signalised Crossing*

i. On the western side of Stanmore Road, commencing at a point approximately 67 metres north of its intersection with Avonside Drive and extending in a northerly direction for a distance of eight metres.

ii. On the western side of Stanmore Road, commencing at a point approximately 82 metres north of its intersection with Avonside Drive and extending in a northerly direction for a distance of 37 metres.

iii. On the eastern side of Stanmore Road, commencing at a point approximately 66 metres north of its intersection with Avonside Drive and extending in a northerly direction for a distance of ten metres.

iv. On the eastern side of Stanmore Road, commencing at a point approximately 83 metres north of its intersection with Avonside Drive and extending in a northerly direction for a distance of 24 metres.

4. That the **Waitai Coastal-Burwood-Linwood Community Board** approves:

a. *Gayhurst Road Dual Pedestrian/Cycle Crossing*

i. A pedestrian crossing be established on Gayhurst Road, for the use of pedestrians and riders of mobility devices only, located at a point 383 metres south of its intersection with McBratneys Road as detailed on Agenda **Attachment C – Gayhurst Road Crossing Plan**, in accordance with Section 8.2 of the Land Transport Rule Traffic Control Devices: 2004.

ii. A Give Way control be placed against the southbound Gayhurst Road traffic, located at a point 370 metres south of its intersection with McBratneys Road as detailed on Agenda **Attachment C – Gayhurst Road Crossing Plan**. The purpose of this Give Way control is to create priority for cyclists and riders of wheeled recreational devices only, crossing Gayhurst Road.

iii. A Give Way control be placed against the northbound Gayhurst Road traffic, located at a point 386 metres south of its intersection with McBratneys Road as detailed on Agenda **Attachment C – Gayhurst Road Crossing Plan**. The purpose of this Give Way control is to create priority for cyclists and riders of wheeled recreational devices only, crossing Gayhurst Road.

iv. All kerb alignments, road surface treatments, speed cushions and road markings related to this crossing, as detailed on Agenda **Attachment C – Gayhurst Road Crossing Plan**.

5. That the **Waitai Coastal-Burwood-Linwood Community Board** resolves, pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited at all times:

   a. *Gayhurst Road Dual Pedestrian/Cycle Crossing*

      i. On the western side of Gayhurst Road, commencing at a point approximately 365 metres south of its intersection with McBratneys Road and extending in a southerly direction for a distance of nine metres.

      ii. On the western side of Gayhurst Road, commencing at a point approximately 382 metres south of its intersection with McBratneys Road and extending in a southerly direction for a distance of 14 metres.

      iii. On the eastern side of Gayhurst Road, commencing at a point approximately 363 metres south of its intersection with McBratneys Road and extending in a southerly direction for a distance of 14 metres.

      iv. On the eastern side of Gayhurst Road, commencing at a point approximately 385 metres south of its intersection with McBratneys Road and extending in a southerly direction for a distance of eight metres.

      v. On the western side of Gayhurst Road, commencing at a point approximately 327 metres south of its intersection with McBratneys Road and extending in a southerly direction for a distance of six metres.

      vi. On the western side of Gayhurst Road, commencing at a point approximately 425 metres south of its intersection with McBratneys Road and extending in a southerly direction for a distance of six metres.

      vii. On the eastern side of Gayhurst Road, commencing at a point approximately 327 metres south of its intersection with McBratneys Road and extending in a southerly direction for a distance of six metres.

      viii. On the eastern side of Gayhurst Road, commencing at a point approximately 425 metres south of its intersection with McBratneys Road and extending in a southerly direction for a distance of six metres.

6. That the **Waipapa Papanui-Innes-Central Community Board** recommends that the Council approves, pursuant to Clause 18 of the Christchurch City Council Traffic and Parking Bylaw 2017:

   a. *Stanmore Road Signalised Crossing*

      i. A signalised crossing with a raised safety platform for use by pedestrians and cyclists, installed on Stanmore Road with its centreline approximately 80 metres north of the centreline of Avonside Drive, in accordance with the relevant sections of the Land Transport Rule: Traffic Control Devices 2004.

7. That the **Waipapa Papanui-Innes-Central Community Board** recommends that the Council approves in accordance with Clause 21 of the Christchurch City Council Traffic & Parking Bylaw 2017

   a. *Stanmore Road Signalised Crossing*

      i. On the western side of Stanmore Road, commencing at a point approximately 67 metres north of its intersection with Avonside Drive and extending in a northerly direction for a distance of 24 metres be resolved as a Shared Path for pedestrian

and north bound cycle only in accordance with section 11.4 of the Land Transport Act - Traffic Control Devices Rules: 2004. This Shared Path is for the use by the classes of road user only as defined in Section 11.1A of the Land Transport (Road User) Rule: 2004.

ii. On the eastern side of Stanmore Road, commencing at a point approximately 66 metres north of its intersection with Avonside Drive and extending in a northerly direction for a distance of 25 metres be resolved as a Shared Path for pedestrian and south bound cycle only in accordance with section 11.4 of the Land Transport Act - Traffic Control Devices Rules: 2004. This Shared Path is for the use by the classes of road user only as defined in Section 11.1A of the Land Transport (Road User) Rule: 2004.

b. *Swanns Road Dual Pedestrian/Cycle Crossing*

i. On the northern side of Swanns Road, commencing at a point approximately 27 metres west of its intersection with Avonside Drive and extending in a westerly direction for a distance of 18 metres be resolved as a Shared Path for pedestrian and east bound cycle only in accordance with section 11.4 of the Land Transport Act - Traffic Control Devices Rules: 2004. This Shared Path is for the use by the classes of road user only as defined in Section 11.1A of the Land Transport (Road User) Rule: 2004.

ii. On the southern side of Swanns Road, commencing at a point approximately 26 metres north of its intersection with Avonside Drive and extending in a northerly direction for a distance of 28 metres be resolved as a Shared Path for pedestrian and west bound cycle only in accordance with section 11.4 of the Land Transport Act - Traffic Control Devices Rules: 2004. This Shared Path is for the use by the classes `of road user only as defined in Section 11.1A of the Land Transport (Road User) Rule: 2004.

8. That the **Waitai Coastal-Burwood-Linwood Community Board** recommends that the Council approves in accordance with Clause 21 of the Christchurch City Council Traffic & Parking Bylaw 2017

a. *Gayhurst Road Dual Pedestrian/Cycle Crossing*

i. On the western side of Gayhurst Road, commencing at a point approximately 365 metres south of its intersection with McBratneys Road and extending in a southerly direction for a distance of 30 metres be resolved as a Shared Path for pedestrian and north bound cycle only and in accordance with section 11.4 of the Land Transport Act - Traffic Control Devices Rules: 2004. This Shared Path is for the use by the classes of road user only as defined in Section 11.1A of the Land Transport (Road User) Rule: 2004.

ii. On the eastern side of Gayhurst Road, commencing at a point approximately 370 metres north of its intersection with Avonside Drive and extending in a northerly direction for a distance of 30 metres be resolved as a Shared Path for pedestrian and south bound cycle only in accordance with section 11.4 of the Land Transport Act - Traffic Control Devices Rules: 2004. This Shared Path is for the use by the classes of road user only as defined in Section 11.1A of the Land Transport (Road User) Rule: 2004.

9. That the **Waitai Coastal-Burwood-Linwood Community Board** recommends that the Council approves, pursuant to Clause 18 of the Christchurch City Council Traffic and Parking Bylaw 2017:

a. *Gayhurst Road Special Vehicle Lane (cycle) extension*

i. An extension to the existing Special Vehicle Lane (cycle) on Gayhurst Road, installed along the western side of Gayhurst Road at a point approximately 290 metres north of its intersection with Avonside Drive extending in a northerly direction for a distance of 234 metres.

ii. An extension to the existing Special Vehicle Lane (cycle) on Gayhurst Road, installed along the eastern side of Gayhurst Road at a point approximately 260 metres south of its intersection with McBratneys Road and extending in a southerly direction for a distance of 281 metres.

10. That the **Waitai Coastal-Burwood-Linwood Community Board** and **Waipapa Papanui-Innes-Central Community Board**:

i. Revoke any previous restrictions pertaining to traffic controls made pursuant to any bylaw to the extent that they are in conflict with the traffic controls described above.

ii. These resolutions to take effect when parking signage and/or road markings that evidence the restrictions described in this staff report are in place (or removed in the case of revocations).

3. Executive Summary Te Whakarāpopoto Matua

3.1 This portion of the City to Sea Pathway crosses three 'in service' roads. There are currently no dedicated crossing facilities in place, which leads to safety hazards for users – including those currently using stopped roads in the area. The expected increase in use of the Pathway following construction will likely exacerbate this issue.

3.2 Designs have been prepared aimed at improving safety at the crossing points. These have been consulted with the community, receiving generally favourable feedback as detailed in Section 6 of this report.

3.3 The proposals are described in Section 4, and scheme plans can be found in **Attachment A to E**.

3.4 In order to enact these proposals, Community Board and Council approval is required.

4. Background/Context Te Horopaki

4.1 The City to Sea Pathway is a core element of the Ōtākaro Avon River Corridor Regeneration Plan and has been funded by central government via the Christchurch Regeneration Acceleration Facility (CRAF). Its implementation was approved via Council Resolution CNCL/2021/00160 (Implementing the City to Sea Pathway – Key Decisions 12 October 2021).

4.2 Due to its length, delivery of the Pathway has been split into three sections. The decisions in this report relate to the road crossings associated with the western section, shown in Figure 1 below. This section runs from Fitzgerald Avenue to Snell Bridge (Avon Park).

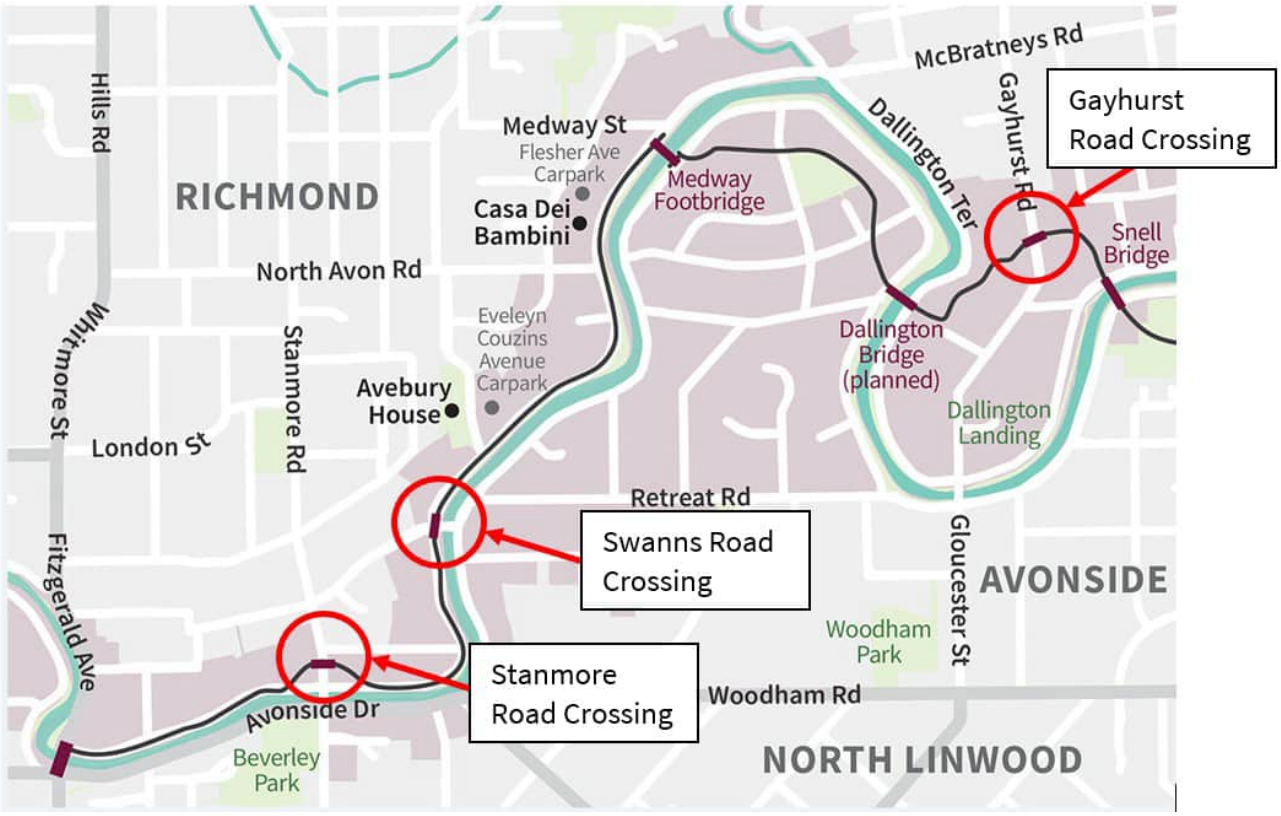


Figure 1. City to Sea Pathway – Western Portion

4.3 A Safe System assessment has been completed for the proposed crossings.

4.4 The proposed safety improvements fall into two different Board areas, as described below:

4.4.1 **Waipapa Papanui-Innes-Central Community Board area:**

- A signalised pedestrian/cycle crossing on a safer speed platform on Stanmore Road between River Road and Glade Avenue.
- A dual pedestrian/cycle crossing on a safer speed platform on Swanns Road immediately west of the Swanns Road bridge.
- Minor road marking changes at Flesher Avenue and Evelyn Couzins Avenue, associated with proposed carparks within the grassed red zone area.

4.4.2 **Waitai Coastal-Burwood-Linwood Community Board area:**

- A dual pedestrian/cycle crossing on a safer speed platform on Gayhurst Road.
- Extension of the north and southbound Gayhurst Road cycle lanes, to connect the existing cycle lanes to the new City to Sea Pathway.

4.5 Traffic Information relating to the **Stanmore Road** Signalised Crossing.

4.5.1 Stanmore Road is an arterial road carrying approximately 14,800 vehicles per day (3.3% heavy vehicles) with approximately 1,110 vehicles in the morning peak hour and 1,600 vehicles in the evening peak hour. The posted speed is 50km/h, and the 85th percentile speed is 50km/h.

4.5.2 Traffic modelling was completed to understand the effects of the proposed crossing on the Stanmore Road and Avonside Drive intersection and was deemed negligible by Council's traffic operations team. This report is included as **Attachment G - City to Sea Transport Assessment, Stanmore Road/Avonside Drive.**

4.5.3 Between 2012 and 2022 a total of 29 crashes were recorded at the Stanmore Road/Avonside Drive intersection. Most were minor/non-injury, and involved rear end or crossing movements. One crash was reported as serious, being a side collision between a right turning and through moving vehicles on opposite lanes. There were no crashes related to the section of Stanmore Road where the crossing is proposed during this period.

4.6 Traffic Information relating to the **Swanns Road** dual pedestrian/cycle crossing.

4.6.1 Swanns Road is a collector road carrying approximately 1,000 vehicles per day (2.9% heavy vehicles). The posted speed is 50km/h, and the 85th percentile speed is 55km/h.

4.6.2 Between 2012 and 2022 no crashes were recorded on Swanns Road.

4.7 Traffic Information relating to the **Gayhurst Road** dual pedestrian/cycle crossing.

4.7.1 Gayhurst Road is an arterial road carrying approximately 7,500 vehicles per day (3.3% heavy vehicles). The posted speed is 50 km/h and the 85th percentile speed is 59km/h northbound (Team Traffic Survey, 22 and 24 June, 2023).

4.7.2 Between 2012 and 2022 one crash was recorded at the Gayhurst Road and Glenarm Terrace intersection. This resulted in a minor injury and had cause factors associated with a vehicle losing control.

4.8 The Team Leader Parking Compliance supports the preferred option, described below.

Options Considered Ngā Kōwhiringa Whaiwhakaaro

4.9 The following reasonably practicable options were considered and are assessed below:

- **Preferred:** Adopt the road crossings at Stanmore, Swanns and Gayhurst Roads as per **Attachment A.**
- Maintain status quo, without crossing facilities.
- Provide the road crossings as proposed, but without raised tables.
- Utilise existing traffic signals at the intersection of Stanmore Road/Avonside Drive in lieu of the Stanmore Road crossing.

Options Descriptions Ngā Kōwhiringa

4.10 **Preferred: Adopt crossings at Stanmore, Swanns and Gayhurst Roads**

4.10.1 **Option Description:** Construct a signalised pedestrian/cycle crossing on Stanmore Road and unsignalised pedestrian/cycle crossings on Swanns Road and Gayhurst Road.

4.10.2 Option Advantages

- Provides safe crossing points for users of the City to Sea Pathway. As part of consultation, we heard from users of the current Te Ara Ōtākaro Avon River Trail who expressed safety concerns with the status quo.

4.10.3 Option Disadvantages

- The cost of the physical works, although the City to Sea Pathway project was fully funded by the Christchurch Regeneration Acceleration Facility (CRAF).

4.11 **Option 1, maintain the status quo at all road crossings**

4.11.1 **Option Description:** City to Sea Pathway constructed to the edge of the road reserve only, existing road corridor remains as is.

4.11.2 Option Advantages

- Avoids physical works costs.

4.11.3 Option Disadvantages

- The lack of crossings would be confusing for users, and we could expect queries as to why they were omitted.
- Safety issues with uncontrolled crossings, resulting in increased likelihood of injury as usage of the Pathway increases.
- Missing this opportunity to provide the crossings from the CRAF funding would mean that future crossings would need to be funded out of Transport budgets.

4.12 **Option 2, provide all crossing points as shown, but omit the raised safer speed platforms**

4.12.1 **Option Description:** Omit the safer speed platforms on all three crossings. This could take the form of road markings only, possibly with a central median island.

4.12.2 Option Advantages

- Reduced physical works cost (although noting CRAF funding as above).
- Less impact to road users during construction
- Preferred option of public transport providers

4.12.3 Option Disadvantages

- There are known speeding issues at two of the three crossing points (Swanns and Gayhurst) and Stanmore is a high-volume road. Safer speed platforms make motorists more aware of the crossings and reduce speeds to within safe system thresholds for any potential collisions between vehicles and pedestrians/cyclists. Not installing the platforms would increase the likelihood of death or serious injury for users of the Pathway.
- Doing all works in one contract is more economically efficient than retrofitting, if raised platforms were to be needed in the future.

4.13 **Option 3, use existing traffic signals at Stanmore Road/Avonside Drive intersection to cross in lieu of the Stanmore Road crossing, which is the most expensive of the three.**

4.13.1 **Option Description:** Provide Swanns and Gayhurst crossings as presented but use existing traffic signals at the Stanmore Road/Avonside Drive intersection to cross.

4.13.2 Option Advantages

- Reduced physical works cost (although noting CRAF funding as above).

4.13.3 Option Disadvantages

- The current traffic light phasing requires users to cross to the southern side of Avonside Drive in order to move east or west. There is no direct connection on the northern side, and this means that most users jaywalk rather than waiting for three crossing phases. As part of a recent traffic signal ducting and re-cabling project, BECA looked at creation of a northern crossing phase, but concluded that this was not possible due to the configuration of the intersection.
- Noting the above, this option would result in continuation of the current jaywalking behaviour, but in greater numbers - increasing the likelihood of death or serious injury.

5. Financial Implications Ngā Hīraunga Rauemi

Capex/Opex Ngā Utu Whakahaere

	Recommended Option	Option 1 – Status quo retained	Option 2 – Delete raised tables	Option 3– Delete Stanmore crossing
Cost to Implement	$ 900 000 approx	0	$ 750 000 approx	$ 450 000 approx
Maintenance/Ongoing Costs	$ 8000 approx	$ 8000 approx	$ 8000 approx	Nil, above normal roading costs for the remaining crossings.
Funding Source	CRAF, fully funded	N/A	CRAF, fully funded	CRAF, fully funded
Funding Availability	On budget in LTP	N/A	On budget in LTP	On budget in LTP
Impact on Rates	Nil	Nil	Nil	Nil

5.1 The works form part of the City to Sea Pathway project, which has been fully funded by central government, via the Christchurch Recovery Acceleration Facility (CRAF).

5.2 Around 15% of the above costs relate to traffic management.

6. Considerations Ngā Whai Whakaaro

Risks and Mitigations Ngā Mōrearea me ngā Whakamātautau

6.1 The Pathway is intended to provide a route for active users, and the route should be safe for use. The crossings have been designed to mitigate injury risk. The Safe System assessment concluded that if the design as proposed is not accepted, then then the risk to users is increased.

6.2 There are no further risk and mitigation considerations.

Legal Considerations Ngā Hīraunga ā-Ture

6.3 Statutory and/or delegated authority to undertake proposals in the report:

6.3.1 Part 1, Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017 provides Council with the authority to install parking or stopping restrictions by resolution.

6.3.2 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 stopping and traffic control devices.

6.3.3 The installation of any signs and/or markings associated with traffic control devices must comply with the Land Transport Rule: Traffic Control Devices 2004.

6.4 Other Legal Implications:

6.4.1 There is no other legal context, issue, or implication relevant to this decision.

6.4.2 This specific report has not been reviewed and approved by the Legal Services Unit however the report has been written using a general approach previously approved of by the Legal Services Unit, and the recommendations are consistent with the policy and legislative framework outlined in this report.

Strategy and Policy Considerations Te Whai Kaupapa here

6.5 The required decisions in this report:

6.5.1 Align with the Christchurch City Council's Strategic Framework, particularly:

A green, liveable city

- *Our neighbourhoods and communities are accessible and well-connected, supporting our goals to reduce emissions, build climate resilience and protect and regenerate the environment, especially our biodiversity, waterbodies and tree canopy.*

6.5.2 Are consistent with the Christchurch Suburban Parking Policy.

6.5.3 Are generally consistent with the Ōtākaro Avon River Corridor Regeneration Plan, in that they support the City to Sea Pathway.

6.5.4 Are assessed as medium significance based on the Christchurch City Council's Significance and Engagement Policy. The level of significance was determined by the safety impacts of the decisions on the relevant user groups.

6.6 This report supports the Council's Long Term Plan (2021 - 2031):

6.7 Transport

6.7.1 Activity: Transport

- Level of Service: 10.5.1 Limit deaths and serious injury crashes per capita for cyclists and pedestrians - <= 12 crashes per 100,000 residents

Parks, Heritage and Coastal Environment

Activity: *Ōtākaro Avon River Corridor*

Level of Service*: 6.8.12.1 Implementation of the Ōtākaro Avon River Corridor Regeneration Plan (Green Spine). Council-led capital investment: Progress integrated Green Spine programme (Parks, Water and Transport) as per the Implementation Plan. Target: 90 % of approved work programmes delivered in the year funded*.

Community Impacts and Views Ngā Mariu ā-Hāpori

Public Consultation Te Tukanga Kōrerorero

6.8 Public consultation started on 1 March 2024 and ran until 24 March 2024. An email was sent to 163 key stakeholders including local community groups, recreational groups (including local flatwater sports clubs), key transport stakeholders, key disability sector groups, and ECAN as part of the Public Transport Steering Group.

6.9 The consultation was posted on the Council Facebook page and on five community group pages, inviting submissions on the Let's Talk webpage. The Facebook post reached 21,592 people, receiving 74 reactions, 34 comments and 12 shares.

6.10 A Newsline story about the project was published on 1 March 2024 and received 1,759 views. A video showing the road crossings and encouraging engagement had 488 views.

6.11 Consultation posters were displayed at Richmond Community Garden/Riverlution Hub, New World Stanmore Road and Shirley Library. Consultation documents were delivered to Riverlution Hub and Shirley Library/Service Centre.

6.12 14 signs were displayed throughout the consultation along the City to Sea Pathway with a QR code directing people to the Let's Talk consultation page which was scanned by 106 people users.

6.13 The project featured in the Ōtākaro Avon River Corridor newsletter sent to 488 subscribers on 18 March, which also promoted a drop-in session at the Richmond Gala.

6.14 Households on Swanns Road impacted by the proposed speed cushions and crossing received consultation documents on 1 March 2024.

6.15 The Dallington Residents Association delivered a flier to the Dallington and Avonside communities inviting people to a Dallington Landing drop-in event.

6.16 On 9 March a drop-in session at Dallington Landing was held in partnership with the Dallington Residents Association and attended by approximately 50 people. A second drop-in at the Richmond Community Gala on Saturday 23 March and engaged approximately 70 people. A quick star-rating activity at each of these events sought feedback for each crossing point.

6.17 The Hohepa Trust group requested a site visit at the Dallington crossing point and staff met with the group to discuss the project.

6.18 The Let's Talk webpage received 1,995 unique page visits for the project, with 30% of visitors to the page clicking on at least two features, and 54% of visitors spending at least one minute on the page. The conversion from page visitors to submissions was 6%. The Let's Talk page featured a video describing the project which had 421 views.

6.19 The Swanns Road crossing is close to the access of a resident, and early engagement was carried out directly with him, commencing in December 2023. Verbally, he was supportive of the raised crossing.

6.20 Environmental Canterbury were notified of the proposed crossings and feedback sought in March 2024. No feedback was received.

6.21 Emergency Services were also notified of the proposed crossings and feedback sought in February 2024. No specific concerns were raised with the plans. St John sought clarification regarding who has right of way in the event when an ambulance has its lights on. Staff confirmed that when a crossing is unsignalised, emergency vehicles with lights and sirens will always have right of way over crossing pedestrians.

6.22 Mahaanui Kurataiao were consulted as part of the wider consenting process for the Pathway.

Summary of Submissions Ngā Tāpaetanga

6.23 Submissions were made by 8 recognised organisations, 2 businesses and 55 individuals. A full table of submission feedback is available in **Attachment H - City to Sea Pathway Road Crossings Submission Table.**

6.24 The majority of submitters provided feedback on all three crossings and were largely in support:

- Stanmore Road: 49 in support (80.3%), 7 did not support (11.5%)
- Swanns Road: 44 in support (74.6%), 7 did not support (11.9%)
- Gayhurst Road: 47 in support (78.35), 8 did not support (13.3%)

6.25 Key issues raised by submitters were:

- Safety for pathway users, especially for vulnerable users. This was particularly of interest to Hohepa Canterbury and Early Childcare Centres, who were interested in safely crossing the roads with larger groups.
- Measures to slow traffic on the approaches to the crossing were supported, particularly on Swanns Road and Gayhurst Road.

6.26 A full analysis of submissions is available in **Attachment F City to Sea Pathway Road Crossings Engagement Report Data**.

6.27 As a result of the submissions, the following changes were made to the designs:

- Evelyn Couzins Carpark – We heard from the community and Avebury House tenants how well used the on-street parking is, especially during events. Based on this feedback, the original plans for increased on-street parking will be replaced by a larger 20 space (approx.) carpark in the red zone area east of Evelyn Couzins Avenue. The no stopping lines in the draft recommendations reflect this change, and the revised design is included as **Attachment E**.
- Gayhurst Road speed cushions – Detailed minor feedback was received around the location and configuration of the proposed advance speed cushions associated with the platforms. Transport staff have reviewed and suggested a speed hump is included, as per **Attachment C.**
- Swanns Road speed cushions - Detailed minor feedback was received around the location of the speed cushions proposed near 45 Swanns Road. As a result, the speed cushion was relocated slightly to be clear of turning movements in and out of the driveway, and these changes are included in **Attachment B.**
- Swanns Road Crossing – Concerns were raised about speeding vehicles entering Swanns Road from Avonside Drive and whether these vehicles have sufficient warning of the crossing. The Transport team reviewed this feedback, and expect that the bend and intersection will slow traffic sufficiently, in combination with the new raised platform. There are clear sightlines for both crossing users and drivers, however No Stopping lines have been added on both sides of the bridge to ensure this, as shown in **Attachment B**. Transport will monitor speeds at the intersection and consider traffic calming treatment if required. As a further note, in future the speed limit on Swanns Road is likely to reduce to 30kph as part of Transport's Safer Speed Programme.
- Swanns Road Crossing – The cycle cutdown for eastbound cyclists was removed from the crossing at approximately 213A Swanns Road due to conflicts with a driveway. This change is included in **Attachment B.**

6.28 The decision affects the following wards/Community Board areas:

6.28.1 Waipapa Papanui-Innes-Central Community Board

6.28.2 Waitai Coastal-Burwood-Linwood Community Board

Impact on Mana Whenua Ngā Whai Take Mana Whenua

6.29 The decisions do not involve a significant decision concerning ancestral land or a body of water or other elements of intrinsic value, therefore this decision does not specifically impact Mana Whenua, their culture and traditions.

6.30 The decision does not involve a matter of interest to Mana Whenua and will not impact on our agreed partnership priorities with Ngā Papatipu Rūnanga.

6.31 While the Corridor overall is of high value and interest to mana whenua (and is the subject of co-governance arrangements), the primary focus for mana whenua has consistently been its return to a functioning delta ecosystem where mahinga kai can once more be gathered and processed. Road crossing points are of minor interest only in this outcome. The Co-governance committee have been briefed on the project as it has developed.

Climate Change Impact Considerations Ngā Whai Whakaaro mā te Āhuarangi

6.32 The decisions in this report are likely to:

6.32.1 Not affect adaptation to the impacts of climate change.

6.32.2 Contribute positively to emissions reductions.

6.33 While the crossings are not likely to have a significant impact on adaptation planning, they will encourage use of non-motorised transport options, reducing emissions. Although not strictly a commuting route, the Pathway is likely to be used for this purpose by residents, as well as for short trips to local facilities and shops.

7. Next Steps Ngā Mahinga ā-muri

7.1 If approved by both Community Boards and Council, this work will proceed as part of a separable portion to the City to Sea construction contract. This contract is on programme to be completed by Christmas 2024.

7.2 If Council decide not to approve the Stanmore Road signalised crossing, alternative measures will be considered to enable safe crossing and brought back to the Board.

Attachments Ngā Tāpirihanga

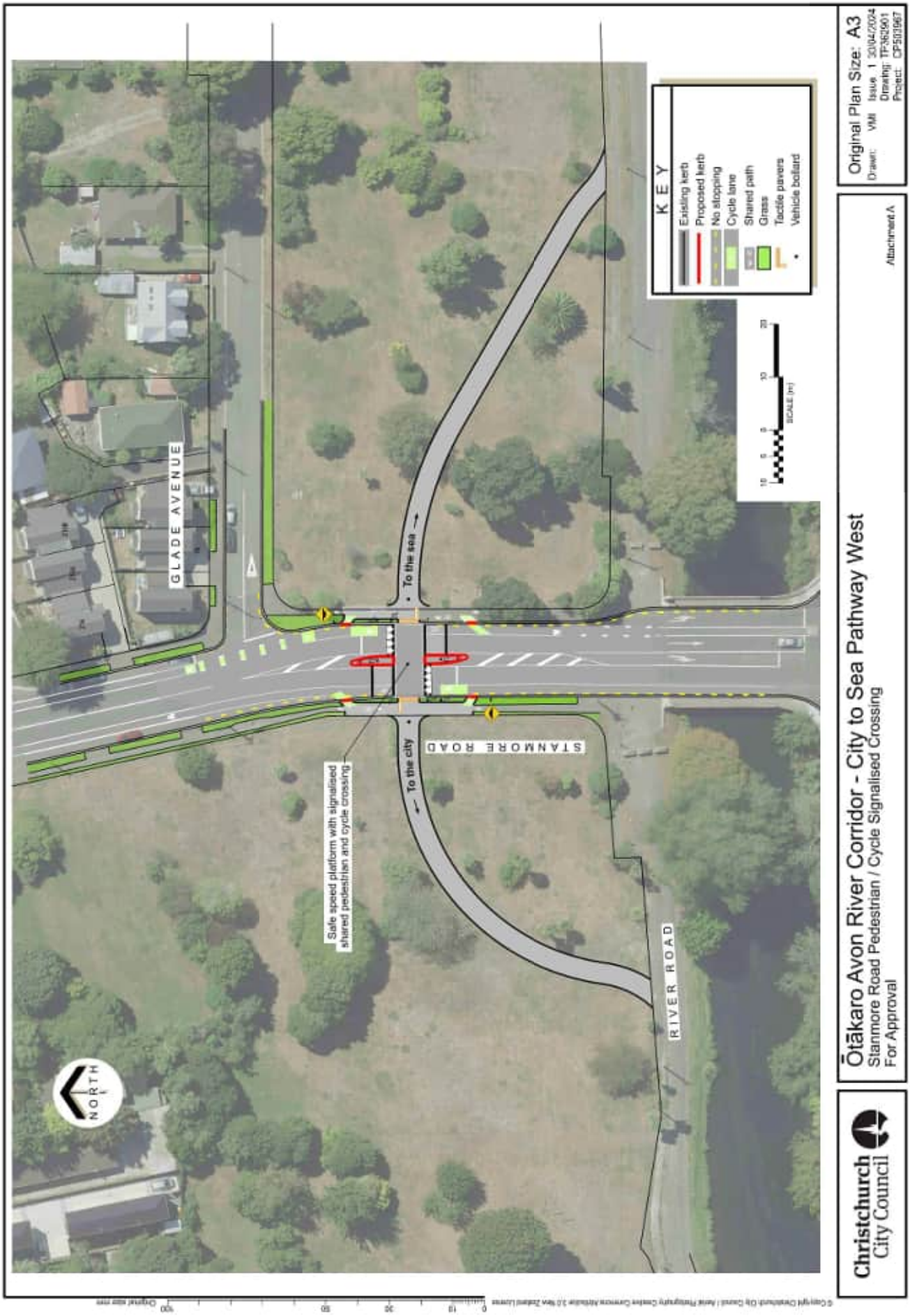
No.	Title	Reference	Page
A	Stanmore Road Crossing Plan	24/736670	
B	Swanns Road Crossing Plan	24/722538	
C	Gayhurst Road Crossing Plan	24/722545	
D	Flesher Avenue Car Park Plan	24/797134	
E	Evelyn Cousinz Avenue Car Park Plan	24/797123	
F	City to Sea Pathway Road Crossings Engagement Report Data	24/679600	
G	Extract from City to Sea Transport Assessment, Stanmore Road/Avonside Drive intersection modelling.	24/685044	
H	City to Sea Pathway Road Crossings Submission Table	24/787085	

In addition to the attached documents, the following background information is available:

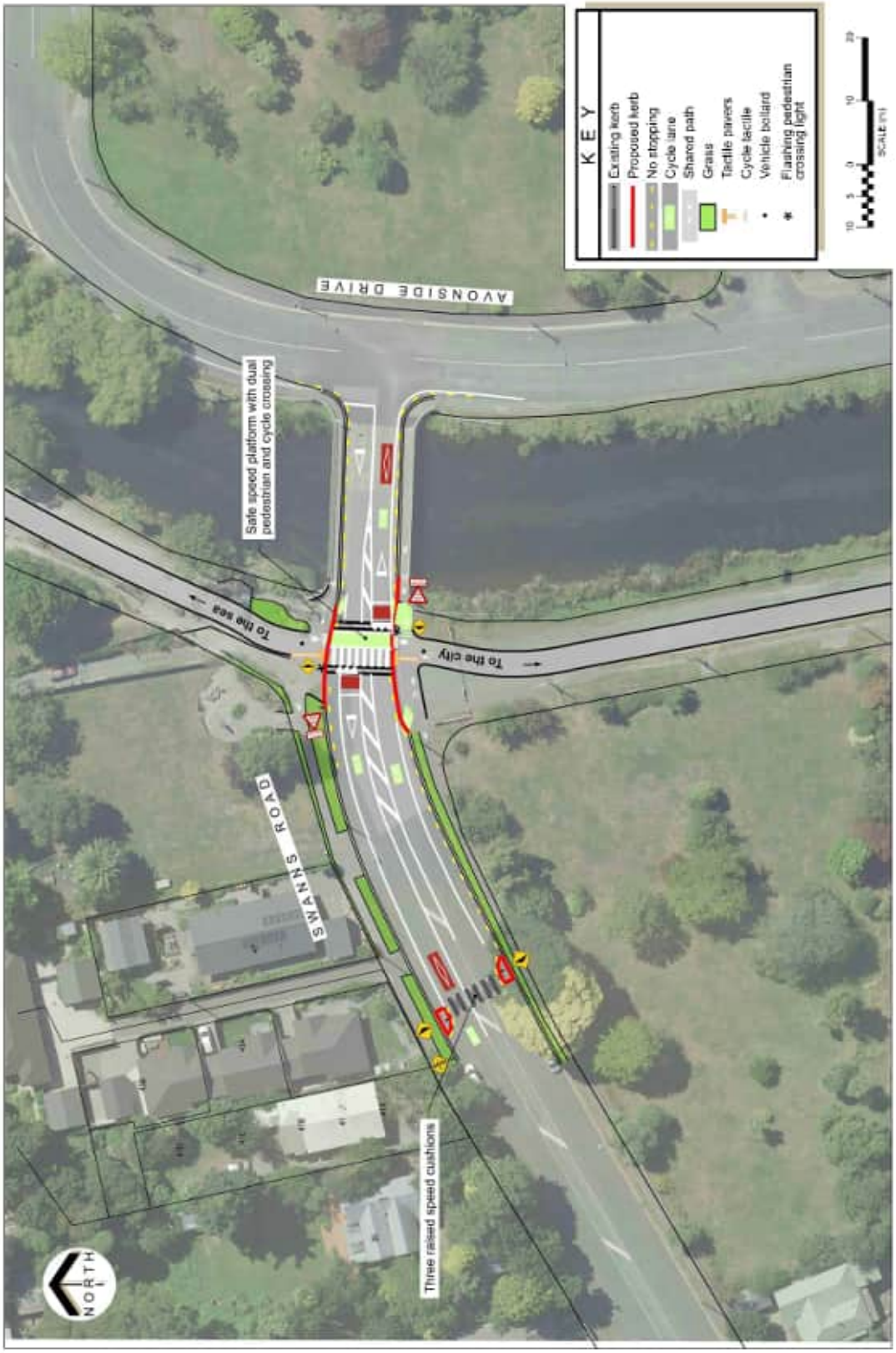
Document Name – Location / File Link
Not applicable

Signatories Ngā Kaiwaitohu

Authors	Sam Morris - Project Manager Jacqui Miller - Engagement Advisor Swantje Bubritzki - Senior Engagement Advisor David Little - Manager Residential Red Zone Tessa Zant - Manager Engagement Lachlan Beban - Principal Advisor Transportation Signals
Approved By	Stephen Wright - Manager Operations (Transport) Rupert Bool - Acting Head of Parks



Attachment A **Item 8**



Ōtākaro Avon River Corridor - City to Sea Pathway West
Swanns Road Pedestrian / Cycle Crossing
For Approval

Attachment A

Original Plan Size: A3
Drawn: VM Issue 2 30/04/2024
Drawing: TP362901
Project: CP503987

Christchurch City Council

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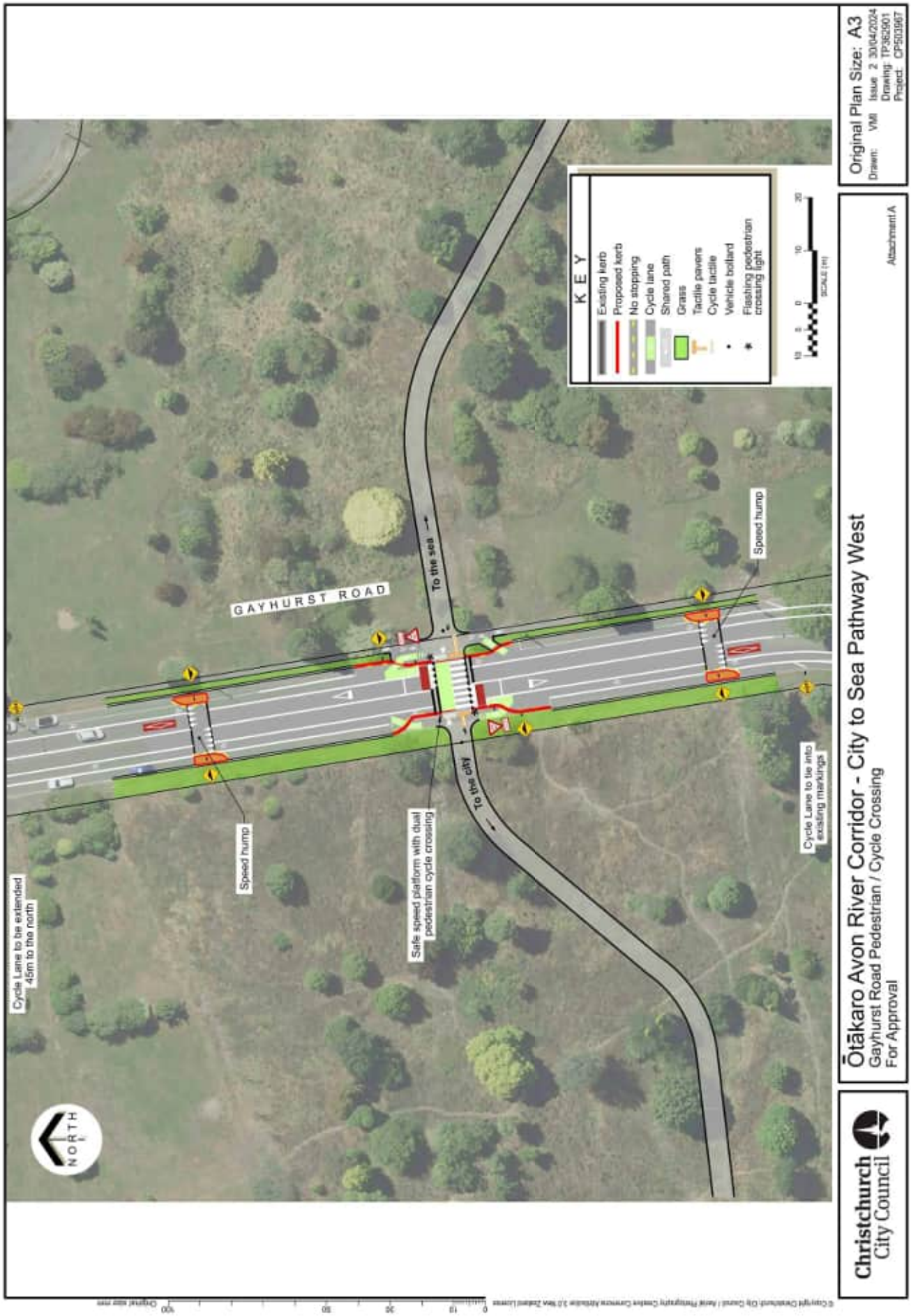
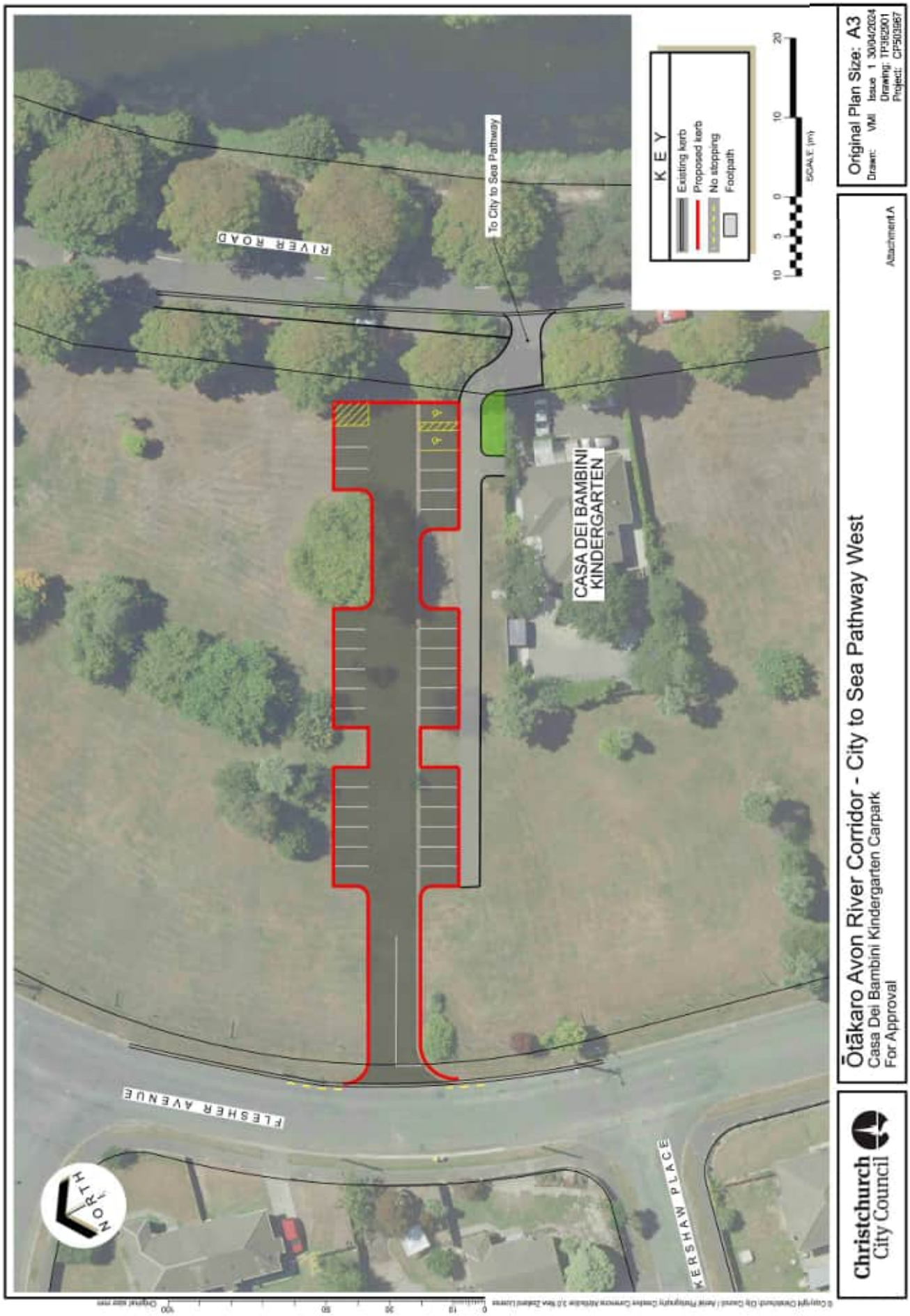
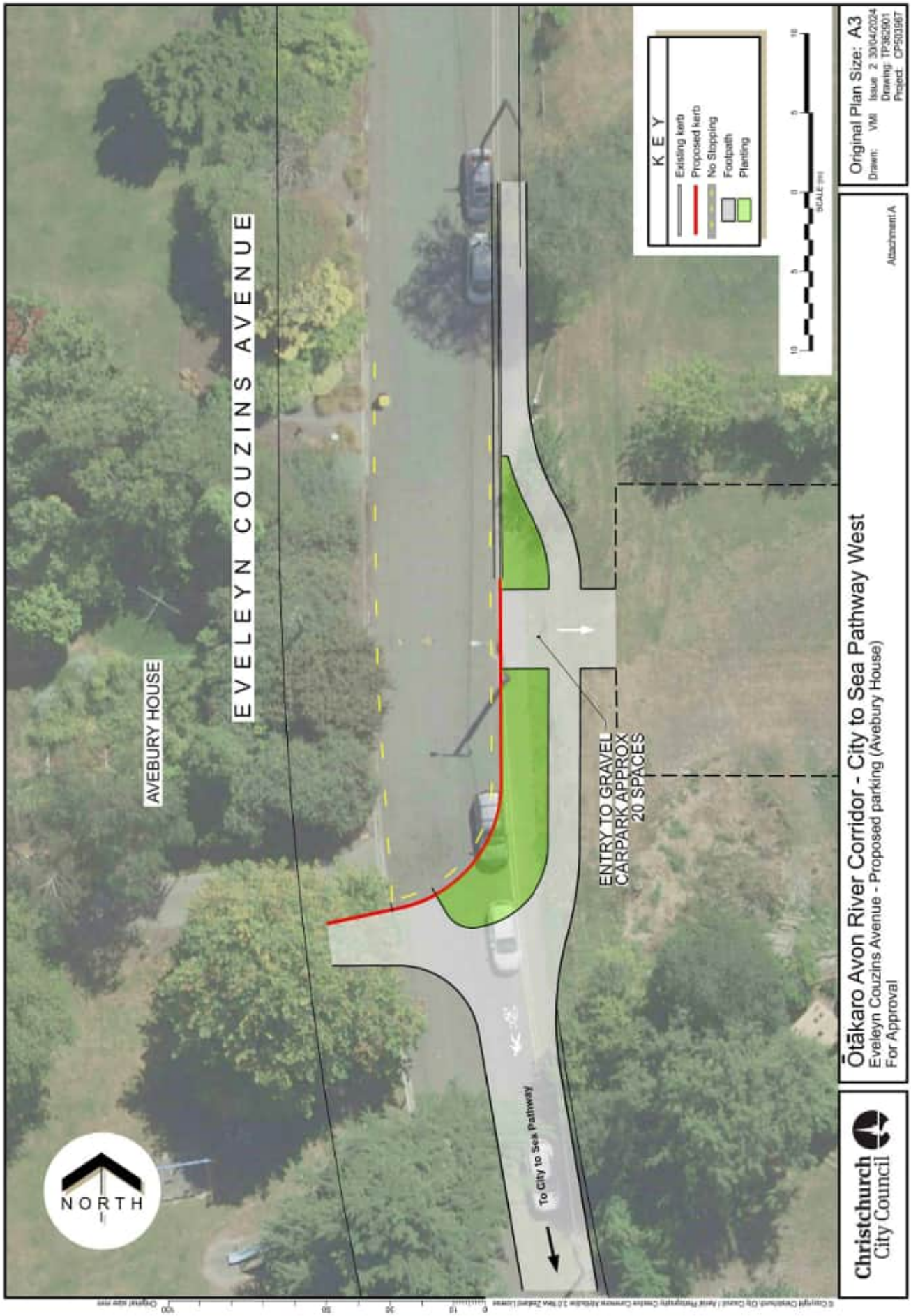
Original size mm 0 10 20 30 100

Attachment B **Item 8**


GAYHURST ROAD
To the sea
To the city
Speed hump
Speed hump
Safe speed platform with dual pedestrian cycle crossing
Cycle Lane to be extended 45m to the north
Cycle Lane to tie into existing markings
NORTH
KEY
Existing kerb
Proposed kerb
No stopping
Cycle lane
Shared path
Grass
Tactile pavers
Cycle tactile
Vehicle bollard
Flashing pedestrian crossing light
SCALE (m)
Original Plan Size: A3
Drawn: VMI Issue 2 30/04/2024
Drawing: TP362901
Project: CP501967
Ōtākaro Avon River Corridor - City to Sea Pathway West
Gayhurst Road Pedestrian / Cycle Crossing
For Approval
Attachment A
Christchurch City Council



Attachment D **Item 8**



Attachment E **Item 8**

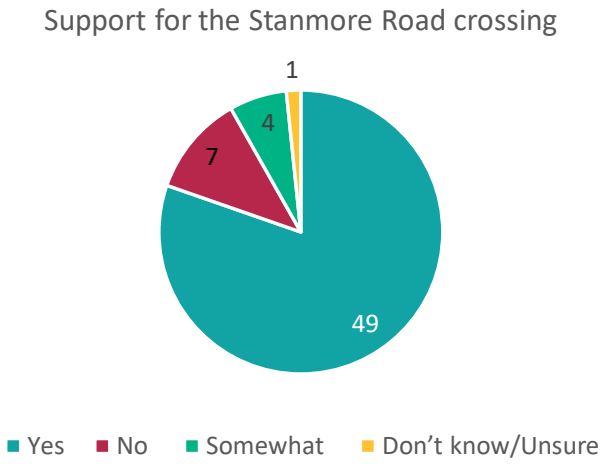
Overview

Between 1 March and 24 March 2024, eight recognised organisations, two businesses and 55 individuals made submissions on the City to Sea Pathway Road Crossings project.

Submissions were made by Hohepa Canterbury, Avon Ōtākaro Network Inc, Greater Otautahi, Spokes Canterbury, Dallington Residents Association, Educational Childcare Centre, a combined submission from We are Richmond and Richmond Community Garden, Tropicana Outdoor Construction and a Driving School.

Feedback on Stanmore Road Crossing

Submitters were asked whether they supported the proposed crossing on Stanmore Road. 61 participants chose to answer this question with the majority (80.3%) answering 'yes' as shown in the chart below.



61 submitters provided comments on the Stanmore Road crossing. Those in support included:

- Belief that the crossing will improve safety (31)
- Support for the raised platform (17)
- Support for the signalised crossing (14)
- Support for the distance of the crossing from the intersection (10)
- Support for removal of carparking on Stanmore Road (5)

Those in opposition included:

- Suggestion the crossing should be closer to the bridge and existing path on River Road (8)
- Concern about the angle of the pathway joining to the road crossing on Stanmore Road (6)
- Belief that the crossing measures are a "waste of money" (4)
- Concern about the angle of the north and south-bound cycle lane angles, bollards (4)

Requests included:

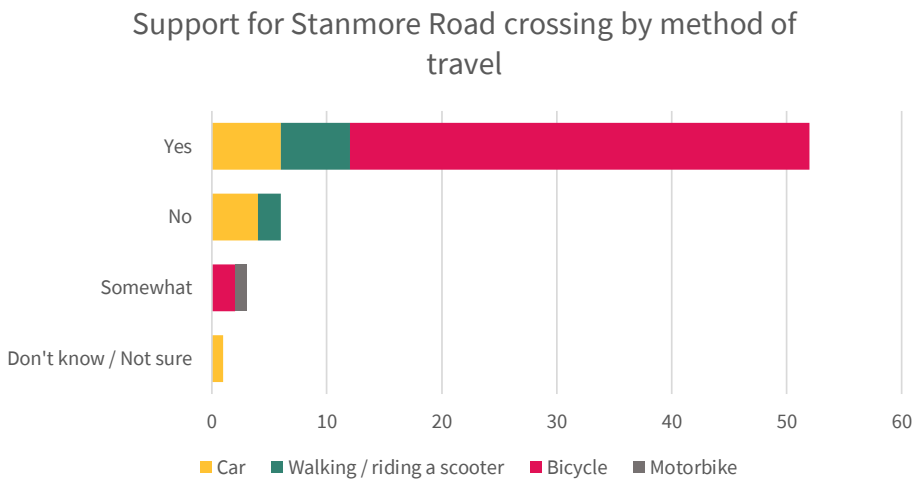
- additional measures to slow traffic coming from north of Stanmore Road (6)

- sensors at the crossing (6)

Six submitters made comments which are out of scope for this project.

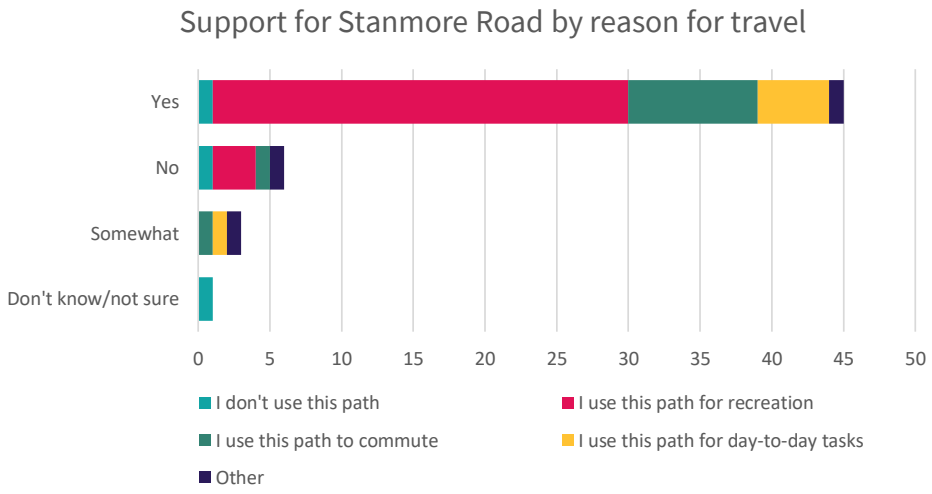
Stanmore Road preference by method of travel

Submitters were asked what method of travel they used most often at this location. The chart below shows that no cyclists opposed the proposal, while car drivers were evenly split between supporting the project and not supporting the project or being unsure / not knowing.



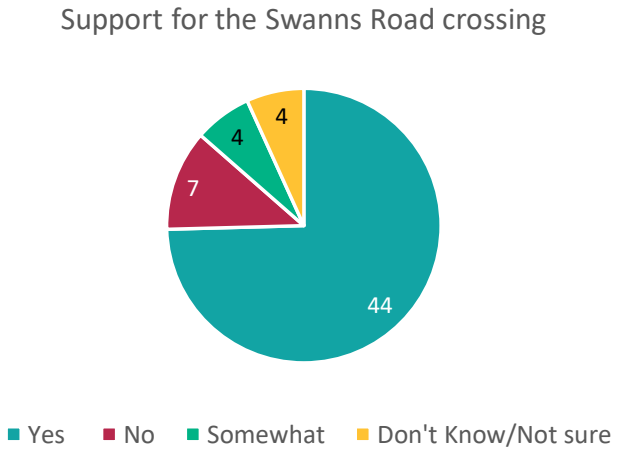
Stanmore Road preference by reason for travel

Submitters were asked their reasons for travelling most often at this location. The chart below shows that the proposed crossing was supported by most of those using the path for recreation, commuting and day-to-day tasks. Those who don't use the path were most split in their support.



Feedback on Swanns Road

Submitters were asked whether they supported the proposed crossing on Swanns Road. 59 participants chose to answer this question with the majority (74.6%) answering 'yes' as shown in the chart below.



59 submitters provided comments on the Swanns Road crossing. Those in support included:

- Support for the raised platform (15)
- Belief that the crossing will improve safety (11)
- Support for slowing traffic (9)
- Support for dual cycle and pedestrian crossing (6)

Those in opposition included:

- Belief that the crossing measure is a "waste of money" (6)
- Belief that the proposed crossing is unnecessary as this is not a busy road (4)
- Not in support of safe speed platform (3)

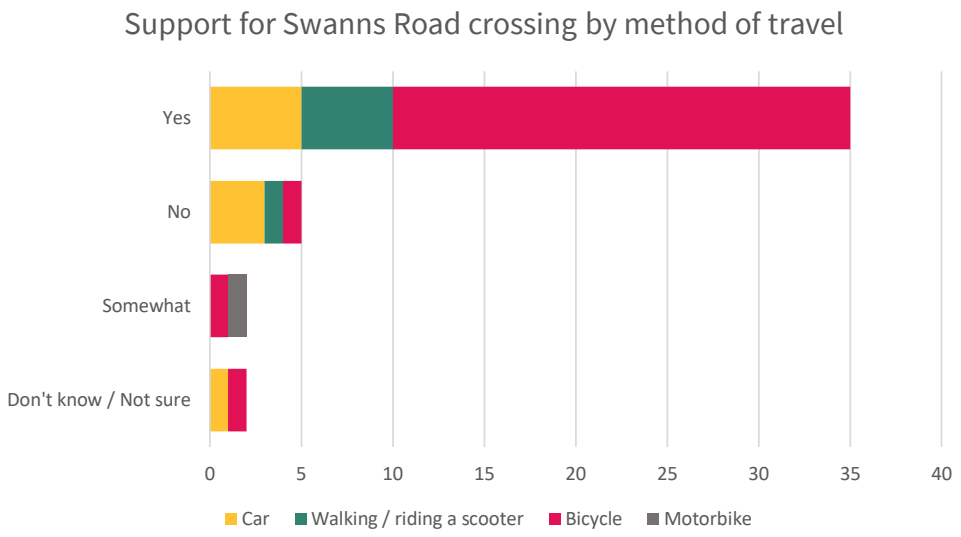
Requests included:

- additional measures to slow traffic coming from the east towards the crossing ie Avonside Drive/Retreat Road (8)

Ten submitters made comments which are out of the scope for this project.

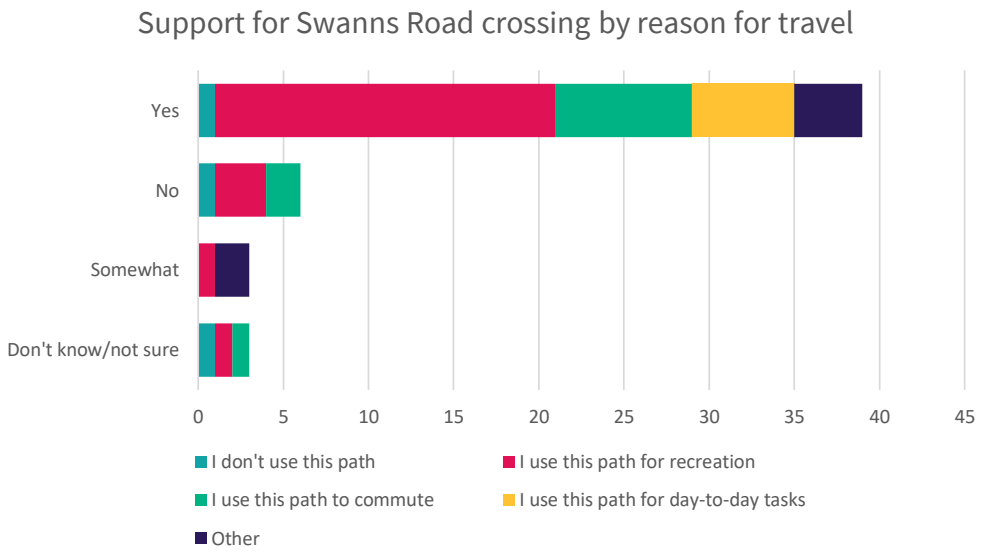
Swanns Road preference by method of travel

Submitters were asked what method of travel they used most often at this location. The chart below shows that only one cyclist and one walking/scooter user opposed the proposal, while car drivers were split between supporting the project and not supporting the project or being unsure / not knowing.



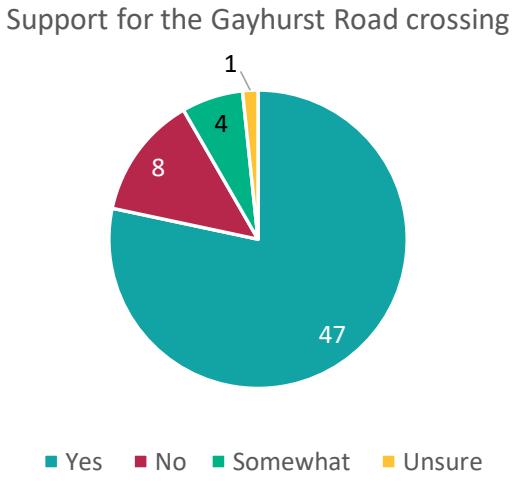
Swanns Road preference by reason for travel

Submitters were asked their reasons for travelling most often at this location. The chart below shows that most user groups support the crossing – irrespective of reason for travel.



Feedback on Gayhurst Road

Submitters were asked whether they supported the proposed crossing on Gayhurst Road. 60 participants chose to answer this question with the majority (78%) answering 'yes' as shown in the chart below.



60 submitters provided comments on the Gayhurst Road crossing. Those in support included:

- Support for the raised platform (15)
- Belief that the crossing will improve safety (11)
- Support for slowing traffic (9)
- Support for a dual cycle and pedestrian crossing (6)

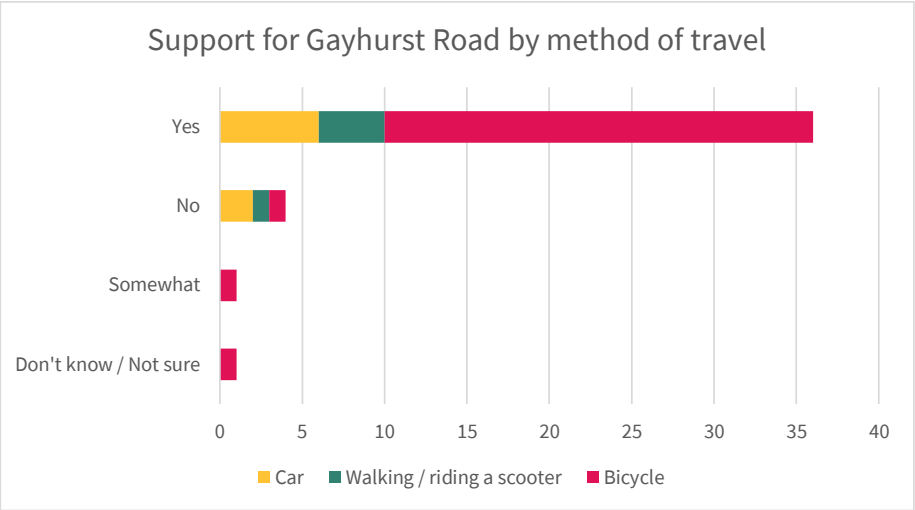
Comments made that raised concerns about the Gayhurst Road crossing included:

- Suggest the crossing measure is a "waste of money" (6)
- Suggest the proposed crossing is unnecessary as this is not a busy road (4)
- Not in support of safe speed platform

Four submitters made comments which are out of scope for this project.

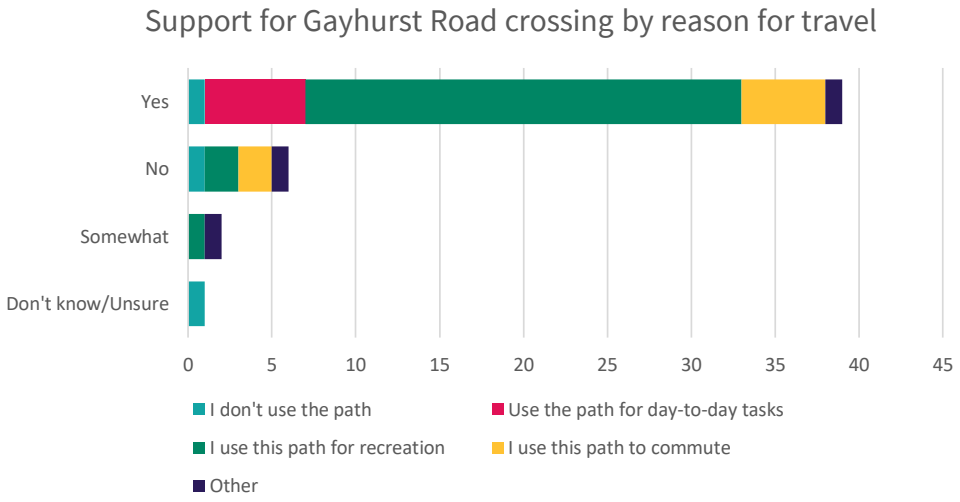
Gayhurst Road preference by method of travel

Submitters were asked what method of travel they used most often at this location. The chart below shows that only cyclists and walkers /scooter users supported the crossing, while a small proportion of car drivers, walkers and cyclist did not support the project.



Gayhurst Road preference by reason for travel

Submitters were asked their reasons for travelling most often at this location. The chart below shows that most user groups support the crossing – irrespective of reason for travel.



A final question in the submission form asked for feedback on the wider project. The following points were raised.

- Reiteration of support for the City to Sea pathway project to progress with the proposed safe road crossing points.
- Support/encouragement to add wayfinding signage from the existing routes along River Road with options to utilise pathways to link to key sites ie Dallington Landing.
- Removal of trees has been minimised through the pathway and crossing plan design.
- Request for additional carparking in key locations to address access barriers to the City to Sea pathway and other facilities along the OARC, and more specifically the lack of parking provided at Dallington Landing.
- Support for the wide sealed pathway to accommodate a range of users
- Support to prioritise the implementation of the crossing points with Stanmore Road seen as the most dangerous to cross currently, due to the traffic volumes, busy intersection and road width.
- Request from submitters to progress with the pedestrian and cycle crossing at Fitzgerald Avenue/Kilmore Street (8) and Pages Road (2).

Evelyn Couzins Avenue Carparking

The proposed plan aimed to address anti-social issues on this street and increase the number of accessible carparks. Feedback from a person living on the street and from community groups who utilise Avebury House raised the needs for the use of this space. Following this feedback staff will continue to work on the designs for the carpark to address the points raised by submitters.

Dallington Footbridge

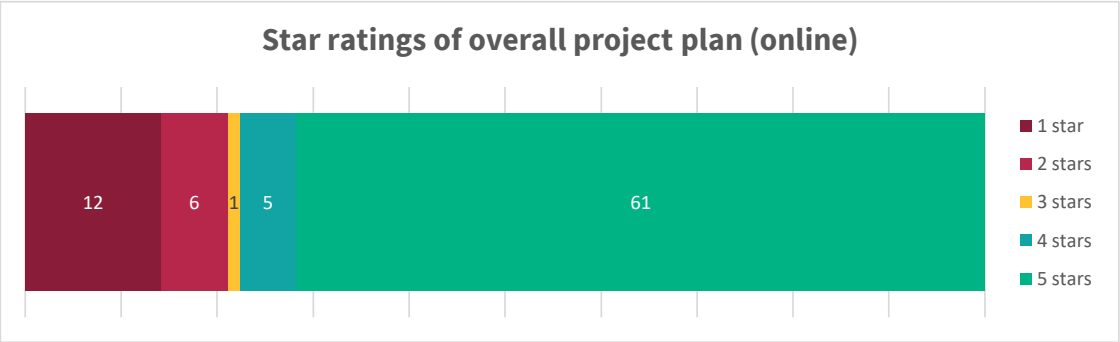
Overall support for the Dallington footbridge as it will provide a good route across the river away from car traffic. Dallington Residents Association suggested the bridge be named the Dallington Footbridge to avoid any confusion with the Gayhurst Road bridge which is colloquially called the Dallington Bridge.

Flesher Avenue Carpark

Overall support from the public for a carpark at Flesher Avenue to meet the needs of the preschool users due to River Road closure, and will provide carparking for the public who will be utilising the City to Sea pathway.

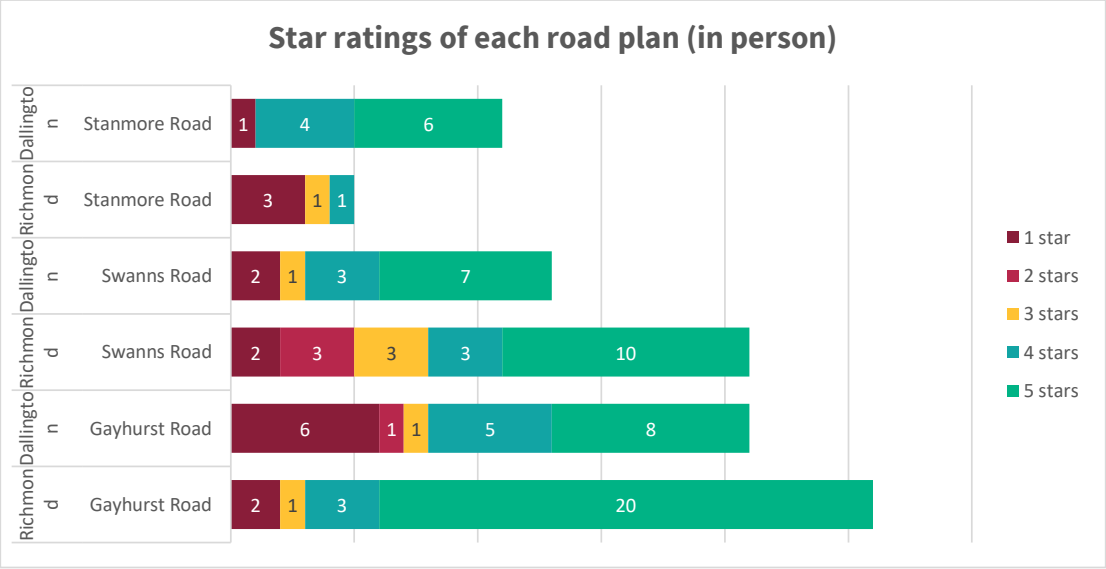
Quick Poll Star rating on the Let's Talk page

An online quick-fire poll set up for those who may not have time to make a submission, received 85 responses as shown in the graph below (1 star low rating to 5 star high rating).



Dallington and Richmond Drop-in events

The star rating activity was repeated at Dallington Landing and Richmond Community Gala with participants invited to rate for each proposed road crossing (Stanmore Road, Swanns Road and Gayhurst Road).



3.3 Site 2 - Stanmore Road/Avonside Drive

3.3.1 Design

The proposed design for Stanmore Road includes a signalised raised crossing approximately 100 m north of the intersection. A concept geometric design[17] for the crossing is illustrated in Figure 23. The design will remove some on-street parking spaces.

There are existing cycle lanes on Stanmore Road. From the concept layouts it is unclear how cyclists connect to these lanes.

The sight distance for people on bikes approaching the proposed crossing should be greater than 34 metres[18]. The proposed location of the crossing provides approximately 65 metres, therefore the sight distance requirement can be met.

The sight distance for pedestrians using the proposed crossing should be greater than 216 metres[19]. The proposed location of the crossing provides approximately 200 metres towards the South and 80 metres towards the North due to parked cars and curved geometry of road, therefore the sight distance requirement is partially met.

The sight distance for vehicles approaching the proposed crossing from Stanmore Road should be greater than 114 metres[20]. The proposed location of the crossing provides approximately 200 metres sight distance to the South and 80 metres to the North due to parked cars and curved geometry of road, therefore the sight distance requirement is partially met.

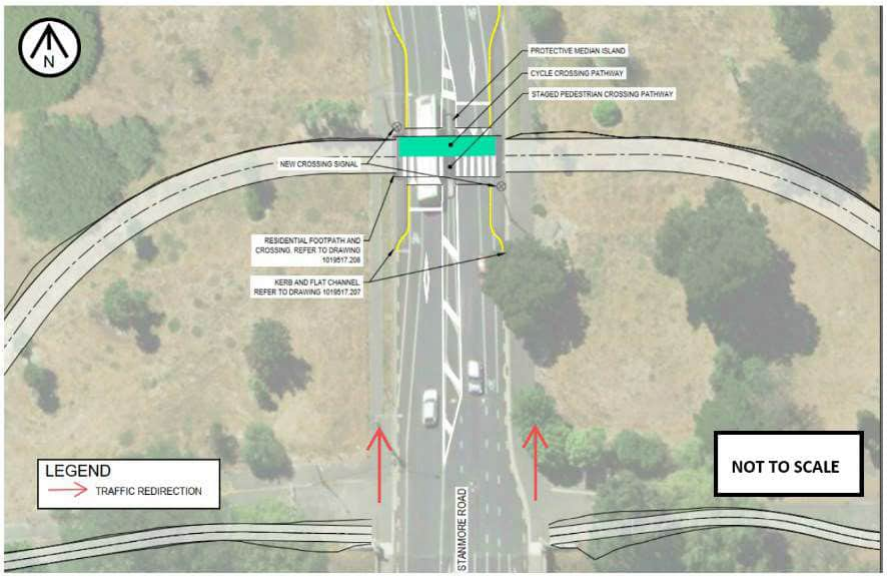


Figure 23: Proposed Crossing for Stanmore Road plan view.

[17] Design standard for kerb transition under "Figure 15.3 – Typical Kerb ramp design" and road marking under "Figure 15.15 – Markings for Zebra Crossing on Platform" by NZTA Crossing Facilities Guideline attached in Appendix D.
[18] For a design speed of 40 km/h (Austroads Guide to Road Design Part 4A Table 3.1).
[19] The crossing distance is 12 metres, average walking speed of 1.2 metres/s, approaching vehicle speed of 60 km/h (Austroads Guide to Road Design Part 4A Section 3.3).
[20] For a design speed of 60 km/h (Austroads Guide to Road Design Part 4A Table 3.2).

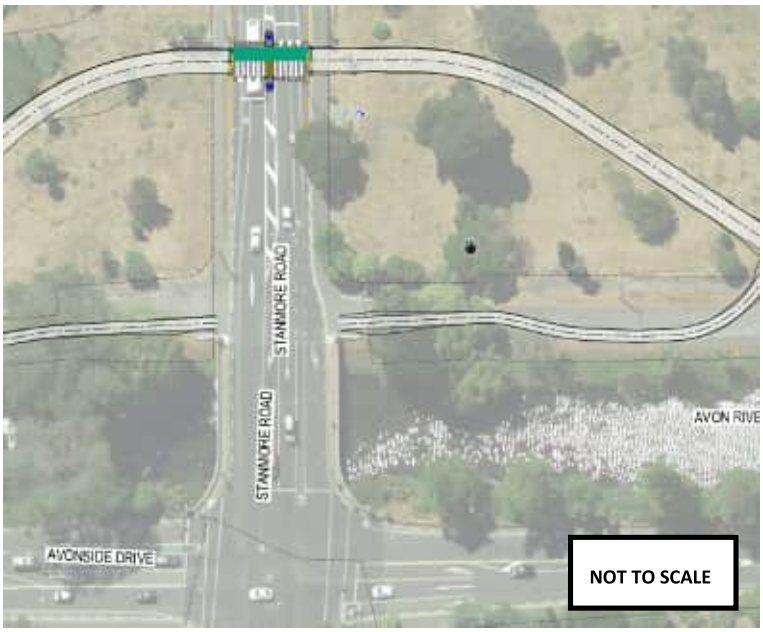


Figure 24: Approximate location to Stanmore Road/ Avonside Drive intersection.

A separate, narrower leg of the pathway is proposed along River Road, which also intersects with Stanmore Road. This is a more direct route for people using the path than continuing the wider path to the proposed signalised pedestrian crossing. Even with wayfinding measures (i.e., signage and markings) to redirect people to the proposed signalised pedestrian crossing it is most likely that people will cross at the River Road intersection with Stanmore Road.

As stated in Section 2.8 there was a serious crash at the Stanmore Road and Avonside Road intersection that occurred at night. Further phases of design should consider street lighting provision at this intersection and at the intersection(s) between C2S and Stanmore Road.

3.3.2 Intersection Modelling

Traffic modelling was completed to understand the effects on the Stanmore Road/Avonside Drive intersection. Cyclists and pedestrians utilising the crossing was assumed identical to that used for the Stanmore Road/Avonside Drive intersection of 23 per direction per hour.

A SIDRA layout of the crossing is provided in Figure 25.

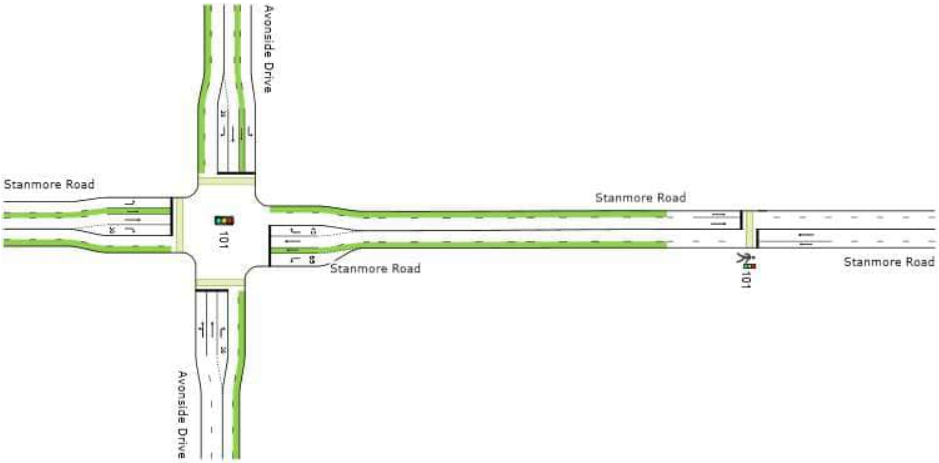


Figure 25: SIDRA layout for Crossing at Stanmore Road with connection to intersection.

No change was observed for level of service when comparing the worst case existing and proposed scenarios as illustrated in Table 3.3. However, reductions in performance were observed in other indicators: average delay, 95th percentile back of queue and average speed as shown in Appendix C.

The Stanmore Road North approach experience the same delay of 14 seconds for both existing and proposed scenarios, however queues will increase from 60 to 70 metres under proposed conditions.

The Stanmore Road South approach is predicted to experience delays up to 26 seconds compared to current delays of 24 seconds, and queues increase from 135 to 145 metres.

Therefore, the change between the existing and proposed is not expected to affect the function of the network.

Table 3.3: Approach LOS under existing and proposed scenarios for Stanmore Road/ Avonside Drive intersection

Level of Service	Approaches				Overall
	South	East	North	West	
Existing -Weekday AM	B	B	B	C	B
Existing -Weekday PM (WCS)	C	B	B	C	C
Existing -Weekend AM	C	A	C	C	B
Proposed WCS - Weekday PM	C	C	B	D	C

3.3.3 Recommendations

The following are recommended to address the safety issues identified with the design:

- Consider reducing the operating speed to provide improved sight distance especially to the north; and

9. Local Alcohol Policy

Reference Te Tohutoro:	24/688918
Responsible Officer(s) Te Pou Matua:	Elizabeth Wilson – Team Leader Policy Tracey Weston - Head of Regulatory Compliance Helen White - General Counsel / Head of Legal & Democratic Services
Accountable ELT Member Pouwhakarae:	John Higgins, General Manager Strategy, Planning & Regulatory Services

1. Purpose and Origin of the Report Te Pūtake Pūrongo

1.1 This is a staff-generated report seeking a Council Resolution to develop a Local Alcohol Policy (LAP).

2. Officer Recommendations Ngā Tūtohu

That the Council:

1. Receives the information in this report.
2. Notes that the decision in this report is assessed as high level significance based on the Christchurch City Council's Significance and Engagement Policy.
3. Directs staff to commence work on development of a Local Alcohol Policy and report to Council on progress before the end of 2024.

3. Executive Summary Te Whakarāpopoto Matua

3.1 A LAP is a set of decisions a territorial authority may make in consultation with its community about the sale and supply of alcohol in its district, giving local communities more input into licensing decisions, including about trading hours, location, and density of licensed premises[i].

3.2 The Sale and Supply of Alcohol Act 2012 (the Act) empowers any territorial authority to have a LAP and prescribes what a council wishing to have a LAP must do to adopt one for its district.

3.3 The Act was amended last year. Amendments included:

3.3.1 removing the requirement for a council wishing to have a LAP to adopt a provisional version of the policy before it adopts the final LAP.

3.3.2 removing the right of other parties to appeal to the Alcohol Regulatory and Licensing Authority (ARLA) against any element of that territorial authority's provisional LAP.

3.4 The right to appeal was a significant obstacle to territorial authorities, including the Council, adopting LAPs. Its removal should make adopting a LAP easier for the Council.

3.5 In addition, a Supreme Court judgement[2] last year clarified that policies in a provisional LAP may be justified on the basis of 'reasonable likelihood' (rather than proof) of reducing alcohol-related harm and that LAPs may be based on, or influenced by, community preferences, which to that extent do not have to be evidence-based[ii].

[2] Woolworths New Zealand Limited v Auckland Council [2023] NZSC 45 [5 May 2023]

3.6 In 2017, the Council discontinued over four years of work on a LAP after lengthy appeals and judicial review (and, the following year, decided to not pursue a LAP 'at this time').

3.7 Following a Council Resolution made on 7 December 2022, and having regard to the changing legislative context, staff carried out preparatory work to enable Council to consider a new LAP.

3.8 This report presents a summary of issues and options, and seeks Council approval to commence the production of a LAP.

4. Background/Context Te Horopaki

LAP: in-scope

4.1 The Act empowers territorial authorities to have a policy relating to the sale, supply, or consumption of alcohol within its district[3].

4.2 LAPs are made for the purpose of achieving the object of the Act, which is that:

- the sale, supply and consumption of alcohol is undertaken safely and responsibly; and
- alcohol-related harm is minimised.

4.3 The Act provides for a LAP to include policies on any or all of the following matters[4] relating to licensing in seeking to reduce alcohol related harm:

(a) location of licensed premises by reference to broad areas:
(b) location of licensed premises by reference to proximity to premises of a particular kind or kinds:
(c) location of licensed premises by reference to proximity to facilities of a particular kind or kinds:
(d) whether further licences (or licences of a particular kind or kinds) should be issued for premises in the district concerned, or any stated part of the district:
(e) maximum trading hours
(f) the issue of licences, or licences of a particular kind or kinds, subject to discretionary conditions:
(g) one-way door restrictions.

4.4 LAPs are optional, but where a territorial authority has a LAP the District Licensing Committee (DLC) and ARLA must consider it when determining licence applications in the district[5].

LAP: out-of-scope

4.5 The scope of a LAP is limited by the legislation to alcohol licensing and to no other matters. It does not, and cannot, fulfil the functions of a general alcohol strategy or action plan which could aim to address a fuller range of issues relating to alcohol misuse.

4.6 However, because LAPs must be consistent with the Act, a LAP should complement policies and programmes at local- and national levels aligning with the object of the Act.

What is required to develop a LAP?

4.7 Councils wishing to have a LAP must:

- Produce a draft LAP[6]

[3] Sale and Supply of Alcohol Act 2012, s75
[4] Paragraphs (a) to (d) do not apply to special licences, or premises for which a special licence is held or has been applied for.
[5] DLCs and ARLA must consider an operative LAP, but they are not bound by the provisions of a LAP.
[6] Sale and Supply of Alcohol Act 2012, s78(1)

- Consult on the draft LAP using the Special Consultative Procedure (SCP)[7]
- Review the LAP, once adopted, every six years[8].

4.8 The Act sets out what councils must consider[9] when producing a draft LAP (for further information see **Appendix 1**).

4.9 The cost involved in developing a LAP (excluding staff time) is estimated at between: $20,000 to $100,000, depending on the level of stakeholder engagement and research to be carried out (in addition to the mandatory analysis and consultation required under the Act).

4.10 The estimated timeframe is around 18 months. Work is still ongoing to refine the timeframe to less than the current estimated timeframe.

4.11 The outline project plan attached (**Appendix 2**) illustrates the main activities and timeframes involved.

Advantages of having a LAP, for:

Citizens and the community

Health and wellbeing

4.12 The information available at this time indicates there may be a reasonable likelihood that policies made under a LAP reduce the effects of alcohol related harm[10].

4.13 The Council recently received correspondence from Health New Zealand, Pegasus Health Charitable Limited, and Healthy Families Ōtautahi, expressing support for a LAP (see **Appendices 3, 4, and 5**), pointing to the role of policies on availability, affordability, and marketing of alcohol in reducing alcohol-related harm, and referring to the findings of local research relating to alcohol-related harm locally and in the region.

Public safety

4.14 The Council also received a letter from the Police (see **Appendix 6**), stating that an appropriately drafted and consulted LAP 'can greatly assist us both in reducing alcohol related harm in our city'.

Community input

4.15 LAPs enable alcohol licensing decisions to take account of local issues and preferences.

4.16 The Council's previous work on a LAP (in 2013, see **Appendix 7**) identified general support in the community for more restrictive licensing policies than default settings under the Act.

4.17 The changed legislative context should strengthen the Council's ability to develop a LAP based on, or influenced by, the preferences of our community.

Licensed trade

Clarity of policy direction

4.18 A LAP would give businesses certainty about the Council's intentions concerning a LAP.

4.19 It would give new operators a baseline for how they are expected to operate, providing a level playing field for the sector.

[7] Sale and Supply of Alcohol Act 2012, s79(1)
[8] Sale and Supply of Alcohol Act 2012, s97
[9] Sale and Supply of Alcohol Act 2012, s78(2)-(4)
[10] See paragraph 93 of the Supreme Court judgement (NZSC 45) concerning restrictions on trading hours.

Council

Greater consistency in licensing decisions

4.20 The Act already empowers DLCs to impose licence conditions relating to matters for which a LAP would provide (eg: reduced trading hours) but these are considered on an individual basis and can be more difficult to apply consistently in the absence of a LAP.

4.21 The DLC has expressed a desire to have a LAP to provide a framework for its decisions.

Potential cost savings

4.22 Having a LAP may lead to a decrease in the number of objections made against individual licence applications (depending on LAP provisions) and consequently fewer hearings.

4.23 In October 2023, DLC costs for the 12 months prior totalled $170,289.51. This included both unopposed and opposed applications (but excludes Council staff time).

4.24 The DLC and Alcohol Licensing staff spend considerable time at hearings dealing with issues of single sales in deprived areas, remote sales, one way door provisions for night clubs and off license trading hours. Since 2021, staff have managed 25 hearings on these matters and have more than 10 applicants awaiting hearings. The cost of and time taken for hearings could be significantly reduced, depending on policy provisions.

Disadvantages of having a LAP, for:

Citizens and the community

Risk of unintended consequences

4.25 For instance, consumers shifting spending from on-licensed premises to liquor stores (as observed in a 2019 NZIER study for the Health Promotion Agency[iii]).

Licenced trade

Restrictions

4.26 Businesses in the hospitality and alcohol retail sectors may be concerned about the impacts of greater restrictions on trade.

Council

Litigation

4.27 Judicial review is still possible despite the amendments to the Act. The risk of a successful claim can be mitigated but defending a judicial review remains costly and time consuming.

Managing conflicting views

4.28 LAPs in metro areas are high-profile and contentious. The Council must be prepared to manage opposing viewpoints from stakeholders with a high interest in the outcome of this work, and to accept that its decisions and outputs in this area may not satisfy all parties equally.

Resource commitment

4.29 Developing a LAP is resource intensive, requiring input from Strategic Policy, Legal, Alcohol Licensing, Engagement, Communications, Hearings and Council Support.

4.30 The development and cyclical review of a LAP for Ōtautahi-Christchurch would incur one-off costs every six years and require significant staff resources from Council teams.

4.31 Some elements of the development and subsequent reviews may need to be outsourced.

This is not the first time Council has pursued a LAP

4.32 The Council commenced development of a LAP in 2013 but discontinued in 2017 and resolved in 2018 to not pursue a LAP 'at this time', following two rounds of appeal, long pauses to await ARLA hearing dates and decisions and judicial review proceedings.

4.33 The Council considered it untenable to continue because of the wide grounds for appeal, the indefinite duration of the appeals process, and the significant costs associated with defending appeals in court (this was before the legislative changes made in 2023, summarised below).

What has changed since then?

4.34 Alcohol Healthwatch reported in 2017 that LAPs became less restrictive as they progressed through stages of development (particularly the appeals stage), signalling an 'increasing gap between community expectations for greater control and the reality of the LAP process as it is prescribed in legislation' under the legislative settings at the time[iv].

4.35 New case law and legislative changes, both made last year, should strengthen the Council's ability to develop and implement a LAP that reflects community expectations.

New case law

4.36 On 5 May 2023, the Supreme Court dismissed judicial review proceedings[11] challenging a 2017 decision of the High Court that largely upheld Auckland Council's Provisional LAP[12].

4.37 The Supreme Court's decision clears the way for Auckland's provisional LAP to become operative (although it is not yet operative). By making the evidence base for a LAP less onerous for councils, the case law should make it easier to develop LAPs reflecting community preferences.

Legislative changes

4.38 The Sale and Supply of Alcohol (Community Participation) Amendment Act (Amendment Act), enacted in August 2023, made several changes to the Act.

4.39 The Amendment Act removed the requirement for territorial authorities to produce a provisional LAP and the ability of parties to appeal the provisional LAP.

4.40 LAPs can now be adopted after having undertaken Special Consultative Procedure (SCP), generally in line with other policy development processes.

4.41 The amended Act now allows DLCs to consider policies made under a LAP when determining licence renewals, meaning LAP provisions can be applied not only to prospective new licence holders but to existing licensed premises at the point of renewal.

4.42 The following related memo (**Appendix 8**) was circulated to the Mayor and Councillors following the legislative changes last year:

Date	Subject
14/09/2023	Alcohol Amendment Act Passed

Seeking direction

LAPs return to the Council's agenda

4.43 The Council, at its meeting on 7 December 2022, following consideration of a report by the Chairperson of the Waitai-Coastal-Burwood-Linwood Community Board, resolved (see **Appendices 9 and 10**):

[11] Foodstuffs North Island Ltd v Auckland Council and Others (SC 140/2021)

[12] Matters appealed included off-licence trading hours of 9am-9pm; and a temporary freeze on new licences in certain locations.

'[That the Council] Requests staff, in anticipation of legislative change, to start the process of gathering the information and resources needed to develop an evidence-based Local Alcohol Policy'.

4.44 Staff work to discharge this resolution covered:

- Preparation of a Council submission on the legislative changes enacted in August 2023 and engagement with the Ministry of Justice subsequently.
- Briefing Elected Members on the changes by memo.
- Developing a draft project plan for LAP development.
- Examining our previous LAP process to inform any new LAP process.
- Provisional identification of stakeholders.
- Consulting staff in other metro councils working on LAP matters.
- Researching relevant academic work research (including meetings with University of Otago Christchurch researchers and Health Promotion Agency staff).

4.45 The issue was also raised in Council on 7 February and 3 April this year (see **Appendix 11**).

4.46 When the Council briefly considered LAP matters on these occasions[13], it did not have before it advice on options, costs, risks, and challenges. This is now provided.

Other considerations in developing a LAP

Understanding the impacts of LAPs

4.47 The true impact of a LAP alone is not entirely clear, and may be difficult to quantify.

4.48 A LAP made under the previous legislative settings may have been 'watered down' to avoid legal challenge, so the efficacy of LAPs may not become clear until these new settings bed-in[14,v].

4.49 In addition, as a LAP is one tool in a suite of potential options to address alcohol-related harm, it is difficult to attribute the direct impacts of a LAP. The impact of LAP provisions can only really be considered in terms of a reasonable likeliness to contribute to alcohol-related harm.

Further legislative reform cannot be ruled out

4.50 The potential for further legislative change has not been signalled but cannot be ruled out:

4.50.1 Hospitality NZ's Briefing to the Incoming Minister[vi] (dated November 2023) advocated for the new government to repeal the legislative changes made last year and consider 'appropriate amendments or abandonment of the LAP system'.

4.50.2 National and ACT opposed the previous (Labour) government's reforms to the Act but the new coalition government has made no commitment to repeal the Amendment Act.

Anticipated industry position

4.51 Feedback on the previous LAP proposals from industry stakeholders was generally not in support of further restrictions over and above the provisions of the Act.

4.52 Points made by businesses in the off-licence sector in response to the Council's (2013) consultation (see Appendix 7)[vii], included:

[13] Council Meetings on 7 December 2022, 7 February 2024, and 3 April 2024.

[14] A 2018 report by UMR referred to concerns that 'the long, costly and resource-intensive appeals process may result in some territorial authorities being tempted to 'water down' their LAPs or abandon them altogether'. 5

- *supermarkets*: shorter licensing hours would have significant negative impacts on business, employment, customer convenience and are not justified by empirical evidence;
- *bottle stores*: responsible retailers of alcohol should not be restricted from opening in particular neighbourhoods or local centres.

4.53 More recently, Hospitality New Zealand communicated its opposition to a LAP in its responses to the Council's Long-Term Plan 2024-2034 consultation (see **Appendix 12**)[viii,ix].

4.54 Points made included: 'well run on-licensed environments are the safest place for people to consume alcohol in New Zealand'; increased access to liquor has not translated to higher consumption; and other tools are available to Councils to address alcohol-related harm.

Potential development of joint LAP with other districts

4.55 The Act provides for territorial authorities to develop joint LAPs for their districts, although staff are not recommending that the Council pursues this option.

Options Considered Ngā Kōwhiringa Whaiwhakaaro

4.56 The following reasonably practicable options were considered and are assessed in this report:

- **Option 1:** Commence development of a LAP immediately.
- **Option 2:** Complete research, report findings, proceed if Council is satisfied with the benefits.
- **Option 3:** Do nothing.

4.57 The following option was considered but ruled out:

- **Option 4:** Defer decision by six months whilst monitoring whether central government will reverse/repeal legislative changes introduced by the previous government.

Options Descriptions Ngā Kōwhiringa

4.58 **Preferred Option:** Option 1

4.58.1 **Option Description:** Staff to commence production of a LAP immediately and report to Council on progress before the end of December 2024.

4.59 Option 2

4.59.1 **Option Description:** Staff to complete the LAP research component and report to Council before the end of December 2024 on issues identified and a recommendation on whether a LAP is the most suitable tool to address these issues.

4.60 Option 3

4.60.1 **Option Description:** Business as usual is maintained. Staff to take no further action concerning the development of a draft LAP.

4.61 Option advantages and disadvantages:

	Options Analysis					
	Implementation		Operational		Community	
	+	-	+	-	+	-
Option 1	LAP developed at earliest opportunity.		LAP benefits achieved sooner.		LAP benefits achieved sooner.	
Option 2	Provides opportunity for Council to enhance knowledge of general and local issues before committing fully to LAP.	Carrying out research but (potentially) deciding to not produce a LAP could be perceived as wasting time, money, and effort.				Does not provide certainty to stakeholders
Option 3	N/A	N/A	Staff time reserved for producing LAP freed up for other work, plus no need to resource LAP review every six years.	LAP benefits (including cost savings in staff and DLC time) would not be realised.		LAP benefits would not be realised.

Analysis Criteria Ngā Paearu Wetekina

4.62 No comprehensive quantitative (cost-benefit) analysis has been undertaken to inform the development of this report.

5. Financial Implications Ngā Hīraunga Rauemi

Capex/Opex Ngā Utu Whakahaere

	Recommended Option Option 1: Develop LAP immediately	**Option 2** Complete research, report findings, proceed if Council is satisfied with the benefits.	**Option 3** Do nothing
Cost to Implement Excludes: • staff time costs • potential external legal costs	Opex estimates: $20,000 to $100,000 Minimum estimated cost in the region of $20,000 for mandatory SCP, plus additional (discretionary) research and engagement costs up to an estimated maximum of $100,000.	As Option 1	N/A
Maintenance/Ongoing Costs Excludes: • staff time costs • potential external legal costs	Opex estimates: $20,000 to $100,000 once every six years. Cost of reviewing LAP estimated as matching cost of developing LAP.	As Option 1	DLC costs for the 12 months to October 2023 totalled approximately $170,000[15]. We could expect a reduction to this figure under options 1& 2.
Funding Source	Strategic policy, legal and licensing operational budgets.	Strategic policy, legal and licensing operational budgets.	N/A
Funding Availability	Covered by existing budgets.	Covered by existing budgets.	N/A
Impact on Rates	Neutral, as within existing budgets.	Neutral, as within existing budgets.	N/A

6. Considerations Ngā Whai Whakaaro

Risks and Mitigations Ngā Mōrearea me ngā Whakamātautau

Judicial review

6.1 The right to appeal is no longer part of the process, but the risk of judicial review remains.

6.2 The Council cannot mitigate against judicial review proceedings being brought but can manage the risk of a successful claim by getting the LAP development process right.

Reputational risk

6.3 Because the Council's stakeholders have opposing viewpoints and expectations, the Council may be unable to satisfy the requirements of everyone with an interest in the LAP, which may lead to the Council's work in this area being criticised.

[15] This includes both unopposed and opposed applications, but excludes Council staff time.

Legal Considerations Ngā Hīraunga ā-Ture

6.4 Statutory and/or delegated authority to undertake proposals in the report:

6.4.1 Section 75 of the Act provides for territorial authorities to have a LAP to guide local alcohol licensing decisions and conditions.

6.4.2 Under section 77 of the Act, a LAP can only deal with specific matters related to licensing. A LAP cannot include provisions related to any other matter outside of the scope of what is defined in the Act.

6.5 Other Legal Implications:

6.5.1 There is no legal context, issue, or implication relevant to this decision.

Strategy and Policy Considerations Te Whai Kaupapa here

6.6 The required decision:

6.6.1 Aligns with the Christchurch City Council's Strategic Framework in particular the collaborative and confident (draft) community outcome which aims for all residents to have the opportunity to participate in community and city life and to feel safe (and the current community outcomes of Resilient Communities (safe and healthy communities).

6.6.2 Has been assessed as high significance based on the Christchurch City Council's Significance and Engagement Policy. The level of significance was determined by carrying out an initial assessment based on the principle of minimising alcohol-related harm and by the anticipated high level of interest among the community and other stakeholders. (More detailed assessment of the impact of specific provisions of a LAP cannot be assessed until those provisions have been produced.)

6.6.3 Is consistent with Council's Plans and Policies.:

6.6.4 Strategic Planning and Policy

6.6.5 Activity: Strategic Planning, Future Development and Regeneration

- Level of Service: 17.0.1.1 Advice to Council on high priority policy and planning issues that affect the City. Advice is aligned with and delivers on the governance expectations as evidenced through the Council Strategic Framework. - Triennial reconfirmation of the strategic framework or as required.

Community Impacts and Views Ngā Mariu ā-Hāpori

6.7 This decision will affect the district as a whole.

6.8 As noted above, a Community Board (Waitai Coastal-Burwood-Linwood) has already expressed its view on development of a LAP and other Boards are expected to engage in the process of developing a LAP, if that is the decision of Council.

Impact on Mana Whenua Ngā Whai Take Mana Whenua

6.9 The decision does not involve a significant decision in relation to ancestral land or a body of water or other elements of intrinsic value, therefore this decision does not specifically impact Mana Whenua, their culture, and traditions.

6.10 The decision may be a matter of interest to Mana Whenua and could impact on our agreed partnership priorities with Ngā Papatipu Rūnanga.

6.11 Further consideration is required and engagement with Mana Whenua will be undertaken under the recommended option.

6.12 As set out in Appendix 3, the Health Promotion Agency has advised of the disproportionate impact of hazardous drinking and alcohol related harm on Māori males (among others).

Climate Change Impact Considerations Ngā Whai Whakaaro mā te Āhuarangi

6.15 The proposals in this report are unlikely to contribute significantly to adaptation to the impacts of climate change or emissions reductions.

7. Next Steps Ngā Mahinga ā-muri

7.1 Operationalisation of the Council's decision (see Appendix 2).

Attachments Ngā Tāpirihanga

No.	Title	Reference	Page
A	Appendix 1 - Subpart 2 of the Sale and Supply of Alcohol Act 2013	24/707231	147
B	Appendix 2 - LAP - Outline Project Plan	24/726377	154
C	Appendix 3 - LAP - Letter of Support from Health New Zealand	24/726013	156
D	Appendix 4 - LAP - Letter of Support from Pegasus Health	24/836113	158
E	Appendix 5 - LAP - Letter of Support - Healthy Families	24/836206	160
F	Appendix 6 - LAP - Letter of Support from Police	24/836167	162
G	Appendix 7 - LAP - Consultation Analysis (2013)	24/848136	164
H	Appendix 8 - LAP - Memo to Mayor and Councillors 'Alcohol Amendment Act Passed' (14 September 2023)	23/1511658	213
I	Appendix 9 - LAP - Chairperson's Report (7 December 2022)	22/1522571	215
J	Appendix 10 - Extract of Council Minutes 7 December 2022	24/848335	217
K	Appendix 11 - References to Council Meetings on 7 February and 3 April 2024	24/707247	218
L	Appendix 12 - Copy of Hospitality New Zealand Submission to LTP 2024-34 Consultation	24/848402	219
M	Appendix 13 - Reference list	24/874715	225

In addition to the attached documents, the following background information is available:

Document Name – Location / File Link
Not applicable

Christchurch City Council

Item 9

Signatories Ngā Kaiwaitohu

Authors	Philip Henderson - Senior Policy Analyst Jenna Marsden - Senior Policy Analyst Ron Lemm - Manager Legal Service Delivery, Regulatory & Litigation Dave Joker - Team Leader Alcohol Licensing Wade Morris - Legal Counsel
Approved By	Elizabeth Wilson - Team Leader Policy Tracey Weston - Head of Regulatory Compliance Helen White - General Counsel / Head of Legal & Democratic Services John Higgins - General Manager Strategy, Planning & Regulatory Services

APPENDIX 1

Subpart 2—Local alcohol policies

75 Territorial authorities may have local alcohol policies

(1) Any territorial authority may have a policy relating to the sale, supply, or consumption of alcohol within its district (or to 2 or all of those matters).

(2) A local alcohol policy—

(a) may provide differently for different parts of its district; and

(b) may apply to only part (or 2 or more parts) of its district; and

(c) may apply differently to premises for which licences of different kinds are held or have been applied for.

(3) A local alcohol policy must be produced, adopted, and brought into force, in accordance with this subpart.

(4) No territorial authority is required to have a local alcohol policy.

76 Territorial authorities may adopt joint local alcohol policy

Two or more territorial authorities may adopt a single local alcohol policy for their districts; and in that case this subpart applies as if they were a single territorial authority with a single district.

77 Contents of policies

(1) A local alcohol policy may include policies on any or all of the following matters relating to licensing (and no others):

(a) location of licensed premises by reference to broad areas:

(b) location of licensed premises by reference to proximity to premises of a particular kind or kinds:

(c) location of licensed premises by reference to proximity to facilities of a particular kind or kinds:

(d) whether further licences (or licences of a particular kind or kinds) should be issued for premises in the district concerned, or any stated part of the district:

(e) maximum trading hours:

(f) the issue of licences, or licences of a particular kind or kinds, subject to discretionary conditions:

(g) one-way door restrictions.

(2) Paragraphs (a) to (d) of subsection (1) do not apply to special licences, or premises for which a special licence is held or has been applied for.

(3) A local alcohol policy must not include policies on any matter not relating to licensing.

78 Territorial authorities must produce draft policy

(1) A territorial authority that wishes to have a local alcohol policy must produce a draft policy.

(2) When producing a draft policy, a territorial authority must have regard to—

(a) the objectives and policies of its district plan; and

(b) the number of licences of each kind held for premises in its district, and the location and opening hours of each of the premises; and

(c) any areas in which bylaws prohibiting alcohol in public places are in force; and

(d) the demography of the district's residents; and

(e) the demography of people who visit the district as tourists or holiday-makers; and

(f) the overall health indicators of the district's residents; and

(g) the nature and severity of the alcohol-related problems arising in the district.

(3) For the purposes of subsection (2), a district's residents include people who have holiday homes there.

(4) The authority must not produce a draft policy without having consulted the Police, inspectors, and Medical Officers of Health, each of whom must, if asked by the authority to do so, make reasonable efforts to give the authority any information they hold relating to any of the matters stated in subsection (2)(c) to (g).

Section 78(2)(a): amended, on 23 December 2023, by section 6 of the Resource Management (Nat- ural and Built Environment and Spatial Planning Repeal and Interim Fast-track Consenting) Act 2023 (2023 No 68).

79 Territorial authority must consult on draft policy using special consultative procedure

(1) If, after producing a draft policy under section 78, a territorial authority continues to wish to have a local alcohol policy, it must use the special consultative procedure to consult on the draft policy.

(2) When amending a draft policy as a result of consultation, a territorial authority must have regard to the matters stated in section 78(2).

Section 79 heading: amended, on 31 August 2023, by section 6(1) of the Sale and Supply of Alcohol (Community Participation) Amendment Act 2023 (2023 No 60).

Section 79(1): amended, on 31 August 2023, by section 6(2) of the Sale and Supply of Alcohol (Community Participation) Amendment Act 2023 (2023 No 60).

Section 79(2): amended, on 31 August 2023, by section 6(3) of the Sale and Supply of Alcohol (Community Participation) Amendment Act 2023 (2023 No 60).

80 Territorial authority must give public notice of finalised policy

(1) If, after consulting under section 79 and finalising a local alcohol policy, a territorial authority wishes to adopt the policy, it must give public notice of the policy.

(2) The public notice must be given in accordance with regulations made under this Act.

(3) Regulations prescribing the manner in which the public notice must be given may require publication of the whole of the local alcohol policy.

Section 80: replaced, on 31 August 2023, by section 7 of the Sale and Supply of Alcohol (Community Participation) Amendment Act 2023 (2023 No 60).

81 When local alcohol policy adopted

A local alcohol policy—

(a) is adopted 30 days after the date on which it is publicly notified; but

(b) has no effect until it is brought into force.

Section 81: replaced, on 31 August 2023, by section 7 of the Sale and Supply of Alcohol (Community Participation) Amendment Act 2023 (2023 No 60).

82 Territorial authority may discontinue development of local alcohol policy

A territorial authority may discontinue the development of a local alcohol policy at any time before it is adopted.

Section 82: replaced, on 31 August 2023, by section 7 of the Sale and Supply of Alcohol (Community Participation) Amendment Act 2023 (2023 No 60).

83 Territorial authority may recommence development of local alcohol policy

(1) A territorial authority may recommence the development of a local alcohol policy that it has discontinued developing.

(2) If a territorial authority recommences the development of a local alcohol policy, the territorial authority must consult as required under this Act as if it were developing a new local alcohol policy unless the territorial authority—

(a) has completed consultation on the local alcohol policy before its development was discontinued; and

(b) has recommenced the development of the local alcohol policy within 6 years of the date on which its consultation was completed.

Section 83: replaced, on 31 August 2023, by section 7 of the Sale and Supply of Alcohol (Community Participation) Amendment Act 2023 (2023 No 60).

84 Actions territorial authority may take if asked to reconsider element of provisional policy

[Repealed]

Section 84: repealed, on 31 August 2023, by section 7 of the Sale and Supply of Alcohol (Community Participation) Amendment Act 2023 (2023 No 60).

85 Effect of High Court decisions on appeal by territorial authority

[Repealed]

Section 85: repealed, on 31 August 2023, by section 7 of the Sale and Supply of Alcohol (Community Participation) Amendment Act 2023 (2023 No 60).

86 Effect of resubmission of provisional policy to licensing authority

[Repealed]

Section 86: repealed, on 31 August 2023, by section 7 of the Sale and Supply of Alcohol (Community Participation) Amendment Act 2023 (2023 No 60).

87 When local alcohol policy adopted

[Repealed]

Section 87: repealed, on 31 August 2023, by section 7 of the Sale and Supply of Alcohol (Community Participation) Amendment Act 2023 (2023 No 60).

88 Territorial authority may discontinue development of local alcohol policy

[Repealed]

Section 88: repealed, on 31 August 2023, by section 7 of the Sale and Supply of Alcohol (Community Participation) Amendment Act 2023 (2023 No 60).

89 Disallowance of local alcohol policy

(1) If a local alcohol policy has been adopted,—

(a) any elements of it relating to maximum trading hours or a one-way-door policy must be treated as secondary legislation under section 161A(2) of the Local Government Act 2002; and subpart 2 of Part 5 of the Legislation Act 2019 (which relates to disallowance) applies accordingly; but

(b) the rest of it must be treated as not being secondary legislation within the meaning of that Act.

(2) The disallowance under the Legislation Act 2019 of an element of a local alcohol policy (or of a local alcohol policy that has been brought into force) does not affect the rest of the policy.

(3) Subsections (1) and (2) apply to any element of an amendment of a local alcohol policy relating to maximum trading hours or a one-way-door policy (whether an amendment of an existing element relating to one of those matters or the insertion of a new or substituted element relating to one of those matters) as if the adoption of the amendment were the adoption of a new policy.

Section 89(1): amended, on 31 August 2023, by section 8 of the Sale and Supply of Alcohol (Community Participation) Amendment Act 2023 (2023 No 60).

Section 89(1)(a): replaced, on 28 October 2021, by section 3 of the Secondary Legislation Act 2021 (2021 No 7).

Section 89(1)(b): amended, on 28 October 2021, by section 3 of the Secondary Legislation Act 2021 (2021 No 7).

Section 89(2): amended, on 28 October 2021, by section 3 of the Secondary Legislation Act 2021 (2021 No 7).

90 When local alcohol policy is in force

(1) If a local alcohol policy has been adopted, the territorial authority concerned may bring it into force on a day stated by resolution.

(2) If subsection (6) applies to a local alcohol policy (or an amendment of a local alcohol policy),—

(a) the element or elements (or modification or modifications) by virtue of which that subsection applies must not be brought into effect under subsection (1) on a day earlier than the day 3 months after the day on which public notice of the policy is given (*see* section 80); but

(b) the rest of the policy or amendment may be brought into effect under subsection (1) on any day stated by resolution.

(3) Subsection (2) overrides subsection (1).

(4) *[Repealed]*

(5) Promptly after adopting a local alcohol policy or an amendment of a local alcohol policy to which subsection (6) applies, the territorial authority must take all reasonably practicable steps to give licensees affected by an element by virtue of which the subsection applies written notice of the adoption of the policy or amendment, and a brief written description of the effect of the element.

(6) This subsection—

(a) applies to a local alcohol policy if—

(i) it contains an element having the effect of stating maximum trading hours for licensed premises, or licensed premises of any kind, that differ from those applying previously; or

(ii) it contains an element having the effect of stating a new one-way door restriction for licensed premises, or licensed premises of any kind; and

(b) applies to an amendment of a local alcohol policy if—

(i) it modifies (in such a way as to change the maximum trading hours stated for licensed premises, or licensed premises of any kind) an element having the effect of stating maximum trading hours for licensed premises; or

(ii) it modifies (in such a way as to change the one-way door restriction stated for licensed premises, or licensed premises of any kind) an element having the effect of stating a one-way door restriction for licensed premises.

Section 90(1): replaced, on 31 August 2023, by section 9(1) of the Sale and Supply of Alcohol (Community Participation) Amendment Act 2023 (2023 No 60).

Section 90(2)(a): amended, on 31 August 2023, by section 9(2) of the Sale and Supply of Alcohol (Community Participation) Amendment Act 2023 (2023 No 60).

Section 90(2)(a): amended, on 31 August 2023, by section 9(3) of the Sale and Supply of Alcohol (Community Participation) Amendment Act 2023 (2023 No 60).

Section 90(2)(b): amended, on 31 August 2023, by section 9(2) of the Sale and Supply of Alcohol (Community Participation) Amendment Act 2023 (2023 No 60).

Section 90(4): repealed, on 31 August 2023, by section 9(4) of the Sale and Supply of Alcohol (Community Participation) Amendment Act 2023 (2023 No 60).

91 Licensing authority to be given copy of local alcohol policy

(1) Promptly after a local alcohol policy has been brought into force, the territorial authority concerned must give the licensing authority a copy.

(2) Promptly after an amendment of a local alcohol policy has been brought into force, the territorial authority concerned must give the licensing authority a copy of the amendment, or of the policy as amended.

(3) Promptly after the revocation of a local alcohol policy takes effect, the territorial authority concerned must notify the licensing authority that it has been revoked.

92 Licensing authority to keep register of local alcohol policies

(1) The secretary of the licensing authority must keep a register of local alcohol policies in force (reflecting all amendments notified under section 91(2)).

(2) Any member of the public may, on payment of any prescribed fee, obtain an extract from the register from the secretary.

93 Relationship of local alcohol policies and district plans

(1) A local alcohol policy may contain a policy more restrictive than the relevant district plan.

(2) A local alcohol policy does not authorise any thing forbidden by the relevant district plan.

Section 93 heading: amended, on 23 December 2023, by section 6 of the Resource Management (Natural and Built Environment and Spatial Planning Repeal and Interim Fast-track Consenting) Act 2023 (2023 No 68).

Section 93(1): amended, on 23 December 2023, by section 6 of the Resource Management (Natural and Built Environment and Spatial Planning Repeal and Interim Fast-track Consenting) Act 2023 (2023 No 68).

Section 93(2): amended, on 23 December 2023, by section 6 of the Resource Management (Natural and Built Environment and Spatial Planning Repeal and Interim Fast-track Consenting) Act 2023 (2023 No 68).

94 Local alcohol policies to be consistent with general law

(1) A local alcohol policy must be consistent with this Act and the general law.

(2) Subsection (1) is subject to section 93(1).

95 Amendment of local alcohol policies

(1) A territorial authority may amend its local alcohol policy.

(2) This Act, with any necessary modifications, applies to the amendment of a local alcohol policy as if it were the adoption of a local alcohol policy.

96 Revocation of local alcohol policies

(1) A territorial authority may, by using the special consultative procedure,—

(a) revoke its local alcohol policy, and adopt another in its place; or

(b) revoke its local alcohol policy without adopting another in its place.

(2) This Act, with any necessary modifications, applies to the revocation of a local alcohol policy and adoption of another in its place as if it were the adoption of a local alcohol policy.

97 Local alcohol policies to be reviewed every 6 years

A territorial authority that has a local alcohol policy must review it, using the special consultative procedure,—

(a) no later than 6 years after it came into force; and

(b) no later than 6 years after the most recent review of it was completed.

Source:
Sale and Supply of Alcohol Act 2012, s78. [Online]. Available at:
https://www.legislation.govt.nz/act/public/2012/0120/latest/DLM3951542.html [Accessed 15 May 2024]

APPENDIX 2

Local Alcohol Policy – Outline Project Plan

Note: Process and timeframes are indicative and subject to ongoing project planning

Key deliverable / step	Status / Anticipated timeframe
Stage 1: Project initiation	***2 months***
• Outline project plan	Drafted
• External legal advice	Underway
• Project governance	Underway
• Stakeholder identification	Underway
• Council approval	Underway
Stage 2: Early engagement and information gathering	***2 months***
• Initiate engagement with mana whenua	*Not started (pending Council decision on LAP development)*
• Information gathering to comply with Sale and Supply of Alcohol Act s.78 requirements to consider: o District Plan objectives and policies o Number of licences held in the district, plus location and opening hours o Alcohol ban (public places) areas o Demography – residents o Demography – visitors/tourists o Overall health indicators – residents o Nature and severity of alcohol-related problems *This includes engaging with, and seeking information from, statutory consultees.*	
Stage 3: Policy development	***4-5 months***
• Internal workshops on issues and options	*Not started (pending Council decision on LAP development)*
• Continued engagement with mana whenua.	
• Policy drafting of draft LAP following feedback	
• Engagement with statutory consultees on draft	
• ELT report (including drafting, legal assurance, and approvals)	
• Preparation of materials for public information session for Council information session before Council meeting to adopt draft LAP	
• Council report (including drafting, legal assurance, and approvals)	
• **Key output: draft LAP**	
Stage 4: Draft policy adoption and consultation	***4-5 months***
• Draft LAP adopted	*Not started (pending Council decision on LAP development)*
• Consultation (Special Consultative Procedure) [1]	
• Analysis of consultation submissions and drafting of hearing panel report	
• Hearings	
• Preparation of Hearings panel report and recommendations to Council	
• Council "finalises" LAP	

[1] Local Government Act 2002, s83(1)(b)(iii)

• **Key output: Hearing Panel Report**	
Stage 5: Final policy notification and adoption	***2-4 months***
• Council decision on Hearing Panel report.	*Not started (pending Council decision on LAP development)*
• Public notice of LAP given	
• LAP adopted	
• LAP takes effect	
• **Key output: Adopted LAP**	
Stage 6: Implementation	
• Operationalise LAP	*Not started (pending Council decision on LAP development)*
• Education and notification processes.	

Christchurch City Council

Health New Zealand
Te Whatu Ora

24 April 2024

The Mayor and Councillors
Christchurch City Council
Cc: Mary Richardson, Chief Executive

Tēnā koutou,

Support for a Local Alcohol Policy

On behalf of the National Public Health Service (NPHS) Te Waipounamu Region, Health New Zealand - Te Whatu Ora, we wish to express our support for Christchurch City Council to develop a Local Alcohol Policy (LAP).

Under the Pae Ora Act 2022, one of the roles of the health sector is to protect and promote healthy communities and health equity across different population groups by working together with multiple sectors to address the determinants of health. Under the Sale and Supply of Alcohol Act 2012, the Medical Officer of Health also has a statutory reporting role in licensing and the development of a LAP.

Alcohol is the most harmful drug in Aotearoa New Zealand. Its consumption continues to cause significant harms to people, whānau and communities and is a key driver of health and social inequities in Aotearoa. Alcohol is a leading yet preventable cause of premature death, disability and social harm; linked to more than 200 diseases and injury conditions, including cancer and suicide. The burden of alcohol-related harm is not equitable, with more disadvantaged and at-risk populations experiencing higher rates of alcohol-related death and hospitalisations. Local research shows:

- In Waitaha Canterbury, around 1 in 5 adults consume alcohol in a way that could harm themselves or others. This equates to over 100,000 people over the age of 15 drinking hazardously in the region. Over 130,000 residents have a heavy drinking episode at least monthly.
- Māori and Pacific males, youth and low socioeconomic communities are disproportionality impacted by hazardous drinking and alcohol-related harm.
- Alcohol-related presentations continue to be a preventable burden on the emergency department at Christchurch Hospital, who have seen an increase in the median age of patients who are presenting for reasons directly linked to alcohol from 32 to 39 in the last decade. Alcohol-related presentations in the 65+ age group have doubled in that time as well. While injuries are the primary reason for alcohol-related presentations, the numbers for excessive alcohol consumptions have increased between 2017 and 2022.
- Off-licence venues remain the primary source of alcohol purchases for people presenting to Christchurch Hospital for alcohol-related reasons, however, the proportion of those who purchased their alcohol from on-licence premises (e.g., bars, nightclubs, restaurants) more than doubled from 2017 to 2022.

There is strong national and international evidence that policies addressing alcohol availability, affordability and marketing are the most effective and cost-efficient ways to equitably reduce consumption, and thereby reduce alcohol-attributable harms. The higher density of alcohol off-licenses in our more deprived communities is an equity issue as it is directly linked to higher

Health New Zealand
Te Whatu Ora

alcohol consumption and associated harms. LAPs provide a mechanism for the community to have input into setting such policies, including restrictions on the location, density and conditions of alcohol licences. They also provide way to improve community and health outcomes for residents in areas that are most at risk of harm. As the largest city in Te Waipounamu, a LAP for Ōtautahi Christchurch has the potential to have an important impact on alcohol-related harm.

The passing of the Sale and Supply of Alcohol (Community Participation) Amendment Bill last year means provisional local alcohol policies can no longer be appealed, removing previous barriers to the implementing a LAP by Council.

The health system has been working in partnership with Council for many years to address alcohol-related harm, including through the Christchurch Alcohol Action Plan. Beyond the requirements for the Medical Officer of Health to be consulted, our team are happy to work with Council staff and provide support as they develop a LAP to ensure it meets community needs and contributes to reducing alcohol-related harm in Ōtautahi Christchurch.

Ngā mihi,

Vince Barry
Regional Director
National Public Health Service
Te Waipounamu Region

TeWhatuOra.govt.nz

Pegasus
partners in health

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www.pegasus.health.nz
info@pegasus.health.nz

1 May 2024

The Mayor and Councillors
Christchurch City Council
Cc: Mary Richardson, Chief Executive

Tēnā koutou,

Support for a Local Alcohol Policy

On behalf of Pegasus Health, Primary Health Organisation, we wish to express our strong support for Christchurch City Council to develop a Local Alcohol Policy (LAP).

Under the Pae Ora Act 2022, one of the roles of our joint health system is to protect and promote healthy communities and health equity across different population groups. Pegasus Health is the largest primary health organisation in Waitaha | Canterbury with about 85% of enrolled patients in the region. Our 24-Hour Surgery and 96 general practices regularly care for people whose health and wellbeing are negatively harmed by alcohol.

Alcohol is the most harmful drug in Aotearoa New Zealand. Alcohol consumption continues to cause significant harms to people, whānau and communities and is a key driver of health and social inequities in Aotearoa. Alcohol is a leading yet preventable cause of premature death, disability, and social harm; linked to more than 200 diseases and injury conditions, including cancer and suicide. The burden of alcohol-related harm is not equitable, with more disadvantaged and at-risk populations experiencing higher rates of premature alcohol-related death and hospitalisations.

Local research shows:

- In Waitaha Canterbury, around 1 in 5 adults consume alcohol in a way that could harm themselves or others. This equates to over 100,000 people over the age of 15 drinking hazardously in the region. Over 130,000 residents have a heavy drinking episode at least monthly.
- Māori and Pacific males, youth and low socioeconomic communities are disproportionately impacted by hazardous drinking and alcohol-related harm.
- Alcohol-related presentations continue to be a preventable burden at the 24 Hours Surgery and at the emergency department at Christchurch Hospital, which has seen an increase in the median age of patients who are presenting for reasons directly linked to alcohol from 32 to 39 in the last decade. Alcohol-related presentations in the 65+ age group have doubled in that time as well. While injuries are the primary reason for alcohol-related presentations, the numbers for excessive alcohol consumptions have increased between 2017 and 2022.
- Off-licence venues remain the primary source of alcohol purchases for people presenting to Christchurch Hospital for alcohol-related reasons. However, the proportion of those who purchased their alcohol from on-licence premises (e.g., bars, nightclubs, restaurants) more than doubled from 2017 to 2022.

There is strong national and international evidence that policies addressing alcohol availability, affordability and marketing are the most effective and cost-efficient ways to equitably reduce consumption, and thereby reduce alcohol-attributable harms. The higher density of alcohol off-licenses in our more deprived communities is an equity issue as it is directly linked to higher alcohol consumption and associated harms. LAPs provide a useful mechanism for the community to have input into setting such policies, including restrictions on the location, density and conditions of alcohol licences. They also provide way to improve community and health outcomes for residents in areas that are most at risk of harm. As the largest city in Te Waipounamu| South Island, a LAP for Ōtautahi | Christchurch has the potential to make a significant impact on alcohol-related harm.

The passing of the Sale and Supply of Alcohol (Community Participation) Amendment Bill in 2023 means provisional local alcohol policies can no longer be appealed, removing previous barriers to the implementing a LAP by Council.

The health system has been working in partnership with Council for many years to address alcohol-related harm, including through the Christchurch Alcohol Action Plan. Pegasus Health supports the development of a LAP to ensure it meets community needs and contributes to reducing alcohol-related harm in Ōtautahi | Christchurch.

Nāku iti noa, nā

Kim Sinclair-Morris

Chief Executive

Pegasus Health Charitable Limited

Christchurch City Council

healthy families
Ōtautahi Christchurch
He oranga whānau

07/05/2024

The Mayor and Councillors
Christchurch City Council
Cc: Mary Richardson, Chief Executive

Tēnā koutou,

Support for a Local Alcohol Policy

On behalf of the Healthy Families initiative, we wish to express our support for Christchurch City Council to develop a Local Alcohol Policy (LAP).

As part of the Ministry of Heath-Funded innovation unit, Healthy Families is a large-scale prevention initiative that brings community leadership together in a united effort for better health in the places we live, learn, work and play.

Healthy Families Ōtautahi is actively working in communities to reduce the harm from alcohol and to create effective locally led solutions. Alongside alcohol system partners, Healthy Families recognises that alcohol related harm is not experienced uniformly across the populations, with disproportionate levels of harm being experienced within some particular contexts and across Māori and Pasifika populations. By reducing the harm from alcohol, we can improve the lives of many of our people across Ōtautahi Christchurch.

Local research shows:

- In Waitaha Canterbury, around 1 in 5 adults consume alcohol in a way that could harm themselves or others. This equates to over 100,000 people over the age of 15 drinking hazardously in the region. Over 130,000 residents have a heavy drinking episode at least monthly.
- Māori and Pacific males, youth and low socioeconomic communities are disproportionality impacted by hazardous drinking and alcohol-related harm.
- Alcohol-related presentations continue to be a preventable burden on the emergency department at Christchurch Hospital, who have seen an increase in the median age of patients who are presenting for reasons directly linked to alcohol from 32 to 39 in the last decade. Alcohol-related presentations in the 65+ age group have doubled in that time as well. While injuries are the primary reason for alcohol-related presentations, the numbers for excessive alcohol consumptions have increased between 2017 and 2022.
- Off-licence venues remain the primary source of alcohol purchases for people presenting to Christchurch Hospital for alcohol-related reasons, however, the proportion of those who purchased their alcohol from on-licence premises (e.g., bars, nightclubs, restaurants) more than doubled from 2017 to 2022.

It is well known that deprived communities often have a higher density of alcohol outlets, and that the harms from alcohol disproportionately fall on these communities.

Controlling alcohol availability is widely acknowledged as a fundamental strategy for harm reduction, with strong national and international evidence to support this. Therefore, policies and plans which seek to regulate the local availability of alcohol have the potential to reduce health inequalities, as they can be used when there is local concern about the impact of alcohol use in a community.

healthy families
Ōtautahi Christchurch
He oranga whānau

The passing of the Sale and Supply of Alcohol (Community Participation) Amendment Bill last year was a significant milestone. With this legislation, provisional local alcohol policies can no longer be appealed. This removes previous barriers that hindered the implementation of LAPs by councils. We view this development as a stronger opportunity to support communities directly impacted by alcohol-related harm.

We encourage the council to develop a LAP for Ōtautahi Christchurch and offer our support in engaging with communities and developing the policy. A well-crafted LAP will contribute to a safer and more vibrant community.

Thank you for your attention to this matter, and we look forward to seeing positive changes in our area.

Ngā mihi,

Healthy Families Ōtautahi

10 May 2024

Mary Richardson
Chief Executive Officer
Christchurch City Council

Local Alcohol Policy (LAP) for Christchurch

Dear Mary

Police are aware that there is currently some activity within Council to develop an LAP for Christchurch.

I write to indicate the strong Police support for the development of such a policy, and I would welcome the opportunity to discuss that further.

Police recognise Council's desire to ensure Christchurch has a vibrant, diverse & sustainable entertainment sector – while also meeting the needs of residents, communities, and businesses.

Likewise – the Police Act 2008 – requires that policing services, while provided under a national framework, must have a local community focus. Our core business is to deliver services that ensure people can be safe and feel safe in their homes, on our roads, and in the community.

Our local communities can also have a voice in the development of a local alcohol policy, through the special consultative procedure. Recent amendments to the Sale & Supply of Alcohol Act 2012 include the removal of any appeal process against local alcohol policies. e impact of alcohol on New Zealand communities is well recognised, and Police are often at the forefront of dealing with the associated harm arising. Any mechanism that allows further control of the availability of alcohol will have a positive impact.

The Act is prescriptive about the aspects of sale and supply of alcohol that a Local Alcohol Policy can influence:

- further restrictions on the default maximum trading hours set by the Act.
- limits on the location of licensed premises in particular areas or near certain facilities
- limits on the density of licensed premises in particular areas
- imposition of conditions on types of licences
- recommendations on discretionary conditions for licences.

I am of the firm view that an appropriately drafted & consulted local alcohol policy can greatly assist us both in reducing alcohol related harm in our city.

Yours faithfully

Superintendent Lane Todd
Metro Commander
Christchurch

Canterbury Police District | NZ Police | Christchurch Police Station |
CJESP - 40 Lichfield Street | PO Box 2109 | Christchurch

Christchurch City Council

Item 9

Attachment G

Draft Local Alcohol Policy 2013

Summary and analysis of submissions received during the Special Consultative Procedure, from 31 May – 1 July 2013

Prepared by:
Policy Team, Strategic Policy Unit
Monitoring and Research Team, Transport and Research Unit

July 2013

Christchurch City Council

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1. Introduction

This report is a summary and analysis of submissions on the Christchurch City Council's draft Local Alcohol Policy, prepared under the Sale and Supply of Alcohol Act 2012 (the Act).[1]

Overview of submissions

The Council received a total of 4,060 submissions on the LAP; 1,053 submissions through the Council's Have Your Say process; 1,929 from submissions based on Hospitality New Zealand's Facebook survey and 1,078 submissions based on the 'Chch Late' Facebook petition.

Submissions were received from 161 groups and organisations. They included statutory bodies such as the Police, Canterbury District Health Board and Community Boards; business and industry groups on behalf of a range of hospitality, retail and tourism interests; health sector organisations; community and neighbourhood groups and organisations representing Māori and youth interests (see Appendix 2). All other submissions were assumed to be from individuals though, from the nature of their comments, quite a number of these were writing as individual licensees or business owners.

A large number of off- and on-licensees, hospitality staff and providers of live entertainment submitted, writing candidly about their business and work experiences, their contribution to the city's livelihood and lifestyle, and their vision for a rebuilt central city, in particular. Many health and social service professionals and staff, residents and representatives of local neighbourhoods likewise made submissions, detailing their experiences in dealing with the incidence and aftermath of alcohol-related behaviour and harm.

Almost all submissions addressed 'the licensing matters' that the Act says can be included in a LAP: 'opening' hours; the location; density and proximity to facilities of premises; one-way-door controls; and discretionary conditions. There was a huge diversity of views expressed and also a breadth of manner in which these views were expressed, from detailed well-reasoned discussions to submissions which simply ticked the boxes for agree/disagree statements.

In addition to matters that can be included in the LAP under the Act, some submitters wanted the Council to have policies or undertake actions which sit outside the LAP and fall into 'non-licensing matters' under the Act. Although these submission points can't be addressed through the policies of a LAP, this summary analysis notes matters which the Council may choose to address through other means e.g. through an alcohol strategy.

Matters which were out of scope of the draft LAP

The following matters raised by submitters were out of scope of the draft LAP but could be included within an alcohol strategy:

- Voluntary accords between licensees, the Council and the Police.
- Co-ordination and improvements to late-night transportation options especially taxi services with regard to availability, price and better security.
- Work with venue managers on local accords for the management of entertainment precincts.
- Sharing of information with and between licensees.
- Additional alcohol ban areas and better enforcement of alcohol ban areas.
- Provision or support of late-night activities and entertainment which are not focussed on alcohol.
- Improved street cleaning and rubbish collection in entertainment precincts.
- Advocacy to the Government e.g. on alcohol minimum pricing and advertising.
- Better police enforcement of existing laws.
- Education initiatives e.g. social marketing campaigns about preloading.
- Collaboration with venue managers and event organisers to continuously improve alcohol management.

[1] Note: Best efforts have been made to provide an accurate analysis of submissions, but given the number of submissions received and the time available for producing this report there may be a degree of error. Submitters did not always express a clear view in support or opposition to a proposal. This report focuses on comments where a clear view was discernable.

There were in addition a number of submissions which sought policies/actions which could not be included in either the LAP or in an alcohol strategy as they would require changes to the current law. They include:

- Additional opportunities for people to comment on or object to applications for licenses.
- Removal of alcohol from sale at supermarkets.
- A raised drinking age.
- Changes to drink driving limit.
- Laws against being intoxicated in public.
- Price restrictions (minimum price at off-licences, maximum price at on-licences).
- Limits on the amount of alcohol sold.
- RTD sales restrictions.
- Restrictions on the advertising and marketing of alcohol.

2. Background to the proposal

In February 2013 the Christchurch City Council decided to prepare a Local Alcohol Policy (LAP) for Christchurch City. The Sale and Supply of Alcohol Act 2012 (the Act) allows Councils such as the Christchurch City Council to develop Local Alcohol Policies (LAPs) for their territorial area. A LAP is a set of policies made by a Council in consultation with its community concerning the licensing of premises for the sale and supply of alcohol. Once a LAP is in place, the local District Licensing Committee and the national Alcohol Regulatory and Licensing Authority must have regard to the LAP when making decisions on licence applications.

A LAP can only deal with matters relating to licensing; through a LAP, communities are able to set the direction on some or all of the following matters:

- The location of licensed premises near certain types of facilities, such as in specific neighbourhoods or near schools or churches.
- The density of licensed premises by specifying whether further licences or types of licences should be issued for premises in the district or in a particular area.
- 'One-way door' conditions for licensed premises that would allow patrons to leave premises but not enter or re-enter after a certain time.
- Discretionary conditions in a licence.
- Restrictions or extensions to the maximum trading hours set in the new Act which are: 8am - 4am for on-licences (such as pubs and restaurants) and 7am - 11pm for off-licences (such as bottle stores and supermarkets).

In addition, a LAP may apply differently to different kinds of licensed premises.

3. The draft LAP

The draft LAP for Christchurch City contains the following types of licensing policies:

- Variations on the maximum trading hours set in the Act for on-licences and for off-licences.
- Different maximum trading hours for on-licenses in different areas of the city.
- One-way door conditions for premises holding on-licences. These will be mandatory in certain areas of the city and discretionary in other areas.
- Various discretionary conditions for on-licences, off-licences, club licences and special licences.
- Restrictions on the location of new bottle stores and taverns to business zones.

The Council considered a range of policy options when it was preparing the draft. The Council consulted the Police, the Medical Officer of Health and the Licensing Inspectors in the preparation of the draft LAP. Before and during the preparation of the draft, the Council sought the views of the community about alcohol licensing matters through surveys of public opinion, forums and workshops for identified stakeholders, staff attendance at Community Board workshops, and through meetings with a wide range of interested parties, including residents' groups, industry representatives, and health and community workers.

As required by the Act the Council had regard to the following matters when it prepared the draft LAP:

- The objectives and policies of its district plan; and

- The number of licences of each kind held for premises in its district, and the location and opening hours of each of the premises; and
- Any areas in which bylaws prohibiting alcohol in public places are in force; and
- The demography of the district's residents; and
- The demography of people who visit the district as tourists or holidaymakers; and
- The overall health indicators of the district's residents; and
- The nature and severity of the alcohol-related problems arising in the district.

4. Reasons for the proposal

Christchurch City Council decided to prepare a draft LAP in order to provide locally relevant policies for licensing within Christchurch City. The Council recognised that within the community there is considerable concern about the effects of excessive and inappropriate drinking. The preliminary consultation demonstrated that there is a real desire by the community to be involved in setting local policies on licensing premises, to best serve our city. The Council views a LAP for Christchurch City as an important tool to assist the District Licensing Committee in making its decisions and to help in the achievement of the object of the Act.

The object of the Act is that:
(a) the sale, supply, and consumption of alcohol should be undertaken safely and responsibly; and
(b) the harm caused by the excessive or inappropriate consumption of alcohol should be minimised.

Under the Act, the harm caused by the excessive or inappropriate consumption of alcohol includes—
(a) any crime, damage, death, disease, disorderly behaviour, illness, or injury, directly or indirectly caused, or directly or indirectly contributed to, by the excessive or inappropriate consumption of alcohol; and
(b) any harm to society generally or the community, directly or indirectly caused, or directly or indirectly contributed to, by any crime, damage, death, disease, disorderly behaviour, illness, or injury of a kind described in paragraph (a).

5. Goals of the draft LAP

The draft LAP provides direction for the District Licensing Committee so that licensing decisions:
- Contribute to Christchurch being a safe and healthy city;
- Reflect local communities' character and amenity and their values, preferences and needs;
- Contribute to the recovery of a liveable, attractive city; and
- Encourage licensed environments that foster positive, responsible drinking behaviour and minimise alcohol-related harm.

6. Key components of the draft LAP

- A closing time of 3am in the Central City entertainment precincts (excluding Victoria Street) for taverns, bars, pubs, night-clubs and clubs, with a one-way door policy from 1am.
- A closing time of 1am elsewhere in the Central City (including Victoria Street) for taverns, bars, pubs, night-clubs and clubs, with a discretionary one-way door policy where appropriate.
- A closing time of 1am in suburban centres in the city for taverns, bars, pubs, night-clubs and clubs, with a discretionary one-way door policy where appropriate.
- Maximum trading hours for selling alcohol of 9am until 9pm for all off-licences in Christchurch.
- Restrictions on the location of new bottle stores and taverns to business zones.
- Maximum trading hours of 8am until 1am for restaurants and cafes throughout the city.

7. Consultation on the draft LAP

The public consultation period for the draft Policy was from 31 May 2013 to 1 July 2013. At the start of the consultation the Statement of Proposal and an accompanying letter from Alan Bywater, Strategic Policy Unit Manager were mailed out to 1,248 licensees and emailed to 322 of these whose email addresses were available. This information was also sent to approximately 150 other key stakeholders, and also to all residents' associations and Community Boards. Christchurch City Council libraries and service centres had multiple copies of all consultation documents available.

Research First, the company that carried out the Community Survey in 2012, posted out a flier and letter to 1,602 people who had completed the Survey and for whom they had correct postal addresses. This information was confidential to Research First.

Also at the start of the consultation all Christchurch high schools and a range of youth-focused organisations were sent the link to the Statement of Proposal, an email introduction and collateral material. They were asked to put a link to the CCC Facebook page on their respective Facebook pages and a set of prompt questions was included, for possible use in classroom discussions.

There was advertising about the consultation in The Press, local community newspapers (including ethnic papers), regular media releases to citywide and community newsletters and papers to sustain interest in the consultation, frequent advertisements on Facebook (specifically targeting Christchurch users in a younger demographic) and The Press online site and radio advertisements; and posters were distributed to a wide range of public venues, including cafes and notice boards in community spaces.

In addition to the Have Your Say website and printed consultation documents, staff attended 28 different information sessions (see Appendix 1). Ten drop-in sessions were held: three public information sessions at CPIT Marae, Te Puna Wanaka, Coventry Street (five attendees); North City Church, 95a Sawyers Arms Road (four attendees); and the Cashmere Club (20 attendees). Three drop-in sessions were held at Malls: The Hub, Hornby; Eastgate; and South City. Further drop-in sessions were held at the University of Canterbury, the Lyttelton Farmers Market, and Parklands and New Brighton Libraries. Organised sessions were held with the Riccarton Ilam Community Safety Joint Working Party, the Migrant Forum, and the Halswell Residents' Association. The remaining 15 organised sessions were a mixture of Network, Liaison, and Advisory Group meetings.

Considerable collateral was available at each session. There was a stand-up banner for the drop-in sessions. There were DLE flyers and posters with the key components of the Policy; dates, times and places of public information and drop-in sessions. The flyers also included information on how to make a submission. Many organisations at the Network, Liaison, and Advisory Group meetings took a number of flyers and posters to distribute and display at their places of work.

The consultation document included the Summary of Information, the Statement of Proposal with the draft LAP provisions and a Central City map showing the proposed different opening and closing times for taverns, bars, pubs, clubs and night-clubs; other policy options considered by the Council and reasons why these were not included in the draft Policy; Frequently Asked Questions; and the Submission Form. The Frequently Asked Questions and the Submission Form were also available as stand-alone items.

8. Analysis of submissions

Have Your Say
The Consultation Document provided for submissions to be made through the Have Your Say website, by email or in writing either on the submission form or on plain paper.

Have your Say submissions lodged:

Through the Council website or by email:	749
Hard copy submission form:	304
Total:	1,053

The Have Your Say Submission Form provided submitters with five questions. The first question had eight subsections, each with a three-scale response option (Agree, Neither agree or disagree, Disagree), the opportunity to give reasons for their answers if they disagreed, as well as the opportunity to say what they would like the provisions to be changed to. Question 2 had the same three-scale response option. Questions 3 and 4 asked what submitters thought about the aspects of the draft LAP and Question 5 asked for any other comments.

The questions were:

Q1 Please indicate your level of satisfaction with the following provisions in the draft LAP.
- (a) The proposed maximum trading hours for on-licensed premises such as bars, taverns, clubs and night-clubs in the Central City.
- (b) The proposed maximum trading hours for on-licensed premises such as bars, taverns, clubs and night-clubs in other parts of the city, including Lyttelton, Akaroa and Victoria Street.
- (c) The proposed maximum trading hours for on-licensed premises such as restaurants and cafes in all parts of the city.
- (d) The proposed maximum trading hours for off-licensed premises such as supermarkets, bottle stores and grocery stores in all parts of the city.
- (e) The proposed one-way door restrictions on bars and night-clubs in the Central City.
- (f) The proposed controls on the location of new bottle stores.
- (g) The proposed controls on the location of new taverns.
- (h) The proposed special licence and discretionary conditions.

Q2 Overall, do you support the direction of the draft Local Alcohol Policy?

Q3 What are the best aspects of the draft Local Alcohol Policy?

Q4 What aspects of the draft Local Alcohol Policy do you think need to be changed?

Q5 Do you have any other comments either about the content of the draft Local Alcohol Policy or about other matters which you want included in the Local Alcohol Policy?

Hospitality New Zealand and Chch Late submissions
During this consultation submitters made wide use of social media. Hospitality New Zealand had a series of questions on their Facebook page which submitters could answer through Survey Monkey. This attracted 1,929 submitters. The Chch Late Facebook page had a submission form with a series of questions with 'Yes' as the pre-filled answers to all questions except for the last one which asked for submitters' further comments. This attracted 1,078 submitters. Summaries of these submissions are given below in sections 8.3 and 8.4.

Other social media
During June there were numerous articles in The Press on the proposed policy. Articles were written from the position of the police, hospital, bar owners, young people and other sector interest groups. Some online versions of feature articles received over 200 comments within a day of publishing. Comments were frequently made to support or disagree with other comments that were made. The Press also ran online polls alongside the articles asking people how they felt about particular aspects of the policy. The results of the polls appeared to support the proposed LAP.

8.1. Summary of Have Your Say submissions

The questions asked on the submission form that accompanied the Statement of Proposal were:

Q1 Please indicate your level of satisfaction with the following provisions in the draft LAP.
- (a) The proposed maximum trading hours for on-licensed premises such as bars, taverns, clubs and night-clubs in the Central City.
- (b) The proposed maximum trading hours for on-licensed premises such as bars, taverns, clubs and night-clubs in other parts of the city, including Lyttelton, Akaroa and Victoria Street.
- (c) The proposed maximum trading hours for on-licensed premises such as restaurants and cafes in all parts of the city.
- (d) The proposed maximum trading hours for off-licensed premises such as supermarkets, bottle stores and grocery stores in all parts of the city.
- (e) The proposed one-way door restrictions on bars and night-clubs in the Central City.
- (f) The proposed controls on the location of new bottle stores.
- (g) The proposed controls on the location of new taverns.
- (h) The proposed special licence and discretionary conditions.

Q2 Overall, do you support the direction of the draft Local Alcohol Policy?

Q3 What are the best aspects of the draft Local Alcohol Policy?

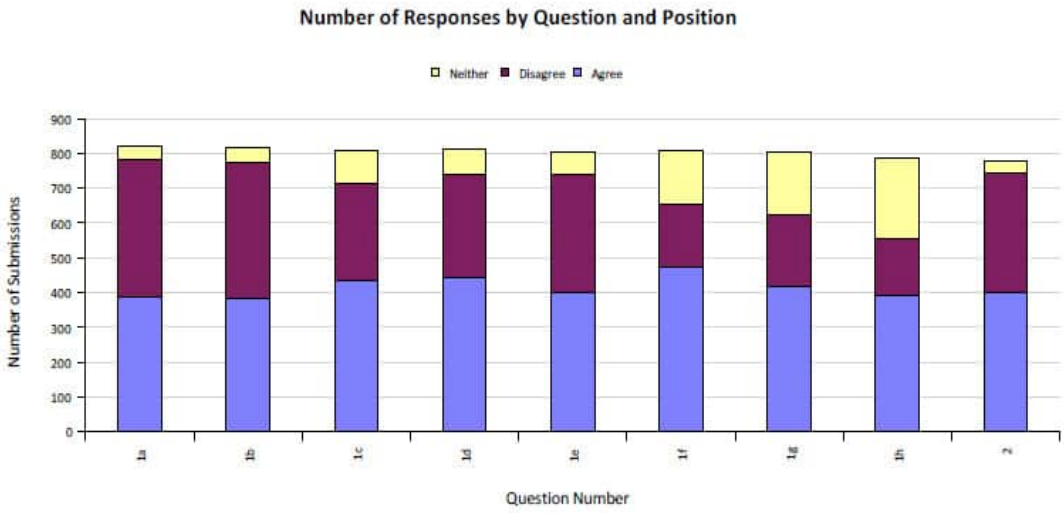
Q4 What aspects of the draft Local Alcohol Policy do you think need to be changed?

Q5 Do you have any other comments either about the content of the draft Local Alcohol Policy or about other matters which you want included in the Local Alcohol Policy?

(a) Agree, Disagree, Neither agree nor disagree responses

For Question 1 (a) – (h) and Question 2, submitters were asked to show that they either Agreed, Disagreed, or Neither agreed or disagreed. They could then add comments if they wished (see section 8.2 (b) below). Graph 1 show the responses for questions 1(a) – (h) and question 2.

Graph 1

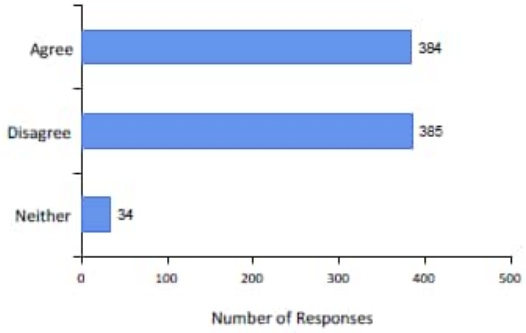


	1-a	1-b	1-c	1-d	1-e	1-f	1-g	1-h	2
Agree	389	385	433	442	398	471	417	393	400
Disagree	394	390	282	297	341	182	209	164	344
Neither	37	42	95	75	67	156	177	230	36

(b) Summary of comments on each question

Question 1(a) Proposed maximum trading hours for on-licensed premises in the Central City

Submitters were asked to indicate their level of satisfaction with this provision:



Comments
There were 368 comments on this question. The table shows the number of comments by the answer to the question.

Agree ticked	Disagree ticked	Neither/nor ticked	Comment only
30	325	4	9

Agree
These submitters generally thought the proposed hours were a good idea from safety and behavioural perspectives. A number of submitters felt 3am was still too late and would prefer earlier closing.

Disagree
Some of these submitters wanted earlier closing hours such as midnight or 1am everywhere. Some felt that 8am was too early for bars to open and that 10am should be the earliest.

Many submitters felt that a 1am one-way door and 3am closing were much too early. Some felt the closing time should be consistent with the Sale and Supply of Alcohol Act default hour of 4am. Others wanted 5am or later, especially for night-clubs: the proposed hours would be detrimental to Christchurch's live music scene as national and international acts would not be interested in coming to a place that closed so early.

Many submitters said that the trading hours would ruin Christchurch's night life, would be detrimental to the city's recovery, would drive students and young people generally out of the city to other, less restrictive cities, and would discourage new business and tourists and be damaging to the economy. There should be freedom of choice by bar owners as to their trading hours, and people should be able to choose for themselves what hours they socialise at.

Many submitters said the shorter hours would increase preloading, would be ineffective in stopping abuse, would create havoc as large numbers of (possibly unhappy or angry) people all descend on the streets at the same time and would drive young people into unsafe, unregulated drinking places such as house parties or parks.

Some submitters noted that Central Area A was too small and it should be extended to include the whole area within the Four Avenues.

A number of submitters noted that the policy was discriminatory against shift workers unable to go to a bar after late work, and discriminatory between bars that were within or outside Central Area A -

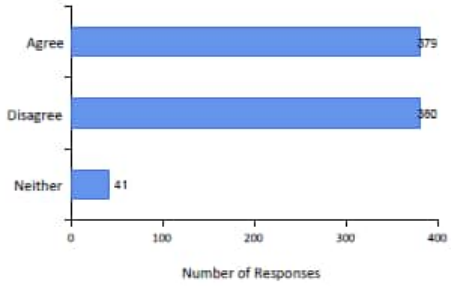
particularly bars that have managed to relocate after the quakes to areas that are now in Central Area B.

Neither (i.e. made a comment and answered Neither Agreed nor Disagreed)
Only one submitter responded in this way: they said 4 or 5am would be better in order to keep some young people entertained and avoid partying at home and causing neighbourhood disruption.

Comment only (i.e. made a comment but did not mark one of the tick box options)
These submitters said the hours would kill social life in Christchurch, the city needs to attract tourists, new business and residents and this policy would reduce spending and harm the economy. Later hours means more people on the streets, which makes them safer places.

Question 1(b) Proposed maximum trading hours for on-licensed premises in other parts of the city

Submitters were asked to indicate their level of satisfaction with this provision:



Comments
There were 351 comments on this question. The table shows the number of comments by the answer to the question.

Agree ticked	Disagree ticked	Neither/nor ticked	Comment only
30	310	3	8

Agree
Most of these submitters said they agreed because of noise and safety in residential areas, with many referring to Victoria Street in particular. Some submitters said they thought closing should be earlier.

Disagree
Many of these submitters made the same comments as were made for question 1(a).

Many submitters commented that the policy would punish bars and clubs that relocated out of the Central City while it was closed and are out of Central Area A. Examples given were Baretta, located on the south side of St Asaph Street, and the Revival Bar on Victoria Street. A number of submitters commented that the 1am restriction was too limiting for a number of areas: Victoria Street, Lyttelton, Akaroa, Riccarton, the St Asaph Street – Moorhouse Avenue quadrant and The Palms.

Many submitters said the hours would be detrimental to Christchurch's live music scene as national and international acts would not be interested in coming to a place that closed so early.

Many submitters said that the trading hours would ruin Christchurch's nightlife, would be detrimental to the city's recovery, would drive students and young people generally out of the city to other, less restrictive cities, and would discourage new business, especially those trying to fill the void caused by the closing of Central City bars and clubs, tourists and be damaging to the economy.

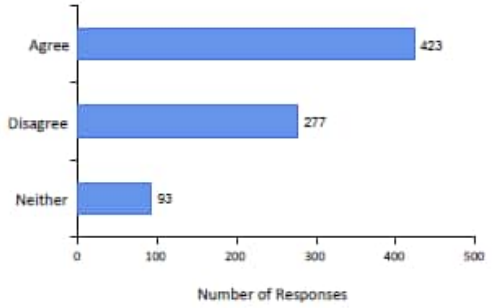
Many submitters said the shorter hours would increase preloading, would be ineffective in stopping abuse, would create havoc as large numbers of (possibly unhappy or angry) people all descend on the streets at the same time and would drive young people into unsafe, unregulated drinking places such as house parties or parks.

Neither
One of these submitters said theoretically they would approve of this but considered it was unreasonable that some places such as Volstead had to close at 11pm whereas other bars such as the Fox & Ferret had significantly later closing times. The other submitters said there should be discretion if the premises have houses around them.

Comment only
One submitter said that giving the Central Area A later hours would stop further development in other neighbourhoods such as Victoria St, Merivale, Lyttelton, or Beckenham.

Question 1(c) Proposed maximum trading hours for on-licensed premises such as restaurants and cafes in all parts of the city

Submitters were asked to indicate their level of satisfaction with this provision:



Comments
There were 220 comments on this question. The table shows the number of comments by the answer to the question.

Agree ticked	Disagree ticked	Neither/nor ticked	Comment only
26	187	2	5

Agree
Submitters considered that these hours are reasonable and encouraged food to be eaten with alcohol. Many considered that most restaurants and cafes generally close earlier than 1am unless they are attached to a bar or night-club and do not cause noise and control problems, unless they become bars later in the evening. A few thought the closing time should be earlier, such as midnight.

Disagree
Most of these submitters felt that these hours were too restrictive, would stifle the economy and take away freedom of choice. They favoured later closing times and earlier opening times, citing business or champagne breakfasts. Many considered having early closing times would not contribute to a vibrant city, would deter young people from coming here, and would deter business investment.

Many people commented that these hours would encourage preloading, drunk driving, drinking in uncontrolled environments such as house parties, and that having a lot of people exiting premises at the same time was a recipe for disaster.

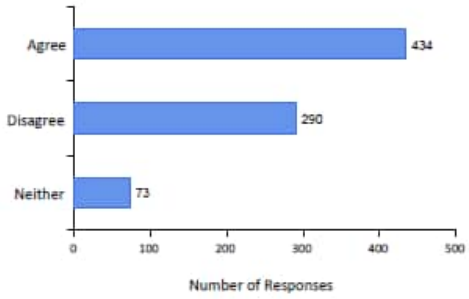
Many people considered there should be few if any restrictions; that businesses should be able to set their own hours and that as restaurants and cafes provide food, entertainment and socialising in a controlled environment it is preferable that people stay within them if they are having an enjoyable time rather than having to leave. Others commented that the hours would restrict nightlife and the live music scene. Some said that inner city businesses were being favoured at the expense of businesses elsewhere – all should be treated the same.

Neither
One submitter said Lyttelton needs a place for people to go later in the evening. They said the Wunderbar was regarded as a night-club, late night bar. They considered 1am is too early to close – better to have people inside rather than having them on the streets.

Comment only
One submitter thought the hours were reasonable. One submitter said that giving the Central Area A later hours would stop further development in other neighbourhoods such as Victoria St, Merivale, Lyttelton, or Beckenham. Two submitters said the policy was placing restrictions on the nightlife of the majority of citizens, for the few who abuse their rights. The remaining submitter just disagreed.

Question 1(d) Proposed maximum trading hours for off-licensed premises in all parts of the city

Submitters were asked to indicate their level of satisfaction with this provision:



Comments
There were 282 comments on this question. The table shows the number of comments by the answer to the question.

Agree ticked	Disagree ticked	Neither/nor ticked	Comment only
38	224	12	8

Agree
Many of these submitters said that the proposed hours would reduce the availability of alcohol and reduce preloading. Some said all off-licenses should be treated the same with no exemptions for supermarkets. Some submitters said that alcohol should not be sold by supermarkets, grocery or convenience stores. A number thought that 9pm was too late for closing and favoured 7pm instead.

Disagree
Those who felt the hours were too restrictive
Many of these submitters noted that reducing the maximum trading hours for both supermarkets and bottle stores would significantly adversely affect shift workers, people who regularly work until 9pm or later, and university students who frequently work late. Many submitters noted that this proposal would significantly adversely affect those people who like to shop early when supermarkets open (often 7am or 8am) and those who like to shop late (after 9pm), as they would be unable to purchase wine or beer with their main shop. Some of these submitters said supermarkets should be able sell alcohol any time they were open.

Many submitters suggested later trading hours – 10pm, 11pm, midnight or 24 hours seven days a week. The majority of these submitters favoured 11pm closing for all off-licences.

A number of submitters considered the proposal took away their freedom to choose when to purchase alcohol and punished the responsible majority for the irresponsible actions of a minority. They also said that it should be up to individual businesses to determine their opening and closing hours.

Many submitters said that the proposal would not reduce peoples' drinking, rather they said people will just stock up by buying more at each purchase.

Those who felt the hours were not restrictive enough
A number of submitters said the hours should more restrictive than in the proposal but did not suggest what they should be. However some submitters suggested a variety of trading hours – from opening at 10am, 11am or 12 noon, and ceasing the sale of alcohol in supermarkets from 7pm and closing hours for bottle stores at 5pm, 6pm or 7pm. A few submitters said alcohol should not be sold on Sundays.

A number of submitters said they thought that supermarkets and grocery stores should not sell alcohol at all.

Neither
One of these submitters said supermarkets should have their display/floor space allocated to alcohol severely limited and one said supermarkets should not be able to sell alcohol.

Five submitters said closing hours should be later and suggested 10pm or 11pm so people who work late or who have had a late change of plans are not penalised.

One submitter said the proposal would unfairly penalise the responsible majority by closing a supermarket because of a minority group.

Wines of Canterbury said many wineries who had cellar door off-licences are also operating as mail order outlets, and for many wineries this constitutes a great deal of their income (more so than cellar door sales). Reducing the hours of the off-licence to 9am to 9pm could have a detrimental economic effect on this side of the cellar door operation.

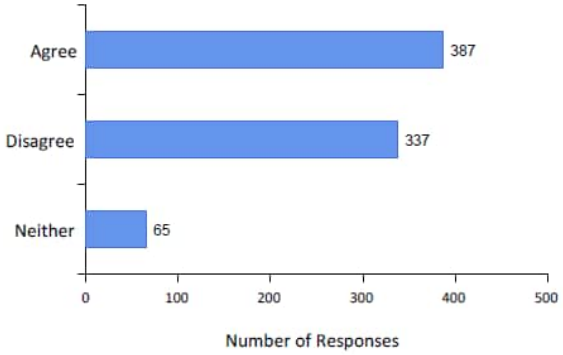
One submitter said it would not make much difference to sales as people would just purchase earlier. They said the Council should be encouraging people into restaurants, bars and hotels.

The remaining submitters in this group said they approved of the proposal.

Comment only
One of these submitters agreed with this question. One submitter said the hours were too restrictive as most people do not abuse their rights and access to alcohol. One submitter commented that it doesn't matter what the hours are as people will still buy alcohol. One person commented on shift workers who work late and might want to buy something to take home. Two submitters suggested hours should be 8am to 11 pm and two just disagreed.

Question 1(e) Proposed one-way door restriction in the Central City

Submitters were asked to indicate their level of satisfaction with this provision:



Comments
There were 286 comments on this question. The table shows the number of comments by the answer to the question.

Agree ticked	Disagree ticked	Neither/nor ticked	Comment only
23	235	11	17

Agree
All these submitters said the one-way door was a very good idea. Reasons included it would make for a safer less violent city; violence and bad behaviours seem to happen later in the evening and between establishments; it would make people plan their nights, and would keep drunks off the streets; and it supports a wider, more restrictive policy.

Three submitters suggested times of 2am or 3am.

Disagree
Those who felt the one-way door was too restrictive
Many of these submitters disagreed with having a one-way door at all and considered there should be no restrictions. Many submitters said they agreed with a one-way door but thought that 1am was too early. A number of these submitters suggested 2am or 3am would be preferable. Some thought closing times for all bars should be 4am or 5am.

Many submitters said it would make the city very unsafe as people would move from areas where bars closed at 1am to the Central Area A to try and get in to a bar before 1am. They said this would make for queues outside those bars and those in the queue who did not manage to get in would be angry and cause trouble and violence on the streets. Many submitters commented that this could mean people could be separated from their friends if they did not get in before 1am and be in unsafe situations. This could also happen if people needed to go outside after 1am and then would not be allowed back in.

A number of submitters considered the proposal took away their freedom to choose where to spend their nights and punished the responsible majority for the irresponsible actions of a minority. They also said that it should be up to individual businesses to determine their opening and closing hours and whether they had a one-way door or not.

Many of these submitters noted that a one-way door at 1am would significantly adversely affect shift workers, people who regularly work late, university students who frequently work late and tourists. They also said it would hamper the recovery as there would be no incentive for entrepreneurs to open new bars and the new bars that have opened since the earthquake would be penalised.

Many submitters commented that many young people do not head out for a night's entertainment until 11pm or midnight so this would disadvantage them. Many suggested that instead of going into town, people would have parties at home which could be undesirable for neighbours and mean people are

drinking in uncontrolled environments. Many also said that this proposal would increase the amount of preloading.

Those who felt the one-way door was not restrictive enough
These submitters agreed with the one-way door but said 1am was too late and suggested times of 11pm or midnight.

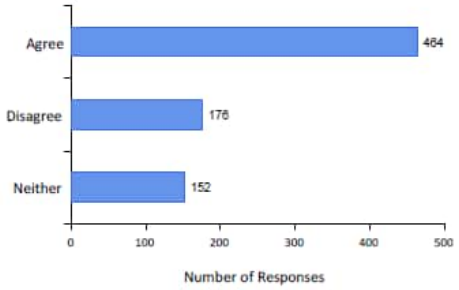
Neither
Most of these submitters agreed with the proposal but said 1am was too early, would discourage night time music and culture, and would mean people could not get into bars because of the queues. Some suggested 2am or 3am would be more reasonable.

Comment only
All these submitters disagreed with the 1am one-way door proposal. The reasons they gave included having to decide by 12.30pm where to spend the rest of the night, which takes away the relaxed atmosphere; problems will occur when people spill out of city bars that close at 1am and head towards Central Area A; responsible bar owners and managers have other options to manage their customers such as stamps and membership cards; adults have the right to decide when to come and go from premises; and such a policy would send youth away from Christchurch.

One submitter suggested a 2am one-way door and another suggested 3am.

Question 1(f) Proposed controls on the location of new bottle stores

Submitters were asked to indicate their level of satisfaction with this provision:



Comments
There were 158 comments on this question. The table shows the number of comments by the answer to the question.

Agree ticked	Disagree ticked	Neither/nor ticked	Comment only
30	110	15	3

Agree
All these submitters said there were plenty of bottle stores already and more were not needed. Some submitters said that a check should be kept on density, especially in lower socioeconomic areas and near schools, and there were too many in residential areas.

Disagree
Those who felt the proposed controls on the location of bottle stores were too restrictive
Many of these submitters said that bottle stores should be treated like any other business, able to set up wherever they chose, subject to current regulations. Some submitters said such restrictions would discourage business growth, limit economic growth, and drive young people out of Christchurch. Some submitters said it would be detrimental to the rebuild and to Christchurch nightlife; others said it was too restrictive and reduced their freedom to choose. Some submitters said each new licence application should be considered on a case-by-case basis, rather than having blanket controls. Some submitters said the proposal would inconvenience people not living in or near the proposed areas; others said the proposed controls would be ineffective as supermarkets stock alcohol.

Those who felt the proposed controls on the location of bottle stores were not restrictive enough
Many of these submitters said there were too many bottle stores already and the proposed controls did not go far enough. Some submitters said that density should be addressed and there should be no bottle stores in residential areas or within given distances from schools or churches. Submitters suggested 0.5km and 3km. Some submitters said the views of schools and communities should be taken into account when issuing licences and cited Henry's in Yaldhurst Road and the proposed Henry's in St Martins.

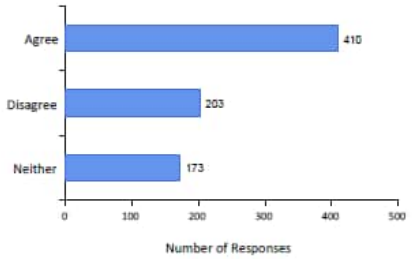
Wines of Canterbury said there is no separate definition for winery off-licences (cellar doors) and thus these are categorised with taverns and bottle stores. Since there is no mention of rural zones they said this could adversely affect new vineyards trying to set up a cellar door operation on their sites. They advocate the LAP should differentiate between types of off-licensee according to the level of risk, cost and social and economic benefits attributable to licensees of that type.

Neither
Some of these submitters said that the same controls should apply to supermarkets and dairies; and consideration should be given to proximity to schools and address density of premises.

Comment only
Two submitters agreed with the proposal and said bottle stores should not be near schools. The other submitter said fewer social outlets means further distances between them, so people are more likely to risk driving with excess breath alcohol.

Question 1(g) Proposed controls on the location of new taverns

Submitters were asked to indicate their level of satisfaction with this provision:



Comments
There were 159 comments on this question. The table shows the number of comments by the answer to the question.

Agree ticked	Disagree ticked	Neither/nor ticked	Comment only
20	119	13	7

Agree
Most of these submitters made the same comments about taverns as they did about bottle stores. Some submitters said that a check should be kept on density, especially in lower socioeconomic areas, and there were too many in residential areas.

Disagree
Many of these submitters reiterated the comments they made about the proposed controls on the location of bottle stores

Those who felt the proposed controls on the location of taverns were too restrictive
Many of these submitters said that taverns should be treated like any other business, able to set up wherever they chose, subject to current regulations and market forces. Some submitters said such restrictions would discourage business growth, limit economic growth, and drive young people out of Christchurch. Some submitters said it would be detrimental to the rebuild and to Christchurch nightlife. A number of submitters said the proposal was far too restrictive and reduced their freedom to choose.

Some submitters said each new licence application should be considered on a case-by-case basis, rather than having blanket controls.

Some submitters said the proposal would inconvenience people not living in or near the proposed areas, while others said that taverns should be in neighbourhoods as they act as a gathering place for people to meet and socialise and if they are close by it means people care less likely to be driving after drinking.

Those who felt the proposed controls on the location of taverns were not restrictive enough
Many of these submitters said there were too many taverns already and the proposed controls did not go far enough. Some submitters said that density should be addressed and there should be no taverns within given distances from schools or churches. Submitters suggested 0.5km and 3km. Some submitters said the views of communities should be taken into account when issuing licences.

Wines of Canterbury said there is no separate definition for winery off-licences (cellar doors) and thus these are categorised with taverns and bottle stores. Since there is no mention of rural zones they said this could adversely affect new vineyards trying to set up a cellar door operation on their sites. They advocate the LAP should differentiate between types of off-licensee according to the level of risk, cost and social and economic benefits attributable to licensees of that type.

Neither
One submitter said the demand for bars vastly exceeds the supply and adding local bars to areas which are acting in place of the city centre would be of benefit to the city.

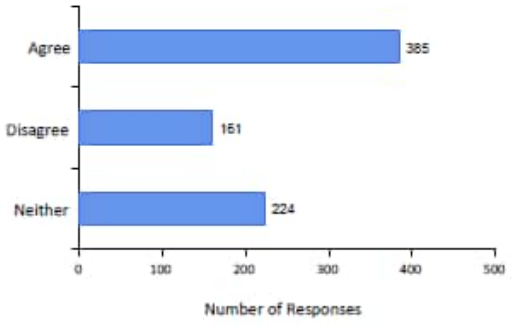
Some said consideration should be given to proximity to schools, and address density of premises. One submitter said noise restrictions should be enforced and one said each licence application should be on a case-by-case basis.

One submitter said research should be done to find out the effects a tavern would have on the area.

Comment only
Most of these submitters said the proposed control were overly restrictive, would stifle new business and taverns should be allowed in suburbs to be the local pub.

One submitter said no new licences should be issued and one said there should be limits on the total number of taverns in an area.

Question 1(h) Proposed special licence and discretionary conditions



Comments
There were 122 comments on this question. The table shows the number of comments by the answer to the question.

Agree ticked	Disagree ticked	Neither/nor ticked	Comment only
18	86	13	5

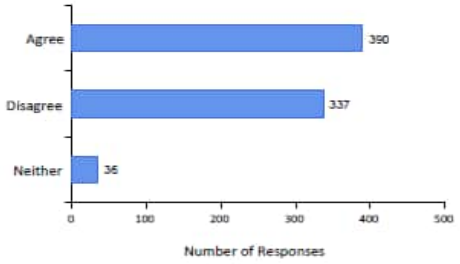
There was a comparatively small number of comments on this section of the draft LAP. 70 per cent of comments were critical. The most frequent comments related to the following:

- The discretionary conditions are too restrictive, unnecessary and place too great a cost and onus on the premise owner. For example, providing additional security staff late at night should be made at the bar or club owner's discretion – they understand their business needs.
- The restricted trading hours placed on first time licensees will inhibit their ability to establish a reasonable market share and would deter new entrepreneurs from setting up business at all. A three-month trial period instead was suggested.
- Discretionary conditions should include restrictions on signage relating to special prices and offers such as 'happy hours'.
- The Accident Compensation Corporation (ACC) recommended that discretionary conditions include a requirement for training for staff across all licence types.

Comments on special licences' provisions focused on:

- The proposed limit on special license applications per year would inhibit the live music/entertainment scene: it would mean that entrepreneurs could not get enough special licences to serve all their gigs and events. This would diminish their business opportunities and profitability.
- The limited number of venues (especially post-earthquake) available for such events would further exacerbate this – a smaller number of venues are running a greater number of events. Similarly, clubs and suburban hotels would be disadvantaged – they are helping to fill a large gap in need for community-style venues and should not be thwarted by limits on special licence applications.
- The limits on special licences will do nothing to reduce alcohol-related harm.

Question 2 Overall support for the draft policy's direction



There were no comments on this question. It was a simple Agree/Disagree/Neither option.

Question 3 Best aspects of the draft LAP

Of the over 600 responses to this question, most identified one or more of the following four provisions as the best part(s) of the draft policy:

- Restrictions on off-licences' trading hours for selling alcohol.
- One-way door restriction in Central Area A.
- Restrictions on location of new bottle stores and taverns.
- Distinction between on-licence trading hours in Central Area A and those in suburban/residential areas, including Victoria St.

A small number of submitters noted that the draft policy is 'a step in the right direction', commended the Council for tackling a serious issue of importance to the whole community, considered that the restrictions will help curb alcohol-related disorder, accidents and harm, and thought that the provisions will reduce preloading and binge drinking habits.

Conversely, a similar number of submitters answering this question found nothing commendable in the draft LAP: the most common criticisms being that it will stifle the city's nightlife; deter young people from living and coming to the city; will be ineffective in reducing alcohol-related harm; is a symptom of a 'nanny state' and has been developed by those who are out of touch.

Over 200 of the comments on this question identified the proposed trading hours for on and off-licensed premises as one of, or the single, best aspect of the draft policy. About 70 submitters referred specifically to the proposed restrictions on on-licensed hours. Of those who commented specifically on off-licensed premises' hours of trading of alcohol, about 80 submitters referred specifically to bottle stores and 20 to supermarkets, but the rest referred generically to off-licensed premises. Almost all such comments in favour of the restricted trading hours referred to the maximum hours for closing of off-licensed sales of alcohol (9pm); hardly any comments were made about opening hours (the proposed 9am).

About 80 responses to this question identified the proposed one-way door restriction in the Central Area A as the best, or one of the better, aspects of the draft policy: they thought it was a reasonable restriction that will help reduce disorder and negative behaviour later at night in the Central City.

Controlling location of new bottle stores and taverns to business-zoned areas was noted by over 30 submitters as one of the best parts of the draft policy. Specific mention was made by some supporting the restriction of bottle stores to business-zoned land, with only a few specifically mentioning taverns. Generally comments said that there are adequate (some said too many) bottle stores in suburban areas and the proposed policy is sensible.

The difference in maximum trading hours between the Central City and elsewhere was noted by a number of submitters. Later closing in a defined part of the Central City was supported and the earlier 1am closing time elsewhere was thought appropriate for residential ad suburban areas. The proposed inclusion of Victoria Street in the Central Area B (maximum 1am closing for on-licensed premises) was specifically supported by about 25 submitters.

Question 4 Aspects of the draft policy that need to be changed

Nearly 800 Have Your Say submitters answered this question. Almost 15 per cent would like no changes to the policy, while others suggested specific areas of the policy that could be improved. The most common areas noted for improvement were:

- Fewer restrictions for on-licensed venues in the Central City and in some suburban areas, including a less restrictive, or removal of, the one-way door policy.
- More restrictions for off-licensed premises.

Closing times

- The proposed Central City Area A is too small and closes too early. Some bars or night-clubs within this area should be open later as a staggered closing will reduce crowd dispersal problems. Other areas within the CBD, Frame and Central City area should be included as the proposed size is about one per cent of the previous area that was deemed CBD.
- Those areas that have developed since the earthquakes should be included in the later trading area.
- A closing time of 5am to be in line with Auckland and Wellington could be considered,
- Hours need to be later so that young people do not leave the city or have house parties and cause trouble in the suburbs. It is better that people drink in supervised areas late at night rather than in uncontrolled environments. The hours need to change to avoid becoming a retirement village and a place tourists don't visit.
- Reduced hours will inhibit development and deter investment.
- People need to be encouraged to return to the Central City, not turned away from it.
- Hours should be at the discretion of the licence holder.
- Host responsibility needs to be a focus. Those who are not responsible hosts should have severe penalties or reduced trading.
- Hours are too restrictive for those that work night shifts or in the hospitality industry.
- The limit on special licences is too restrictive and will hurt non-tavern licensed venues that hold social functions.
- Dance and music events will be affected by the proposed closing hours.
- Areas suggested for later opening were Lyttelton, Akaroa, Victoria Street, the Frame, and the area within the Four Avenues if residents consider it is in their best interest. Others would like to see exceptions for all or some suburban areas or particular taverns so that there is not an environment that destroys competition and favours the few Central City bars over the many suburban bars. Suburban hours could be extended on a case-by-case basis.
- However comments in support of the restrictions (or wanted more) said that the hospitality industry avoids the social costs of alcohol and that 3am is too late for bars to be open. Some suggested no alcohol sales past 2am while others said midnight or 1am is a more suitable closing time.
- Others supported the proposed closing time for suburban areas and a few would like to see these closing times further reduced in residential areas, and delayed opening of suburban taverns. Others said no changes should be made to extend suburban hours.

One-way door

- The majority of comments on the 1am one-way door restrictions in the Central City would like to see it implemented later or to remove them completely. Some said that it should be discretionary. Some said they need to be removed as it takes too long to get into bars and it is unreasonable for people to want to stay in one bar for two hours. They said it will not encourage tourism, Central City development and will not reduce alcohol-related harm.
- The few people that did support one-way door policies suggested their inclusion in suburban areas as well. Others would like to see tougher one-way door restrictions that start earlier in the Central City.

Hours for off-licences

Most submitters here wanted more restrictions on hours and locations of off-licensed premises.

- Off-licences contribute to preloading and alcohol-related problems so reduced hours are acceptable. Reduced hours will limit harm to vulnerable people.
- Shorter trading hours both in the morning and the evening were suggested. A few people suggested no trade on Sundays for off-licensed premises.

- Some said that there are too many outlets in suburbs and that more needs to be done than just reducing hours. Some said that the number of new off-licence outlets needs to be limited further. They said that harm is caused in alcohol outlet-dense areas of the city and that the growth of outlets in these areas needs to be reduced. Density and proximity are important considerations and distance restrictions could be included.
- Some wanted grocery stores or dairies stopped from selling alcohol, while others said supermarkets should not sell alcohol as it normalises it. Other suggestions include R18 sections or entirely separate sections where alcohol is sold.
- Some said liquor stores and supermarkets should not be on the same site.

But there were also contrary comments:

- Supermarkets and bottle stores should have different rules as supermarket hours will be impeded if they are unable to sell beer and wine.
- Supermarkets should have longer hours so people can purchase alcohol when they do grocery shopping. Some said hours of trade of alcohol should match store opening hours.
- A few submitters thought that no changes are required to off-licensed premises in the city and that hours should be extended or left as they are currently.

Other comments

- The focus should be on education. The policy is treating the symptoms rather than the cause. Social changes rather than timing changes are needed. It is the consumers that cause the problems, not the businesses.
- The recommendations are not best practice and do not have any evidence to show effectiveness. There are fundamental flaws with the proposed policy.
- There could be more input on licensing decisions from local communities, those living in the area, the hospitality industry and those who work in the hospitality industry. An accord may be another solution.
- Need to get rid of all loopholes in the policy.
- Need to explore the economic impacts of the clauses.
- Try the policy and then assess it after a trial. Assess regularly and change it if it is not working.
- Local business resistance will be based on self interest not benefit to the community.
- Eventually the LAP should be more restrictive, but this is not achievable yet so this is a good start.

Other changes suggested:

- Ban party buses, use ID scanning and retinal scanning, put restrictions on advertising and marketing, promote low alcohol drinks, no tax for low alcohol drinks, forbid drinking in public, Police to take a stronger stance on intoxication and repeat offences, make public drunkenness an offence, increase purchasing age, have minimum prices per standard drink, link taxation to alcohol treatment, restrict the quantity, size or strength of alcohol available after a certain time, have greater controls on price, RTD and alco-pop sales, make on-licences charge more after midnight and use that revenue to pay for problems caused.

Question 5 Other comments about the content or further matters to be considered

Over 600 Have Your Say submitters answered this question. Two thirds used it as an opportunity to emphasise points already made in their submission – about 45 per cent stated their opposition to the draft policy's provisions (particularly on-licensed premises' trading hours) and about 20 per cent commended or affirmed their support for the draft. The remaining one third, whilst broadly supportive, contributed a wide range of comments on additional or alternative ideas for policy provisions and future work that would strengthen ways to reduce alcohol-related harm.

Of the 45 per cent who noted their opposition to the draft policy, the most common criticisms were:

- The proposed on-licences' trading hours in the Central City (in particular) and one-way door restriction will drive young people from the city and turn it into an unattractive 'retirement village'.
- The provisions are ham-fisted and penalise the whole hospitality sector for the sake of curbing the behaviour of a minority and drinking behaviours for which they are not responsible (preloading and binge drinking fuelled by cheaper off-licence purchasing).
- The provisions will have unintended consequences such as dumping dissatisfied drinkers en masse onto the streets earlier.
- The policy will encourage more, comparatively uncontrolled, drinking at home.
- The proposed 1am one-way door in Central Area A will drain suburban premises' business by pushing drinkers into travelling into the Central City before the 1am close-off.

From the 20 per cent who affirmed the policy's direction and provisions, the most common comment was that it is a commendable first step in addressing alcohol-related harm and will contribute to reducing binge drinking, preloading and alcohol-related harm.

From the 35 per cent of submitters who made comments on further steps the Council and others should take to reduce alcohol-related harm, there was a wide range of matters raised – both inside and some outside the scope of a LAP. These included:

- Placing more emphasis on personal responsibility for managing drinking behaviour.
- Requiring greater host responsibility measures (such as installation of CCTV, late night security staff, staff training programmes).
- Increasing enforcement of existing laws such as liquor bans, noise controls, underage drinkers.

About 20 submitters made comments about the location of new off-licensed premises within close proximity to schools (500m, 1 km and 2km were suggested). Two thirds of these comments specified that bottle stores should not be allowed within a close radius and the other third referred generically to off-licensed premises.

More than 20 submitters requested that limits on the density of off-licensed premises be considered – specific areas mentioned were Ilam, Riccarton and those with lower socioeconomic demography. Mostly these references were to bottle stores.

Alternative policy proposals included:

- A 2am one-way door instead of 1am – more moderate and aligned with the pre-earthquake status quo.
- Later closing time (e.g. 5am) for some on-licensed premises in the Central City, to enable a lively late night entertainment scene to survive, and attract young people.
- Later closing times on Thursday, Friday and Saturday nights for suburban bars and those in townships such as Akaroa and Lyttelton.
- Maximum of 10pm closing for off-licensed sales of alcohol, to accommodate lifestyle shopping patterns, and longer working hours (the shift worker population has grown in number post-earthquakes).
- A small number of submitters suggested that the policy provisions should be more restrictive such as reducing off-licences' trading hours further to 6pm or 7pm, and not on Sundays.

A few submitters (fewer than 10) called for policy actions beyond the scope of a LAP:

- Being intoxicated in a public place should be an offence.
- Product advertising should be banned from the exterior of off-licensed premises.
- There should be greater opportunity and time for local communities and individuals to have input into specific licensing decisions being considered by the District Licensing Committee.
- There should be education programmes that encourage safer drinking habits.

Density
Several comments were made on the density of licensed premises and that more should be done to consider density in the draft LAP.

A number cited ***Alcohol in our Lives: Curbing the Harm (2010)*** and the link between density and alcohol consumption, harms and community degradation.

Other reasons given for the need to consider density were:
- To avoid bottle store density in poorer areas.
- There are proven harms linked to density.
- Density is currently neglected and not enough is done to control it.
- Off-licences are clustered in areas with higher deprivation.
- Bottle stores and taverns are limited to areas of the city, but the number of licences in each area is not limited.
- Density could cause competition on price.

Measures given to help to manage density were:
- A cap on the number of outlets.
- Reduced growth of outlets.
- Restriction dependent on population.
- Regulations to permit a view of the wider community at hearings about the number and density of outlets.
- Restrict the number of licences.
- Refuse a licence if there are sufficient outlets in the areas.
- No off-licences given within a 500m radius of each other.

Submitters commented both on the need for density to be included in the draft LAP for both off- and on-licensed premises. The majority refer to off-licensed premises.

Night-clubs
The need for specific provision for late night night-clubs, for entertainment, live music performance, DJs and dancing was emphasised by a large number of submitters, especially in the two Facebook-based submission forms.

Reasons given for this later trading licence include:
- Musicians and DJs depend on late night venues to allow them to play. They attract international talent to the city.
- Some night-clubs have a door charge and provide quality entertainment. Night-clubs with a door charge should allow people to come and go as they please.
- Having two or three special licensed venues open later will keep the city alive.
- Night-clubs provide entertainment and are venues for music, dancing, concerts and DJs. They are places where people meet and socialise. Entertainment other than alcohol is provided.
- People attending night-clubs and dance music stay to late hours with minimal trouble. Those listening to electronic music and dancing are not the types to be getting into trouble and committing harm.
- Night-clubs are quite different from taverns. Night-clubs do not trade in the day and are well managed. They provide facilities dedicated for entertainment, have door charges and open later.
- Submitters suggested the reintroduction of ‘entertainment licences’ on a case-by-case basis.

Other matters – outside of the LAP
The introduction to the Statement of Proposal invited submissions on precinct-based accords. Although these are out of the scope of a LAP they may be appropriate for consideration as part of an alcohol strategy. There was a range of positive comments about the appeal of precincts and the opportunity they provide for diverse, enriching hospitality and entertainment activities. A summary of views on these is below.

Precincts
Precincts, or identified areas where late night or a particular type of hospitality/entertainment activity can be carried out in an identifiable and cohesive way, were specifically commented on by almost 10 per cent of submitters, including many licensees and providers of late night entertainment. Submitters using the Hospitality New Zealand and Save Chch Nightlife's process were particularly supportive of providing areas where late night entertainment, night-clubs and music gigs could thrive. Many spoke of the great reputation the Christchurch live music scene once had and how that was threatened by the proposed 3am maximum closing time in Central Area A and 1am closing elsewhere (the latter being where suitable, affordable premises or land is more likely located to cater for late night entertainment venues).

Noted advantages of hospitality or entertainment-focused precincts were that they would:
- Enable purpose-designed amenity e.g. crime prevention and crowd management techniques.
- Foster collaborative licensees' initiatives to manage patron behaviour through, for example, sector accords, initiatives such as ID-scanning, CCTV.
- Allow attractive growth of clusters of activity in appropriate areas that can reflect diverse types of hospitality.
- Help address shortfall of space for late night entertainment and hospitality – Central Area A is considered far too small.
- Create suitable space for late night night-clubs and music venues to operate – the need for an area/areas where night clubs and live music gigs can happen is urgently needed.

Areas suitable for development into precincts included St Asaph Street, Riccarton Road, Addington, Merivale and the Palms.. Victoria Street was noted by a number of submitters (both licensees and users of the area) as a successful precinct, albeit issues relating to its adjacency to residential living were strongly noted in representative and individual submissions from nearby residents.

Later trading hours, aligned with Central Area A, were seen as a crucial point of difference essential for precincts in suburban areas such as Merivale, Riccarton, Addington and Victoria Street (LAP2900, LAP2897, LAP2840). Licensees from the likes of SOL Square and Victoria Street commented on the popularity of their existing and prior precincts to patrons, and their significant contribution to the Central City's vitality. Though not recommending precinct development, other submissions advocated for later trading hours for premises in suburban areas such as Lyttelton and Hornby. Such areas are seen to be important centres or hubs for local socialising and later hours are a sensible way to provide residents with accessible, neighbourhood social venues without the need for late night cross-town travel.

Accords
The effectiveness of local, sector Accords between licencees was supported by 19 premises in two submissions (two of the licensees had two premises each in the area they wrote about). They were seen as an effective tool for developing positive collaboration between premises in a local area and a means of working together to pro-actively manage patron behaviour both inside, outside and nearby to premises. Numerous examples of collaborative initiatives achieved and planned are detailed in the Victoria Street Precinct Accord Group's submission (LAP2897).

The Victoria Street Precinct Accord Group recommended that its active precinct accord be formally recognised in the LAP and regard be given to it in licensing decisions. Similarly, the collective of Addington/Riccarton-licensees (LAP2840) submitted that an Accord be developed in their area and it be also recognised in the LAP and regard be given to it in resource consent and licensing decisions.

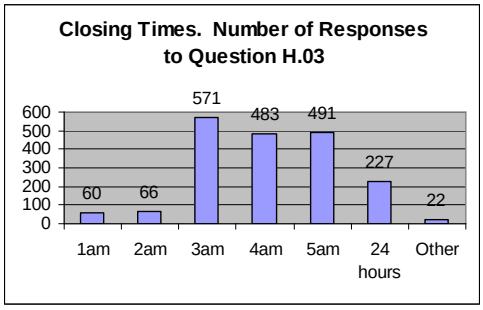
The effectiveness of such accords was, however, challenged by others such as the Victoria Neighbourhood Association (LAP2627).

8.2. Hospitality New Zealand Facebook submissions' summary

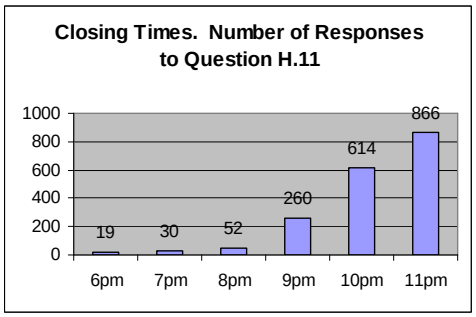
Hospitality New Zealand hosted a Facebook-based survey and submission process. They asked different questions from those posed in the Have Your Say submission form. The responses to the Hospitality questions are shown graphically below, along with a summary of additional comments that were made. Hospitality New Zealand provides its own analysis of the survey results in its own organisational submission too (LAP2515). The Facebook-based submissions run from LAP500-LAP2428.

The graphs below show the answers given by submitters to questions regarding off- and on-licences' closing hours.

Graph 2
H.03 What do you consider is an appropriate closing time for the Central Christchurch hospitality area (being the main area of licensed premises in the whole of Christchurch)?

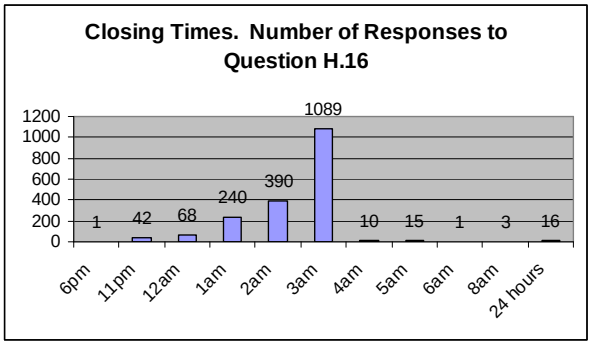


Graph 3
H.11 What do you consider is an appropriate closing time for off-licence sales?



Graph 4

H.16 With regard to Riccarton, Merivale, Shirley, etc: What do you consider is an appropriate closing time for these areas?



Graph 5 below shows the answers given by submitters to the following questions:

H.01 Do you consider that the late night bar/restaurant/night-club area should be enlarged to include all Central City Zoned land within the Four Avenues?

H.02 Do you think other areas around Christchurch should also have later trading?

H.05 Would the proposed one-way door have negative impacts on your habits of going out in Christchurch?

H.06 Would a one-way door and reduced trading hours make you go out earlier?

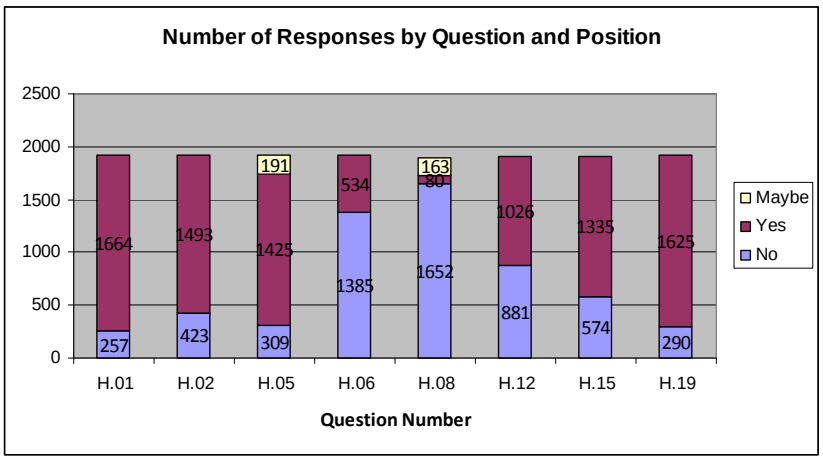
H.08 Would having earlier closing times for bars and a one-way door at 1am make you drink less?

H.12 Would you prefer to have later hours for off-licence sales to allow you to purchase your alcohol for the night prior to going out for a night out?

H.15 Riccarton, Merivale, Shirley, etc:] Do you believe that these areas should be addressed as specific precincts that are separate from the City and other suburban areas?

H.19 Does restricting the nightlife in Christchurch and the Central City reduce your desirability to stay in Christchurch and recommend Christchurch to others?

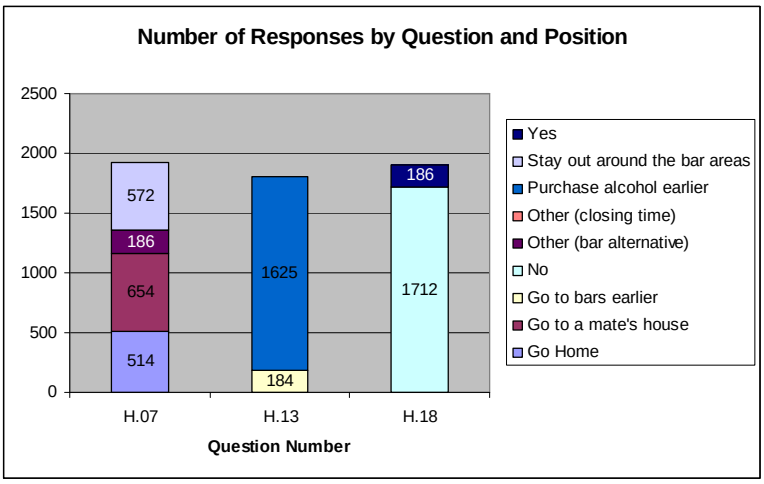
Graph 5



Graph 6 below shows the answers given by submitters to the following questions:

H.07 If you did not get in to a bar by the 1am closing time [what] would you be likely to [do]?
H.13 If the hours for off-licence sales (supermarkets, bottle stores) were reduced, would you still purchase alcohol for the night prior to going out for a night out or would you go to a bar/restaurant earlier instead?
H.18 Based on what you know of the draft LAP, do you support the direction taken by the Council to reduce the hours of trading for bars, restaurants and night-clubs throughout Christchurch?

Graph 6



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Summary of additional comments made by submitters using the Hospitality Association New Zealand survey/submission form

Question: Do you think other areas around Christchurch should also have later trading? - If Yes, where?
Over 1,100 submitters suggested a variety of areas. Over 25 per cent of submitters thought Riccarton should have later trading, almost 20 per cent identified that Merivale should have later trading and over 15 per cent noted Addington/Lincoln Road. Other areas that suggested were Shirley and The Palms, Victoria Street, Papanui/Northlands, Woolston, Ilam, Hornby, New Brighton, Lyttelton, Sydenham and St Albans. Seven per cent thought that all bars should have later trading hours. Areas where premises should not have later trading included bars in residential areas and those with irresponsible hosts.

Question: What do you consider is an appropriate closing time for the Central Christchurch hospitality area - other comments?
Over 700 submitters commented. Many wanted to see later trading hours for the Central City including a later one-way door. They said that the reduced hours will deter young people staying in the city and tourists visiting. The policy will 'kill the city', deter investment, make it boring and there is a need for places for students, tourists and young people to go as they like late nights. Earlier closing times will mean that there are not places for hospitality staff and shift workers to go after work.

Other common comments included:
- Closing times should be determined on a case-by-case basis or by bars themselves.
- 3am closing is suitable for some bars, but others should be able to go later, and some should be able to have 24 hour licences.
- Areas that provide entertainment should be allowed to open later.
- Not everyone is ready to go home at 3am and if everyone is forced onto the streets – en masse - with nowhere to go there could be problems.
- Bars are safer, controlled environments compared to house parties so the hours should encourage rather than deter patronage.
- Precincts or clusters of bars that are allowed to be open later are easier to police.

Question: Would having earlier closing times for bars and a one-way door at 1am make you drink less?
A large number thought that they would drink the same amount or more, just in a shorter time so that they can get to bars before the 1am one-way door commenced; others said that they would stay home or go to parties instead, as it would not be worth travelling into town.

Very few submitters thought that earlier closing times and a one-way door would make them drink less. Others said they do not go out to drink alcohol but to see bands, music, DJs and for social activities so the amount they consume would not change.

Question: Do you believe that a one-way door in the Central City will assist in reducing alcohol-related issues and do you have any other comments you wish to add on this matter?

Over 650 comments were made. In summary:
- A one-way door will mean that people refused entry will cause problems on the streets.
- It will create problems in suburban areas as people will remain there, drinking in uncontrolled environments, rather than travelling into the Central City.
- People will drink more, faster, in order to be able to arrive before the one-way door starts.
- A one-way door policy in the Central City is acceptable, but should start at a later hour.
- A one-way door should also be implemented in the suburbs.
- One-way door restrictions will inhibit people's movement between bars to meet people, listen to different music and visit different venues.

Question: What do you consider is an appropriate closing time for off-licence sales?
Of the almost 150 responses to this question, around 20 per cent wanted off-licence sales to be 24 hours a day. A further 20 per cent suggested off-licences should be open until midnight. Varied hours of trading on different days of the week were suggested.

Other comments included:
- Supermarkets should be able to sell throughout their hours of opening.
- Shop owners should be able to decide when they open or it be decided case-by-case.
- Longer trading hours will accommodate shift workers and those who do their grocery shopping later in the evening or early morning.

- Off-licences' hours won't reduce harm - price and preloading are the problems.
- People will change their shopping habits and stock up before closing time; others thought that reducing hours of off-licences is a way to reduce preloading and to encourage alcohol consumption in a controlled environment.

Question: If the hours for off-licence sales were reduced, would you still purchase alcohol for the night prior to going out for a night or would you go to a bar/restaurant earlier instead – any other comment?
In summary, common comments were:
- Cheaper priced product from off-licences drive decisions about where and when people buy alcohol from them.
- Some people need or prefer to purchase alcohol during their normal grocery shop which may be early morning or in the evening, and others don't work standard hours.
- Earlier closing times would affect lifestyle and social habits e.g. summer barbeques, catering for unexpected guests, buying a bottle for a dinner out, and those who do shopping later in the evening either from preference or because of shift work.
- Reducing off-licence hours is a good start but more needs to be done to make controlled drinking more attractive.
- A change in hours will not affect the amount purchased.

Question: Do you believe that areas 'like Riccarton, Merivale, Shirley etc' should be addressed as specific precincts that are separate from the City and other suburban areas and what is an appropriate closing time for them?

Over 100 submitters commented:
- The most frequent closing times suggested were 24 hour opening, 4am and 5am.
- Hours of bars across the city should all be the same as the CBD.
- Premises should be able to determine their own hours or on a case-by-case basis.
- Proximity to residential areas, noise issues and competency of premise management should be taken into account.
- Bars providing entertainment should be open longer.

Question: Based on what you know of the LAP, do you support the direction taken by the Council to reduce the hours of trading for bars, restaurants and night clubs throughout Christchurch?
Some submitters commented that they did support the policy, others supported parts but it needed refinement e.g. the Central City area needs to be larger, and that some bars need to stay open longer. More disagreed with the draft LAP: it will not keep young people and tourists in the city; there will be more alcohol-related issues with the changes in hours of trade and the city will miss the chance to develop a vibrant nightlife. Earlier closing hours will cause disruption in residential areas with more house parties and will do nothing to address the alcohol-related problems of the city. Music and entertainment venues are 'punished' by the policy. Some said that there was no need to change anything as there were not any problems that required addressing.

Does restricting the nightlife in Christchurch and the Central City reduce your desirability to stay in Christchurch and recommend Christchurch to others?
Frequent comments included:
- Musicians and hospitality workers said that they will think about moving from the city and that the draft LAP would make the city unattractive to rebuild workers.
- Students, graduates and young professionals said that nightlife is important in deciding where to study, live and work and the draft LAP would be a deterrent. Others commented that they no longer live in Christchurch and one of the reasons for leaving was the lack of nightlife in the city after the earthquakes. They do not recommend Christchurch to others as a place to live or visit.
- Longer hours of nightlife in other cities in New Zealand and Australia are more appealing to young people.
- People in a city socialise through the nightlife.
- Bar owners would choose to leave the city to other more desirable cities.
- Conversely, some said that there is more to Christchurch than bars.

8.3. Chch Late Facebook submissions' summary

The Chch Late Facebook page was set up to oppose the proposed LAP[2]. A link was given to an online submission form created by the group. Handwritten submission forms were also completed during evenings on Victoria Street. The Facebook page was very active and by the end of June had over 8,000 Likes on it. A total of 1,078 submissions were received. The online submission made up around two thirds of these submitters while the rest filled in hand-written forms.

Chch Late's online submission form had eight pre-ticked statements that submitters were asked to either leave ticked (in agreement) or de-select. A ninth pre-ticked statement noted if submitters wanted to be heard in the hearings. In the printed forms, these statements needed to be ticked to indicate support. The focus of the form was the proposed trading hours for on-licenses and the one-way restriction in the Central City area. The majority of submitters agreed with all of the prompted statements below:

1. It is not fair to stop me from going out for a drink and a dance or to see a band or deejay after 1am just because a minority of people behave badly. Closing for night-clubs should be 5am. ***(more than 98 per cent agreed)***
2. It is not fair that I can only drink in a small part of the CBD – it will not provide enough variety of places to go nor cater for the diversity of cultures that a vibrant city should include. The same closing hours should apply throughout the entire city. ***(94 per cent agreed)***
3. I do not think a one-way door is a bad idea in itself but 1am is too early. ***(more than 92 per cent agreed)***
4. If CCC and Policy were to genuinely work in partnership with late night entertainment businesses they could find more effective ways of keeping troublemakers out of bars and clubs and away from the CBD, so the rest of us can have a social life. ***(more than 94 per cent agreed)***
5. A well thought out policy could include stricter standards for bars that open later and measures like electronic data sharing between bars/ID scanning. ***(more than 90 per cent agreed)***
6. Over-regulation and excessive control won't fix the city's issues and will only cause resentment. ***(more than 93 per cent agreed)***
7. If Council proceed with this policy it will make it very unattractive for me to stay here***. (90 per cent agreed)***
8. Christchurch once had a world-class reputation for its emerging and underground club scene; this will be no more. ***(more than 90 per cent agreed)***
9. I want to be heard. ***(more than 60 per cent agreed)***

Additional comments were made by over 130 of the Save Chch submitters. These are summarised:

- The drinking culture is the problem and changing the times that bars can be open will not change this. Better education, parenting and public awareness are needed. A minority cause problems but the majority of people are being punished by the policy.
- It is not fair to only include part of the Central City in the 3am maximum closing hours. The late night hours should apply to all the Central City within the Four Avenues, with some mention also of Lincoln Road, Riccarton and Lyttelton. Late licenses should depend on the history of responsibility of the bar, not on where it is located.
- One-way doors are a good idea, but 1am is too early and it will deter some patrons from coming into the Central City at all. There will be an outflux of patrons at earlier-closing bars in order to get to others before 1am. People want to move between bars to listen to music and meet friends.
- Without late night bars, there will be house parties which are less well-controlled than bars. With a set closing time, people not ready to leave will be on the street – angry, causing fights and problems. With earlier closing, people will drink the same amount, but faster.
- Young people and tourists are important to this city: it needs young people to rebuild, start future businesses and add vibrancy. People are leaving the city because there is nothing to do, and restricting nightlife will cause more of this. Tourists will spend less time and money in the city.
- Shift workers and hospitality workers need somewhere to go after they finish work. The policy will also negatively affect hours of employment, jobs and incomes of hospitality and food employees, taxis, transport operators, musicians and bands.

[2] https://www.facebook.com/Chch Late/posts/135856709951394

- There is a need for night-clubs that can run later than 3am. Musicians and bands play late at night and the reputation that Christchurch once had for good music events will be damaged if all night events can't be hosted. Those at music events don't cause trouble.

8.4. Summaries of submissions by key sectors and organisations

(a) Health sector

Nineteen submissions were received from groups or organisations within the sector. These were:

- He Waka Tapu (LAP256)
- Community and Public Health incorporating the submission from the Medical Officer of Health for Canterbury (LAP2523)
- Christchurch Hospital Emergency Department's Senior Nursing and Medical Team (Appendix 3 in LAP2523)
- ACC (LAP2852)
- The Salvation Army Hornby Community Ministries (LAP2856)
- Christchurch Primary Health Organisation (LAP2860)
- Consultant Emergency Physician, Canterbury District Health Board (LAP2877)
- Public Health Association, Canterbury and West Coast Branch (LAP2895)
- Problem Gambling Foundation of New Zealand (LAP2902)
- Health Promotion Agency (LAP2919)
- Canterbury Hospitals Medical Staff Association (LAP2918)
- Alcohol Healthwatch (LAP2922)
- Canterbury Alcohol and Other Drug Managers Advisory Group (LAP2925)
- Community Action Youth and Drugs (LAP2953)
- Mental Health Advocacy and Peer Support Trust (LAP2958)
- He Oranga Pounamu (LAP218)
- National Addiction Centre (LAP2771)
- Cancer Society (LAP2691)
- Pegasus Health (LAP2885)
- National Council of Women (LAP2746)

The great majority of these submitters provided considerable background and research information, in addition to comments in response to the questions. There were in addition several submissions from medical specialists and practitioners writing as individuals.

Maximum trading hours and one-way door provisions
These submitters strongly supported the draft LAP with many saying it is "a step in the right direction". Except for the Problem Gambling Foundation they were extremely supportive of the maximum trading hours and the one-way door provisions for on- and off-licensed premises. They provided a variety of reasons for their stance, which centred around research showing that reducing the availability of alcohol reduces all kinds of alcohol-related harms such as chronic disease, mental health problems, accidents, injuries, crime, violence, and sexual assaults, and noted that alcohol is not just any other commodity but is a most harmful recreational drug.

They were also concerned about the cost of alcohol-related harm to the health sector in time, money and resources which could be better directed to other health needs.

Christchurch Hospital Emergency Department's (ED) Senior Nursing and Medical Team, the Consultant Emergency Physician, and Canterbury Hospitals Medical Staff Association all pointed to the difficulties staff working in ED experience from groups of acutely intoxicated patients, particularly on weekends. They said it was common for all these groups to be hugely resource intensive, tying up both medical and security staff because of their abusive and violent behaviour and thus compromises other patients' care. They said almost all of the violence towards staff is alcohol fuelled.

The Mental Health Advocacy and Peer Support Trust said that as an organisation working with people affected by mental health and/or alcohol or other drug issues, they are very aware of the harm and distress caused by overuse of alcohol by individuals, their whānau and the community at large. Alcohol can exacerbate the experience of depression, and can cause anxiety and depression to family/whānau when a family member drinks to excess.

The Problem Gambling Foundation disagreed with the maximum hours, stating they 'do not believe it is in the public interest for alcohol to be sold on licensed premises from 8am'. They recommended that the maximum hours for on-licensed premises should be changed to 9.00am to 3am and for off-licenses to 9.00am to 1am.

Control on location and density of new bottle stores and taverns
However, the submitters were less enthusiastic about the draft LAP's proposed controls on the location of new bottle stores and taverns. Many submitters considered there should be more stringent controls on both location and density of these premises, citing research that shows the relationship between the density of outlets and alcohol-related harm; and the relationship between deprivation and outlet density where areas of higher deprivation have a higher density of outlets and hence higher incidences of alcohol-related harm.

Community and Public Health suggested that the draft LAP prescribe for a moratorium on the issuing of new bottle store and tavern licences across all areas outside the Central City, except where a Community Board expressly indicates that more licenses should be granted, and He Oranga Pounamu suggested there should be a sinking lid policy for off-licenses. Some submitters suggested there should be proximity conditions in relation to key community facilities such as schools and marae.

The National Council of Women said they would like to see the number of alcohol outlets further mediated by local consultation. They noted that at present, local advocates and ordinary residents have been unable to influence whether or not Council grants an on- or off-licence premises a licence, even with great effort. They would like to see a consultative process in this area taken more seriously so that local communities can truly have a say.

They also believed it would be worthwhile for the Council to adopt a 'sinking lid' for on- and off-licence premises, particularly in low-income areas and other areas where there is a high density of liquor outlets.

The submitters also suggested a variety of additional discretionary conditions including mandatory training for all bar staff, limits on the placement of advertising in and around off-licence premises, provision of public health information on reducing alcohol-related harm at off-licences, and having a single alcohol display area in supermarkets.

(b) New Zealand Police

Overall
The Police (LAP2924) supported the package of proposals outlined in the draft LAP. The Police submission noted that, despite its small population, the central Christchurch area (pre-earthquake) accounted for almost 30 per cent of Canterbury District's total crime and that alcohol-related crime comprised a significant proportion of central Christchurch's policing resources and total crime. Since February 2011, there has been a displacement in alcohol-related issues across the Christchurch metropolitan area and new alcohol-related 'hot spots' for crime have been identified in Victoria Street, Merivale/Papanui, Riccarton Road, Shirley and Addington. Crime data from 2012 indicated that alcohol-related crime (such as disorder and violence) has increased in these areas since the earthquakes. The submission noted that in comparison with other areas of New Zealand, Christchurch City has disproportionately high levels of alcohol-related harm.

Hours for off-licences
Police supported the draft provisions reducing hours of trade for off-licences (9 am-9 pm). Their submission noted that approximately 76 per cent of alcohol in New Zealand is purchased at off-licences and 60 per cent of alcohol-related offences are linked to home and public consumption. The submission identified particular features of the Christchurch drinking culture: preloading, preloading on the street, disorder, breach of liquor ban and low level offences leading to serious offending.

Hours for on-licences – Restaurants/cafés
Police supported the proposed maximum trading hours (8am-1am) for restaurants and cafés.

Hours for on-licences – Taverns/bars/pubs/night-clubs/clubs in Christchurch Central Area A
Police supported the draft provisions relating to hours for these on-licences (8am-3am). The submission referred to a range of studies which conclude that extended late night trading hours lead to increased consumption and related harms, while reduced trading hours are found to decrease alcohol-related harms. The Police preferred a fixed closing time of 3am and submitted that the experience of Timaru is relevant: in 2007 reduced trading hours (3am closing) in Timaru led to a drop in recorded violent offending, the offending was not displaced to an earlier time, nor to elsewhere in Timaru. The Police submitted that international evidence and police experience show that the negative consequences of longer trading hours outweigh the issues around a fixed closing time of 3am.

Central Area A - Boundaries
Police submitted that Central Area A should be well defined and enlarged to include the zone bounded by 'the Frame' to the south and east and the Avon to the north and west.

Central Area A - One-way door
Police supported the compulsory one-way door provision for Area A as 'one of the essential components of a LAP' to reduce the level of disorder and assaults as patrons move between licensed premises and to maximise the ability to stagger the dispersal of patrons at closing. The submission summarised a number of studies on 'one-way door' or 'lockout' controls and referred to the positive effects (a 22 per cent reduction in serious offending) of the voluntary one-way door operating in Christchurch before the earthquakes. Police submitted that 'not to have a one-way door provision or to dilute the provision' would dilute the harm reduction benefits of the draft LAP overall.

Hours for on-licences – Taverns/bars/pubs/night-clubs/clubs in Christchurch Central Area B and in suburban centres and rural townships
Police supported the draft provisions relating to maximum trading hours and the discretionary one-way door provision for taverns/bars/pubs/night-clubs and clubs within Christchurch Central Area B.

Location of premises - Restriction of new taverns and bottle stores to business zones
Police supported this draft provision but considered it is primarily a planning/community issue.

Discretionary Conditions
Police supported the draft provisions relating to discretionary conditions.

(c) Licensing inspectors

The submission from the licensing inspectors was primarily focussed on seeking changes to correct or clarify the wording of the provisions of the draft LAP. In terms of the overall direction of the LAP the inspectors stated that they "highly value the direction given in any policy particularly if it reflects community views".

The submission supported the following provisions:

- 1am closing for cafes and restaurants.
- One-way-door restrictions as a tool to address the problems associated with migration between premises.
- 3am closing for premises holding an on-licence (except for hotel in-bedroom mini-bars).

The submission did not support the designated Central City Area A (3.00am closing) because; "Pre earthquake when a rugby match occurred in the city it has been estimated that 30,000 people came to inner city bars. The area proposed is too small to handle anywhere near these numbers. Having too small an area may simply intensify problems". The submission asked for the areas set aside for late night venues to be reconsidered.

The submission suggested that it may be appropriate for LAP policy to be more flexible as regards to certain controls including:

- The opening hours of cafes / restaurants in certain circumstances e.g. for an airport café if flight schedules 'open up'.
- Allowance for taverns to serve alcohol with breakfast service before 8am.
- The hours that a licence is granted for the first time.

The submission sought the following clarifications, minor amendments and corrections:

- Hotel mini-bar licences to be included in on-licence provisions.
- Additional LAP definitions e.g. Entertainment Venue, Theatre.
- Re-phrasing of clauses 2.1.1 and 2.2.1-2.2.4 ("The following maximum trading hours… apply to all premises operating under an …licence) to ensure clarity and avoid 'loopholes'.

(d) Hospitality sector

Submissions from the hospitality sector, with a few exceptions, strongly opposed provisions in the draft LAP relating to trading hours for on-licensed taverns/bars/pubs/night-clubs/clubs[3], both in Central Areas A and B and elsewhere in the city. The sector largely supported the proposed off-licences' maximum trading hours of 9am – 9pm.

Hospitality New Zealand Canterbury Branch (LAP2515) and many bar, night-club, pub, tavern and hotel licensees made submissions. A number of these submitters cite or append to their submission an information paper prepared by the national office of Hospitality New Zealand, entitled ***'Informing the debate on local alcohol policies – fact versus fiction'*** (appended to LAP2519). In addition, Hospitality New Zealand initiated a Facebook survey/submission form which was completed by 1,929 people, including some licensees and many members of the public - summarised in section 8.3 of this report.

Hospitality New Zealand and its members' submissions sought the following changes to the LAP:

- Enlarged Central City area to include all the area 'within the Four Avenues'.
- 3am maximum closing for on-licensed premises in all the Central City 'within the Four Avenues', with up to a 5am closing, applied at discretion, for some premises.
- 3am closing for centres such as Riccarton, Addington and Merivale and areas such as Hornby, Shirley, Lyttelton and Akaroa.
- No change to the existing trading hours for on-licensed premises in suburban areas.
- A discretionary rather than compulsory one-way door in the Central City.

These submissions also included requests for policies which cannot be included in the LAP but which could be addressed through a broader alcohol strategy:

- Recognition of precinct-based accords e.g. in Riccarton and Addington and the existing accord in Victoria St).
- Greater enforcement of existing alcohol bans and increased use of them in precinct areas (e.g. Addington, Shirley), as an effective way of managing behaviour in public places.

The key reasons for their opposition to the draft proposals were:

- There needs to be provision for late night (up to 5 am) licences to enable late night entertainment, dancing and music: this will stimulate the Central City's rebuild as a vibrant place to visit and appeal in particular to young people, tourists and shift workers.
- 3am closing is more appropriate for suburban areas as local suburban premises fulfil a valuable community role.
- 3am closing on Victoria Street is consistent with its inclusion in the District Plan as an entertainment /hospitality precinct.
- The restrictions on hours of trading will be ineffective in reducing alcohol-related harm and will not address prevalent, harmful preloading and binge drinking behaviours.
- They will inhibit the recovery of the Central City's rebuild; licensees will not return or choose to locate in the Central City if they face much-reduced trading hours, combined with higher leasing, building and fit-out costs.
- Early closing will reduce the appeal of the city as a lively, attractive destination for tourists, conference attendees, shift workers and those who arrive, or wish to socialise, late at night.
- The rationale for the restrictions is based on a flawed assumption of behaviour change from patrons - that they will start coming to licensed premises earlier if the closing times are earlier (Hospitality New Zealand survey revealed 72.2 per cent said they would not go out earlier).
- The restrictions unfairly penalise the controlled drinking environments that on-licensed premises offer; much of the alcohol-related harm stems from off-licence purchases and drinking in uncontrolled environments such as homes and parties.
- The Thursday – Saturday night trading hours after midnight are the most profitable for bar and night-club owners and the proposed restrictions reduce their opportunity to trade profitably and retain their full complement of staff.
- The 1am one-way-door will lead to an exodus of drinkers from suburban premises after midnight (in time for them to get into Central City premises).
- A fixed closing time will create crowd management issues in the Central City compared with a safer 'soft' dispersal over varied closing hours.

[3] These will subsequently be referred to as 'on-licensed premises' with the understanding that this does not include restaurants and cafes

- The size of the proposed Central Area A area is inadequate for the numbers of people regularly wanting to visit licensed premises and socialise in the Central City; its limited size will create more crowd congestion and negative behaviours.

Well over 100 individual hospitality sector submitters provided comments. Apart from those outlined above, other comments included:

- It would be fairer for bar owners to be made more individually responsible for clean-up and enforcement costs associated with late night trading e.g. rubbish clearing, additional enforcement.
- Bar and night-club owners should be able to choose their own closing hours as they understand their business operating environment: hours of trading should be decided case-by-case, based on owners' record as good operators.
- The differentiation between Central City and suburban closing hours disadvantages suburban premises: it reduces their opportunity to trade at the most profitable times of the evening and creates a privileged group of business owners in the Central City who can operate for longer.

(e) Off-licence retailers

Supermarkets
Submissions were received from Foodstuffs South Island Ltd (LAP2677), a cooperative company supplying Pak 'n Save, New World and Four Square supermarkets, and from Progressive Enterprises Ltd (LAP2903), owner of Countdown and franchiser of SuperValue and FreshChoice supermarkets. Collectively these submitters represent 36 supermarket stores in Christchurch City[4]. In addition there were submissions from the New Zealand Retailers Association (LAP2914) and from an individual supermarket owner.

Hours for off-licences
All these submitters opposed the draft LAP proposal for reduced hours for off-licence sales from supermarkets. They considered that the draft LAP proposal for shorter (9am-9pm) licensing hours for supermarkets will have significant negative impacts on business, employment and the convenience of shoppers and is not justified by empirical evidence. Submitters referred to their experience and reputation as responsible retailers of alcohol and referred to data showing that less than two per cent of supermarket sales are for alcohol only and that few sales of alcohol to young people (18-24) occur between the hours of 7am-9am and 9pm-11pm. The submitters also suggested that prospective purchasers of alcohol after 9pm would drive 'over the border' to Waimakariri and Selwyn Districts.

Location of premises:
The submitters supported the lack of restrictions on the location of supermarkets because they consider that issues of location of licensed premises should be addressed through Resource Management Act processes.

Bottle stores
Submissions were received from three national chains of bottle stores: Independent Liquor (LAP2643), Lion (LAP2695) and LiquorLand (LAP2614); the NZ Retailers Association and from a number of individual owners/operators of bottle stores.

Hours for off-licences:
Submissions from Independent Liquor, LiquorLand and from the Retailers Association opposed the draft LAP proposal for reduced hours for off-licence as these submitters considered that the national default hours of 7am-11pm are appropriate.

Lion, owner of Liquor King, opposed 9 pm closing and preferred 10pm closing. The submission preferred 10pm for the reasons that 10pm provided an 'appropriate balance' between harm minimisation, reasonable access and convenience and commercial viability.

Submissions from the local owners/operators opposed 9pm closing but advocated that the draft LAP provide for off-licence sales between 9am-10pm. All submitters supported the consistent approach within the draft LAP with regard to the permitted hours for sales from all off-licence premises.

Location of premises:
Submitters considered that responsible retailers of alcohol should not be restricted from opening in particular neighbourhoods or local centres[5] and that issues of location should be considered individually for each new licensed premises. A number of submissions sought an amendment to the draft LAP so that any restrictions on the location of bottle stores should relate only to new premises, as a matter of fairness to the owners of existing premises (i.e. to allow for the transfer of a licence for an existing premise to a ***new*** owner/licensee).

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[4] Note: The following information as to the numbers (in brackets) and hours of supermarkets operating currently (July 2013) in Christchurch City is taken from supermarket websites:
Countdown (total=11); (2) 7am-9pm; (3) 7am-10pm; (1) 8am-10pm;(3) 7am-11pm; (2)6am-12 midnight.
FreshChoice (total=3); (1)7am-9pm; (1)7am-11pm; (1)7am-12 midnight.
Foursquare (total=1); 8am-7pm.
New World (total= 10); (1)7am-9pm; (4)7.30am-9pm; (3)8am-9pm; (2)7.30am-10pm.
Pak'nSave (total =5);7am-11pm
SuperValue (total=6); (1)7am-8pm; (1)8am-9pm;(4)7am-9pm;

[5] Note: The draft LAP currently proposes that new bottle stores be restricted to locations which are zoned for business, including neighbourhood and local centres.

(f) Alcohol industry

Wine growers
Submissions were received from Wines of Canterbury (LAP2679) representing 60 wine growers, NZ Wine Growers (LAP2703) and an individual wine producer. The submissions from Wines of Canterbury and the NZ Wine Growers were primarily concerned with ensuring that the draft LAP did not restrict 'cellar door' and remote sales of wine. Both submissions requested that any LAP restrictions on off-licence sale differentiate between their members' low risk (cellar doors, remote sales and special licences) sales and other more risky premises. Wines of Canterbury were concerned that the draft LAP restrictions on bottle stores to business zones will apply for cellar door off-licences: they wanted the definition of cellar door off-licences and taverns to exclude cellar door sales and functions hosted by wineries.

Manufacturers and distributors of spirits
Several submissions were received from manufacturers distributors and retailers of spirits and from the Distilled Spirits Association of NZ (LAP2920).

These submissions referred to a lack of evidence that RTDs (Ready to Drink) are more harmful than other kinds of alcohol in contributing to the binge drinking culture. The Association provided information on a voluntary industry code of practice which would limit the alcohol strength of any container of RTD to seven per cent Alcohol by Volume (ABV) with no more than two standard drinks per container.

(g) Tourism and business organisations

Submissions were received from three tourist organisations: Christchurch and Canterbury Tourism (CCT) (LAP2674), SKAL International (representing 87 members with tourism related interests) (LAP2926) and the Tourism Industry Association NZ (TIA) (LAP2650) representing nine hotels in Christchurch.

CCT supported the draft LAP's 3am closing for on-licences in the Central City because it will, in the future, provide visitors with the opportunity to enjoy the city to a reasonably late hour while reducing the effects of high levels of anti-social behaviour and noise, experienced historically by visitors in inner city accommodation. However, all three organisations submitted that until the CBD is fully operational, (at least three years), existing licence holders in the suburbs should retain their current trading hours. SKAL International also asked for post-3am for some premises and staggered closing hours.

Submitters requested that hotels should be able to serve bona-fide house guests at any time on any day and that the entire hotel is considered the licensed premise, continuing the current situation where a mini-bar forms part of the on-licence rather than being an off-licence.

The submitters also requested that the Council consider other methods for controlling the negative social aspects of drinking, such as prohibiting drunkenness in a public place, drinking alcohol in public, or having open vessels of alcohol in vehicles.

The Lyttelton Harbour Business Association opposed the draft LAP's 1am closing for on-licences in rural townships and requested 3am closing for Lyttelton without a one-way-door restriction. It believed the township's venues adequately self-police. The submission referred to fostering Lyttelton's recovery and the importance of the entertainment venues to its local culture and prosperity.

(h) Community Boards

Community Boards supported the direction of the draft LAP and the need to get a balance between reducing alcohol-related harm and the vibrant city and recovering economy. (LAP333, 359, 2435, 2690, 2853, 2910, 2921 and 2931.)

Trading Hours for on-licensed premises in Central Area A
Community Boards generally supported the proposed trading hours of the Central Area A. However, specific comments made included:

- Some community boards would like to see Central Area B, the rest of the Central City and some clearly defined suburban centres, all included in the times proposed for Central City A.

- 2am closing time elsewhere in the Central City outside the precincts with a discretionary one-way door policy.
- It was recommended that the Council take particular note of the views of those living and/or operating businesses in the Central City entertainment precincts and the Victoria Street area.

Trading Hours for on-licensed premises (Suburbs and Central City B)
These hours were supported by Community Boards for residential areas but other comments included:
- Later trading could apply to some clearly defined suburban centres which have large clusters of restaurants and/or bars (Papanui Road/Merivale, Riccarton Road, Ferrymead, some areas of Woolston and Sumner,and Lyttelton).
- The Lyttelton/Mt Herbert Community Board said that Lyttelton has distinctive character and a community of a strong music and entertainment culture. A limited number of venues (up to three) could be open later than 1am in Lyttelton to encourage economic activity, employment, music and entertainment and the recovery of the town. They also said that some clubs in the areas sit outside suburban centres and rural townships.
- Some said these hours should be determined on a case-by-case basis.
- Some would like to see a one-way door restriction where appropriate in the suburbs.

Trading Hours for off-licensed premises
The trading hours of 9am-9pm are supported by the majority of Community Boards commenting on this provision, however some Community Boards suggested adjustments:
- Akaroa/Wairewa would like the hours to be extended to 10pm, perhaps for specific areas such as Akaroa which is a tourist town, where visitors may arrive late and wish to purchase alcohol.
- Burwood/Pegasus would like the hours for off-licences to be 10am-10pm as this is better aligned to the existing hours of trading.
- Spreydon/Heathcote noted that the provision must include supermarkets and supports both 9am-9pm closing and 11am-8pm closing.

One-way door restrictions
A one-way door restriction is supported by those who commented on it. They said that incidents are caused by people moving between venues and the merits of the one-way door restriction have been reported by the Police.
- Some of the Fendalton/Waimairi Community Board members supported 2am for the one-way door.
- Other suburban areas were suggested for one-way door restrictions.
- Some suggested that the restriction should be discretionary.

Discretionary conditions
Boards supported the discretionary conditions and suggested some others. These included:
- Size and expiry time of selling liquor – an end time for selling alcohol, add size of last orders (no doubles, multiple drink purchases, maximum volume).
- Food and water provision.
- Host responsibility with offences penalised.
- Special licences for sporting, cultural and music events with appropriate safety plans.
- Safety and security plans for licensed premises. There should be a coordinated approach whereby individual owners take collective security measures.
- One-way door policy to be a discretionary condition.
- Consideration given to special licences to extend to 3am where appropriate.

Density
- The number of licences that are acceptable for a given area should be clearly stated to developers.
- They supported allowing alcohol businesses to operate in zoned areas.
- The only town centres on Banks Peninsula are Akaroa and Lyttelton. The LAP will not allow for a licence outside of these areas in a smaller settlement or a winery in a rural area so they suggested allowance for licences on Banks Peninsula through resource consent.
- Off-licences should not be able to be established in predominantly residential areas such as St. Martins.
- Sinking lid on off-licences to a certain ratio per head of population (suggested one per 30,000 adults).

Trading Hours for restaurants and cafes
- These did not attract many comments but were supported by those Community Boards that did comment.

Other comments

- Through the District Plan review, ensure that there is strong direction to developers on the community's view in relation to alcohol.
- Host responsibility to extend to party bus operators.
- Develop a bylaw making it an offence to be drunk in public.
- Licences on boats could have an impact on the settlements around Lyttelton Harbour. Occasional events are acceptable, but regular operation is not.
- The community to have a voice in the decision making process (input into District Licensing Committee, the ability to veto undesirable applications)
- Global curfews – problem drinkers to be banned from all licensed premises in the city.
- Recommendation to review the LAP annually or biennially to enable efficacy to be monitored.
- CDHB to provide brief intervention assessment based on alcohol-related accident and emergency admissions.
- They noted that cultural and social changes are required in addition to hours of opening.

(i) Māori

He Oranga Pounamu (HOP) and the Canterbury Māori Community Consultation Network (LAP218) said that alcohol misuse is damaging our communities and our country and we need to work together to change our drinking culture. The effect of alcohol misuse is wider than just the individual. They said it is necessary to limit accessibility to alcohol to make an impact for Māori and the wider community.

Off-licences

They said there is a disproportionate density of off-licence premises in lower socioeconomic communities compared to the more affluent communities. They supported the reduction of operating hours for off-licences and Sunday closure. Reducing hours of off-licences (including supermarkets) means that harmful effects of alcohol such as preloading could be minimised. They also suggested a sinking lid policy for off-licences and a ban on window advertising of discounted prices.

On-licences and one-way door

HOP supported the one-way door policy. They said that earlier closing times would reduce the number of people coming into the city to drink, positively affecting crime and disorder. Later opening times were also supported and it was noted that midday opening was favoured over 11am.

Location and density

HOP recommended that the number of on-and off-licences should be restricted, on a population ratio or be related to deprivation indices, socio-economic data, locality and health statistics. Premises selling alcohol (on and off) should not be permitted near schools /marae /churches /community centres /health providers. These organisations and institutions educate and provide a safe haven for the community.

Discretionary conditions

He Oranga Pounamu suggested the following:

- Breath testing of patrons before allowing entry.
- Free water, affordable kai, low cost taxi service.
- Host responsibility and staff training considered in the approval and retention of all licences.
- A three-strike infringement process leading to loss of licence for an extended period.

Other

He Waka Tapu (LAP256) agreed with all the proposals in the draft LAP.

(j) Community groups, residents' associations and schools

Submissions from neighbourhood groups supported the direction of the draft LAP. The provisions of most importance to neighbourhood groups and residents' associations were the controls on suburban off-licences and on-licences through both hours and locations. They liked the differentiation between suburban and Central City areas and thought further restriction of when and where alcohol can be sold, including density, would be beneficial.

The maximum trading hours for off-licences was supported by six of the eleven residents' associations that submitted. All those that did not support the proposed provision would like to see further restricted

trading hours as a means of reducing preloading and still providing reasonable access: alternatives were 10am or 11am for opening time, with 7pm or 10pm for maximum closing hours.

Seven residents' groups said that they agreed with the proposed location of new bottle stores being restricted to business zones. Those that did not agree with the proposed location provision would like to see it further restricted to include restriction by density:

- Though the draft LAP limits where bottle stores can be located, there is a need also to restrict the number of stores that can be located in an area.
- They provided links between alcohol outlet density and alcohol consumption, alcohol-related harms and community degradation and said the social framework could be jeopardised if density was not limited.
- They suggested a cap on the number of liquor licences issued and a sinking lid policy used where there is high density or persistent alcohol problems.
- The Addington Neighbourhood Association (LAP2952) would not like to see any more off-licence premises in the area and the Beckenham Neighbourhood Association (LAP331) said they would support the withdrawal of licences from liquor outlets.

Those that did not support the proposed location of new taverns also noted density as the reason. Limiting premises to one area is not limiting the number that can locate in that area and residents' associations said this needs to be addressed:

- The Addington Neighbourhood Association thought there should be a limit on the number of licensed premises in the Addington area.
- Groups provided the same reasoning for concerns about the density of the proposed location of new taverns as they did for the proposed location of new bottle stores.

Residents' groups also commented on the need for community consultation and engagement about new licences in local communities:

- Communities should have more say about the granting of licences in their areas.
- Decisions about licences should be responsive to residents' concerns living in the areas.
- The draft LAP should outline how communities will be consulted in the application process.
- Some were pleased that communities will have power to influence alcohol-related development, but would like the opportunity to have stronger community control.

Other proposals in the draft LAP supported by residents' associations were:

- The maximum trading hours for on-licensed premises in the Central City. The Victoria Neighbourhood Association (LAP2627) supported 3am closing in areas away from residential areas.
- The proposed maximum trading hours for on-licensed premises in other parts of the city. The Victoria Neighbourhood Association noted this is their main concern and they emphasised that they would like the Victoria Street area remain included in the 1am closing area.
- The proposed maximum trading hours for restaurants and cafes in all parts of the city.
- The proposed one-way door restrictions, although one association thought it would limit freedom of choice.
- The special licence conditions.
- Host responsibility.

Schools

Addington School (LAP182) agreed with all the provisions in the draft LAP.

St. Martins School (LAP2716) had concerns about the harms off-licences have for their young people. They said communities need to be maintained as positive and safe environments and the draft LAP is proactive in contributing to this through a specified licensing process and policy that manages outlet density. However, they said consideration must be given to school location when granting licences (both off and on) and the draft LAP should have terms and conditions that require consultation with schools in the proximity of proposed locations.

It noted that greater off-licence density increases the volume of alcohol in the home as well as friends' and families' access to alcohol. This results in increased alcohol-related harms such as hospital admissions due to alcohol poisoning, alcohol-related assaults and falls, and increased incidents of harassment and intimidation.

Secondary harms include obtrusive alcohol price advertisements, reduced quality of public amenities, such as community parks or shopping centres being strewn with broken glass and graffiti. It said younger people are particularly at risk to some of these secondary harms and noted the link between off-licence density and higher levels of anti-social behaviours, drug and alcohol offences, family violence, property abuse, property damage, traffic offences and motor vehicle accidents.

Other community groups
The Salvation Army Hornby Community Ministries (LAP2856) agreed with all proposals in the draft LAP. They said that restricted hours are positive and reduced availability of alcohol will benefit many of their clients.

Anglican Life (LAP2528) proposed some additional restrictions. It would like to see density restrictions contained within the draft LAP for off-licence premises by either imposing a cap or a minimum distance between stores and noted that density in an area drives competition, and targets specific and vulnerable customers. It would also like to see restrictions on licensed premises' location near schools - young people are vulnerable to alcohol and need protection from it. It also suggested further discretionary conditions around the location of alcohol in supermarkets and the display of safe drinking messages in bottle stores and supermarkets.

Community Watch Riccarton (LAP289) agreed with all the provisions in the policy, supported the direction of it and did not think that any aspects needed to be changed.

The Phillipstown Neighbourhood Safety Panel (LAP2686) disagreed with the maximum trading hours for on-licensed premises in the Central City and other parts: nightlife will be concentrated in too small an area with too few operators. It wanted the Central Area A to also include Central Area B, bounded by the inside border of the Frame and the river. It noted that some of the suburbs, including Banks Peninsula, are very far away from Central Area A. The Panel would like consultation to be undertaken with specific communities (Lyttelton and Akaroa) on the option of these communities having a Central A Zone of their own. For the Panel, the best parts of the draft LAP were the hours of off-licensed premises, the one-way door policy, and the concentration of bars in the Central City.

(k) CERA Community Forum

The CERA Community Forum (LAP4108) opposed many of the restrictions in the draft LAP and preferred alternative measures, such as bylaw mechanisms, to discourage anti-social behaviour. While the Forum supported the maximum hours of 9am-9pm for off-licensed premises, it sought more liberal and flexible provision for on-licences; longer hours (up to 5am for good operators) for on-licensed premises; no one-way-door and an enlarged Central Area A.

(l) Tertiary education organisations

The Canterbury Tertiary Settings Forum (LAP2915) only commented on the off-licence provisions in the draft LAP.

Hours for off-licences
The members supported the reduction of trading hours of off-licensed premises and believe this will contribute to the minimisation of harm which is directly related to the purchase of alcohol.

Controls on the location of bottle stores
Its members supported greater control of the location of new bottle stores and said this will assist in alleviating the alcohol-related harm which is associated with alcohol being readily available.

The University of Canterbury (LAP2906) considered two key questions when looking at the draft LAP:

1 Would the draft policy entice or deter students from coming to Christchurch?
2 Would the draft policy enhance or diminish perceptions of Christchurch's social environment?

1 The University has found that on average six bars, cafes and restaurants have re-opened in Christchurch every week since February 2011. They considered that these statistics will be more compelling to prospective students (in terms of social and work opportunities) than the particular

operating hours of local establishments. Thus they did not see the draft policy being the overriding factor in students determining whether to come to Christchurch or not.

2 The University said it was acutely aware of the risks associated with excessive alcohol consumption and they work very hard to ensure their students, when they socialise at licensed venues on campus, are safe. They said they would support any initiatives designed to enhance personal safety. On that basis, they did not see the draft policy diminishing perceptions of Christchurch's social environment. They fully endorsed the goals of the LAP, particularly the encouragement of licensed environments that foster positive, responsible drinking behaviour and minimise alcohol-related harm.

(m) Representatives of youth

(This includes University of Canterbury Students Association (LAP2927), Christchurch Youth Council (LAP2723), LAWSOC (LAP2909), Youth and Cultural Development (LAP119) and CPIT Business Society (LAP55).)

Generally, these groups found the draft LAP too restrictive in some aspects and said it does not address the problem of preloading. They noted negative effects on business and vibrancy of the city and on making the city attractive to young people.

Hours for off-licences

Generally these groups support the proposed hours for off-licences as a way to minimise alcohol-related harm. They said that off-licences produce cheap alcohol and more work needed to be done to tackle the problem of preloading. Points raised included:

- Earlier closing of off-licences may mean that people will spend more time at on-licensed premises and reduce the risks of high levels of intoxication on streets. Parties in the suburbs have been problematic since the earthquakes as there is a lack of late night entertainment at on-licensed, supervised venues.
- The proposed hours will lessen the occurrence of intoxicated people doing 'top-up' shopping.
- However, others said that shorter hours could encourage stock-piling and do nothing to reduce binge drinking.
- They also noted that density of premises is linked with alcohol-related harm and crime.

Hours for on-licences – Central City entertainment precincts

Key comments were:

- Central Area A needs to be larger to accommodate the number of people and different groups of people that will want to use it.
- Reduced hours mean fewer part time work opportunities for students, which may mean students are less likely to choose Christchurch; it will provide less employment in the sector in general.
- Bands, DJs and musicians will find it harder to establish a career in Christchurch and it will reduce the chance of headline gigs being played in Christchurch.
- Reduced opening hours will not solve problems with alcohol-related harm, only shift it. Indeed they may create incentives to preload faster and drink at home/house parties instead of town.
- It would decrease tourism and student numbers: nightlife and attractions are part of the decision choice tourists and students make.
- Blanket closing would put greater pressure on taxi services; there need to be late night buses.
- The area open to 3am is too small and does not allow for large volumes of people. There will be overcrowding of the bars that stay open until 3am.
- Central Area A should include the new convention centre, town hall and performance arts precinct.

Hours for on-licences – suburban and other Central City areas

- Migration of people into the late-closing area could cause disruptions to neighbourhoods they walk past.
- Binge drinking will be more prevalent as there is less time to consume alcohol.
- Earlier closing in the suburbs will mean that bar owners will instead open premises in the Central City causing issues between different social groups as they are all forced into smaller areas. There could be greater problems for the Police.

One-way door policy

Most of these submitters did not support the one-way door policy. They said it will cause more harm and problems in the streets and would not affect all bars evenly:

- Problems will still happen, but at a different time. People don't want to stay in the same bar until it closes. The one-way door policy punishes the responsible majority.
- It will hurt smaller bars as people will rush to finish last drinks and head to larger bars if they want to be somewhere busier.
- There will be people who miss out getting into bars. This could cause a dangerous environment in the streets as those wandering the streets are those that have not been let into bars and will increase aggravation when people want to make a last minute move to larger premises.
- It could cause an earlier migration from suburban bars which will put pressure on taxis and transport. Others said that people may choose not to come into the city at all and instead choose to stay at home or could continue to drink in suburbs, in uncontrolled environments.
- A one-way door policy to a precinct, rather than to each individual bar was looked at more positively.

Other

- Licensed environments that foster positive, responsible drinking behaviour and minimise alcohol-related harm should be encouraged.
- Businesses may reconsider plans to reinvest as the draft LAP could influence return on investment.
- Licensees should be actively involved in solutions to address issues.
- Consideration should be given to restrictions on the alcohol content and last orders, along with increased police and security requirements within the areas around bars, a centralised system for checking IDs and higher responsibility on managers to take responsibility for intoxicated patrons.
- Develop campaigns to encourage better drinking and educate about alcohol-related harm.

The Child And Youth Mortality Review Group (LAP2959) and Youth and Cultural Development Society supported all aspects of the draft LAP. However, they said that the restriction on the number of events with special licences is too limited and venues should be allowed any number of one-off special licenses as long as host responsibility is ensured.

(n) Sports clubs

The Sporting Clubs Association of New Zealand (LAP2595) submitted that one-way door policies could not work in the sporting and community club facilities and that these clubs should not be included in this part of the policy. They said that the proposed hours are sensible for sports and community clubs.

Edgeware Tennis Club (LAP2887) noted that businesses that have good management of patrons should be given flexibility to stay open longer. They said that for many patrons, 1am is too early for Central City premises to close and the policy should have more emphasis on the management and control of patrons by the licensee. Other submitters supported earlier closing hours for all premises including clubs.

(o) CERA

The submission from CERA (LAP2907) sought no changes to the draft LAP but requested that any amendments that are made to the draft LAP do not further restrict trading hours in Central Areas A and B. The submission noted that the Minister of Earthquake Recovery is currently reviewing the 'noise categories', as defined in the Amendments to Christchurch City Council's District Plan (Appendix 1 of the Christchurch Central Recovery Plan 2012). The draft LAP's Central Areas A and B areas uses the 'noise provisions' to define the footprint of the proposed 3am closing area for bars and night-clubs.

Overall CERA would like a LAP which balances social and cultural wellbeing, the economic interests of hospitality, tourism and residential redevelopment and enabling of strong, connected and safe communities.

Appendix 1

Meetings and drop-in days attended by staff.

Date	Group / venue
Friday 31 May	Ethnic Council (material distributed)
Friday 31 May, 8.30-9.30am	Riccarton Ilam Community Safety Joint Working Party
Wednesday 5 June, 12-1.30pm	Hornby Community Trust meeting
Wednesday 5 June, 5.30pm	Riccarton Neighbourhood meeting
Thursday 6 June, daytime	**MALL #1** The Hub, Hornby 10am-5pm
Friday 7 June, 10.30am	Shirley Liaison meeting
Monday 10 June	Linwood Liaison meeting
Tuesday 11 June, 10.30am- 12 noon	Little River – Peninsula network meeting
Tuesday 11 June, 12 noon – 1.30pm	**INFORMATION SESSION #1.** CPIT Marae – Te Puna Wanaka, Coventry St and Library/foyer drop-in
Wednesday 12 June, 10am arrive	Fendalton network meeting
Wednesday 12 June, 10.30-11.30am	Child and Youth workers network meeting
Wednesday 12 June, 10am – 12.30pm	University of Canterbury, Library/café foyer
Wednesday 12 June, 12 noon	Riccarton Liaison meeting
Wednesday 12 June, 6-7.30pm	**INFORMATION SESSION #2** , North City Church, 95a Sawyers Arms Road
Thursday 13 June, daytime	**MALL #2** Eastgate 10am – 5pm
Thursday 13 June, 6-7.30pm	**INFORMATION SESSION #3**, Cashmere Club, 50 Colombo St
Saturday 15 June, morning	Lyttelton Farmers Market
Saturday 15 June, morning	Migrant forum (Pegasus)
Tuesday 18 June, 3-4pm	Sydenham, Addington, Waltham network meeting
Thursday 20 June, 10am – 5pm	**MALL #3** South City Mall, 10am – 3.30pm
Thursday 20 June, 6.30pm	CERA Community Forum (postponed due to snow; sent material instead to coordinator)
Thursday 20 June	Aranui Health Day stall (cancelled due to snow)
Monday 24 June, 12 noon – 1pm	Akaroa network meeting
Monday 24 June, 1.30pm	Lyttelton Mt Herbert network meeting
Monday 24 June, 7.30pm	Halswell Residents Assn (requested)
Tuesday 25 June, 11am – 12 noon	Disability Advisory Group
Tuesday 25 June	New Brighton Library drop-in
Wednesday 26 June, 1.30pm	Older Adults network (Spreydon Heathcote) meeting
Wednesday 26 June, 10am – 3.30pm	South City Mall
Thursday 27 June, 10.30am	Papanui Liaison meeting
Thursday 27 June	Parklands Library drop-in

Appendix 2

A total of 4,060 submissions were received.

This lists those submitters that identified themselves as representing an organisation.

Submitter type	Number
Hospitality and Tourism Industry (Bars, security, events, musicians, developers and landlords)	71
Health, medical, NGO and community-based groups	25
Neighbourhood Groups	14
Off-licences and associations	13
Community Boards and Political Parties	10
Groups of young people and organisations representing them	9
Central and Local Government Organisations	5
Wineries	3
Sports Clubs	3
Hotels	3
Police	2
Māori Organisations	2
Business Association	1
TOTAL	161

There may be additional submitters who are representing organisations but did not identify this in their submission.

Memo

Date: 21 September 2023
From: Jenna Marsden, Senior Policy Analyst
To: Mayor and Councillors and the Executive Leadership Team
Cc: Dave Joker, Team Leader Alcohol Licensing; Ron Lemm, Manager Legal Service Delivery.
Reference: 23/1429362

Alcohol Amendment Act Passed

1. Purpose of this Memo Te take o tēnei Pānui

1.1 This memo provides a short update on implications of the Sale and Supply of Alcohol (Community Participation) Amendment Act for development of a Local Alcohol Policy (LAP).

1.2 Staff will provide a detailed briefing in November.

1.3 The information in this memo is not confidential and can be made public.

2. Update Te take o tēnei Pānui

2.1 The Sale and Supply of Alcohol (Community Participation) Amendment Act (Amendment Act) received Royal Assent on 30 August 2023.

2.2 This amends the Sale and Supply of Alcohol Act 2012 (the Principal Act) and means that any LAP is no longer subject to an appeals process during policy development (noting that a Special Consultative Procedure must still be undertaken, and judicial review is available).

2.3 Other changes include:

2.3.1 LAP provisions on location and proximity can be applied to licence renewals, not just new licences.

2.3.2 The provision for less-formal licence objection and hearings processes (ie: who can object, cross-examination removed).

2.4 The purpose of the Amendment Act is to better enable community influence and participation in licensing decisions.

2.5 The legislative changes largely deliver on what our Council has advocated for in the past. Our Council submitted in strong support of the Amendment Bill earlier this year.

2.6 In addition, the recent Supreme Court decision on Auckland Council's Local Alcohol Policy sets the precedent that elements of a LAP do not have to be as rigorously justified on a strict evidential basis as they have been in the past. This provides some reassurance that LAP development processes in future will be more conducive to a policy that can reflect the needs of our communities.

2.7 Under the previous legislative framework, staff advised that the Council should not commence LAP development (see Attachment A for more detail). Now that one of the key obstacles to successfully putting a LAP in place has been removed, staff will bring a briefing to

ELT and the Council before the end of this calendar year to help determine the way forward with a LAP for Christchurch district.

2.8 Staff note a change of government at the General Election could have implications for the Amendment Act. The National and ACT parties opposed the Bill throughout all readings in the House but, to date, have not said they will repeal the legislation.

2.9 Given this, briefings are scheduled post-election - 26 October (ELT) and 7 November (Council).

3. Conclusion Whakakapinga

3.1 The passing of the Bill creates an opportunity for the Council to reconsider whether it wishes to commence development of a LAP for the Christchurch district.

3.2 Staff will provide further briefing post-election. Depending on the outcome of those discussions with Elected Members and the preferred direction indicated, a report to Council to consider whether to formally commence LAP development (along with the proposed approach and timeframes for that work) could follow in late 2023/early 2024.

Attachments Ngā Tāpirihanga

No.	Title	Reference
A	Council's role in alcohol harm minimisation - Local Alcohol Policy and Christchurch Alcohol Action Plan	20/1442158

Signatories Ngā Kaiwaitohu

Author	Jenna Marsden - Senior Policy Analyst
Approved By	David Griffiths - Head of Strategic Policy & Resilience Lynn McClelland - Assistant Chief Executive Strategic Policy and Performance

12. Chairpersons Report - Local Alcohol Policy

Reference / Te Tohutoro: 22/1522571

Report of / Te Pou Matua: Paul McMahon, Chair Waitai Coastal-Burwood-Linwood Community Board
paul.mcmahon@ccc.govt.nz

General Manager / Pouwhakarae: Mary Richardson, General Manager Citizens & Community (Mary.Richardson@ccc.govt.nz)

1. Purpose of Report Te Pūtake Pūrongo

1.1 On 30 October 2022, Justice Minister Kiri Allan announced that the Government would be making a raft of reforms in two stages to the Sale and Supply of Alcohol Act 2012. The first stage is to include removing the 'Special Appeals Process' (to the Alcohol Regulatory and Licensing Authority) that has been used to impede the implementation of Local Alcohol Policies, meaning appeal will only be available on Judicial Review to the High Court.

1.2 Waitai represents some of the most deprived communities in Christchurch and New Zealand, and the international and domestic evidence is clear that such communities bear the brunt of alcohol-related harm. It is in the interests of our communities that Christchurch has an evidence-based Local Alcohol Policy (LAP) and, given the government announcement, no time should be wasted in gathering the necessary information and resources.

1.3 LAPs are the responsibility of the Council and the Waitai Community Board can request them to start the process under Standing Orders and in our role under Section 52 of the Local Government Act 2002.

2. Chairperson's Recommendations

That the Waitai Coastal-Burwood-Linwood Community Board:

1. Requests the Council to ask Staff, in anticipation of legislative change, to start the process of gathering the information and resources needed to develop an evidence-based Local Alcohol Policy.

3. Detail Te Whakamahuki

3.1 In 2012, Parliament passed the Sale and Supply of Alcohol Act in response to the recommendations made in the Law Commission's 'Alcohol in Our Lives report'. The intention of Parliament was to reduce the harm being caused by alcohol by giving communities more say, and making licenses harder to get and easier to lose.

3.2 The two main mechanisms of control are Local Alcohol Policies and District Licensing hearings, but neither of these have performed as hoped. The Local Alcohol Policy (LAP) process has been litigated heavily and bogged down by endless appeals from the alcohol industry and supermarkets.

3.3 Christchurch decided not to proceed with its Provisional Local Alcohol Policy (PLAP), despite having spent $1.1m on it, due to the threat of litigation under the current law. The supermarkets have appealed the Auckland PLAP all the way to the Supreme Court, costing millions of dollars.

3.4 LAPs were meant to provide Territorial Authorities and communities with the means to make significant decisions regarding when, where and how alcohol is sold. Parliament's intent for local control over matters, however, has been frustrated by the 'Special Appeals Process' currently available under the Act.

Signatories Ngā Kaiwaitohu

Author	Paul McMahon
Approved By	Paul McMahon - Chair of Waitai Coastal-Burwood-Linwood Community Board

Attachments Ngā Tāpirihanga

There are no attachments to this report.

5. Council Minutes - 23 November 2022

Council Resolved CNCL/2022/00180

That the Council confirms the Open and Public Excluded Minutes from the Council meeting held 23 November 2022.

Councillor Peters/Councillor Keown **Carried**

Councillor MacDonald left the meeting at 10.15 am during consideration of item 6.
Councillor Gough left the meeting at 10.19 am during consideration of item 6.

Report from Waitai Coastal-Burwood-Linwood Community Board - 9 November 2022

6. Chairpersons Report - Local Alcohol Policy

Paul McMahon, Chairperson, Waitai Coastal-Burwood-Linwood Community Board, joined the table to present the report.

Council Resolved CNCL/2022/00181

That the Council:

1. Requests staff, in anticipation of legislative change, to start the process of gathering the information and resources needed to develop an evidence-based Local Alcohol Policy.

Councillor Peters/Councillor Fields **Carried**

Councillors Gough and Keown sat back from the table and took no part in the discussion or voting on this matter.

Councillor MacDonald returned to the meeting at 10.22am during consideration of item 8.
Councillor Gough returned to the meeting at 10.23am during consideration of item 8.

8. Water Management Zone Committee updates

The following Zone Committee representatives joined the table to present the Water Management Zone Committee updates: Gina Waibl (Chair) Banks Peninsula Water Management Zone Committee and Annabelle Hasselman (Chair) and Mike Patchett (Deputy) Christchurch-West Melton Water Management Zone Committee. The Groups also provided two presentations (refer to Attachments 8A and 8B).

Council Resolved CNCL/2022/00182

Officer Recommendations accepted without change

That the Council:

APPENDIX 10

Council Meetings on 7 February and 3 April 2024

Public Forum – 7 February 2024

The Council received a public forum presentation from researchers at the University of Otago – Christchurch about on-demand alcohol and LAPs on 7 February this year.

The Council minutes included the following secretarial note:

> **Secretarial Note:** The meeting requested that staff consider on-demand alcohol regulation as part of the review of the Local Alcohol Policy (LAP) to reduce the potential for alcohol harm in the local Christchurch community.

Community Board Monthly Report – 3 April 2024

The Council received the Community Board Monthly Report and a presentation from the Chairperson of the Waitai Coastal-Burwood-Linwood Community Board on 3 April this year.

The Chairperson told the Council:

> 'It's also time for the Council to get on with developing and consulting on an evidence-led Local Alcohol Policy. Both the Supreme Court and Parliament have cleared the way. Any further delay is missing the opportunity to both reduce alcohol-related harm in communities like ours and to give regulatory certainty'.

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Item 9

Attachment L

Item 3

Attachment B

Hospitality New Zealand

TO CHRISTCHURCH CITY COUNCIL

SUBMISSION ON

LONG-TERM PLAN 2024-34

21 APRIL 2024

[redacted]

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About Hospitality New Zealand:

1. Hospitality New Zealand ("Hospitality NZ") is a not-for-profit organisation representing approximately 2,500 businesses, including cafés, restaurants, bars, nightclubs, commercial accommodation, country hotels and off-licences. We champion hospitality, serving our members and communities, and seek to see hospitality recognised and celebrated for its contribution to Aotearoa, attracting fresh talent and generating sustainable returns for businesses and communities. We have a 122-year history of advocating on behalf of the hospitality and tourism sector.

2. This submission relates to the Long-Term Plan 2024-34 ("the Plan").

3. Enquiries relating to this submission should be referred to Sam MacKinnon, Senior Policy Advisor,[redacted]

General Comments:

4. Hospitality New Zealand welcomes the opportunity to comment on Christchurch City Council's Long-Term Plan 2024-34.

5. Hospitality is important to local communities. We offer vibrant and diverse options for food and beverage, enhancing any community's quality of life and visitor experience. We provide safe and responsible accommodation options that contribute as rate-paying businesses to the local economy. We present job creation, development opportunities and career pathways for young people joining the workforce. And we support entrepreneurship through small business ownership in local communities.

6. We value strong relationships with local government as key partners. As with Central Government, the industry by and large looks to local government to set the right parameters to inspire business confidence, attract skills and investment to their region.

7. We support the general direction of Christchurch City Council's Long-Term Plan – the emphasis on refocusing on core delivery of services, reducing wasteful spending, avoiding unnecessary overheads and more efficient value capture are priorities we are pleased to see.

8. We have a number of general concerns on issues that we believe will rear their head in the next ten years. These include infrastructure funding, local alcohol policies, and short-term rental accommodation.

Rates

9. Hospitality NZ urges caution around rates increases. We do not think businesses should carry an unfair proportion of the rates bill, given that a large proportion of rates cover council operations and amenities that often offer more value to residents than they do to businesses.

10. Businesses in general, and our members specifically, are facing rising costs and an increasingly challenging operating environment. For hospitality, thin margins are being stretched even further when councils look to impose large rates increases. We don't have the luxury of a customer base that has no option but to pay us – average increases of 25.67% over three years are not easily passed on to consumers, particularly in the current environment.

11. Rating differentials for commercial properties are inequitable and the consultation document masks the true increase of rates for business given Christchurch's differential of 2.2. Because they are collected as general rates, businesses are unable to identify where the additional funds raised by differentials are spent, and councils can use differentials to offset residential rates increases. This leads to significant concerns regarding a lack of transparency.

Tourism Infrastructure Funding

12. We recognise that tourism and hospitality use and benefit from a wide variety of mixed-use infrastructure. Despite some Government funding, tourism areas are still experiencing a large funding shortfall, primarily for infrastructure heavily relied on by tourists in towns and regions with a small ratepayer base. This has led to councils considering rates rises or bed taxes to fund infrastructure and tourism promotion.

13. We do not support the current ad-hoc way some councils are looking to impose levies and rates (and taxes if they are allowed to). This can significantly increase the cost to visitors in some areas, shift pressures of visitor numbers and infrastructure to neighbouring councils, and carry an impact for particular businesses.

14. Hospitality NZ is supportive of a national discussion with Central Government on new funding tools to support tourism and hospitality. It is clear that a national strategy for tourism value capture and distribution of those funds is needed, allowing a source of funding for local government to use on relevant infrastructure and tourism activities, and avoiding the piecemeal region by region approach. Along with a number of parties, we are working at a national level to address tourism funding, and would welcome further discussion with Council on this point.

Local Alcohol Policies (LAPs)

15. Alcohol laws in New Zealand aim to reduce the harm caused by the excessive or inappropriate consumption of alcohol. We believe that well run on-licensed environments are the safest place for people to consume alcohol in NZ. Hospitality New Zealand is committed to delivering training and skill development across the industry to further enhance host responsibility in this sector.

16. Prior to the implementation of the Sale of Liquor Act in 1989 there were about 3000 licenses in NZ and since then the number of licenses has increased to just over 11,000. Conversely, liquor consumption in New Zealand has decreased 22% since 1986. Therefore, increased access (more licenses and more places to purchase alcohol) has not translated into higher consumption.

17. We believe a holistic approach needs to be taken to support safer drinking in New Zealand. We believe councils have many options available to address alcohol harm while maintaining the community and economic benefit of hospitality. Some of these tools include:
    - National settings under the Sale and Supply of Alcohol Act.
    - District Licensing Committees and their discretion around approving licenses, and the ability to issue infringement notices and license suspensions for noncompliance.
    - Accords and stakeholder agreements to drive inner city safety improvements.
    - Host responsibility training: eg Responsible Service of Alcohol (HNZ), ServeWise (HPA).

18. Hospitality NZ will work with you to ensure regulatory agencies enforce the Act as it was written and intended, not attempting to use functions of the Act such as appeals to meet their own policy preferences.

19. We will also consider appropriate amendments to the LAP system, cutting down on the time and financial cost of implementation, and/or deferring to DLCs to administer appropriate restrictions, and mitigate further unnecessary expense being incurred by local councils, associations and individual businesses in the establishment of LAPs.

Short-term Rental Accommodation (STRA)

20. The unhosted STRA sector has grown rapidly and it is now a key part of the tourism industry in New Zealand. Rapid visitor growth and a lack of commercial accommodation development in many of the busiest tourist regions have also created increased demand for STRA. While competition in any sector is healthy, the unregulated nature of STRA presents an uneven playing field vis a vis traditional commercial accommodation providers.

21. Commercial accommodation operators are seeking a fairer playing field around rates and regulations, particularly targeted at unhosted STRA properties more than 90 days a year. The STRA sector operates mainly in residential areas, only pays residential rates, operates with less regulation, and often escapes appropriate taxation.

22. In some parts of the country, the preference for rental property owners to convert to Airbnb or similar, is resulting in a lack of available long-term rental accommodation for workers and families, and impacting on the community feel of suburbs.

23. Christchurch City Council has STRA rules in place under the District Plan, capping unhosted accommodation at 60 nights per year. As at October 2023, 3000 short-term rentals were available across Canterbury, generating $12.2million.[1] However, we understand that applications for resource consent remain small.

24. It is clear that enforcement is a key issue, to ensure these properties are compliant with the District Plan. We encourage Christchurch City Council to prioritise appropriate enforcement of these non-compliant unhosted STRA properties.

25. At a Central Government level, we are advocating for the creation of a national register of short-term rental accommodation properties, and ensuring appropriate health and safety and

[1] ChristchurchNZ Visitor Trends Dashboard. The dashboard refers to listings across Christchurch City, and Ashburton, Selwyn and Waimakariri Districts.

compliance requirements on peer-to-peer house letting is set at a national level, removing the need for local councils to come up with the rules and moving towards fair regulation of STRA operators.

Other areas of opportunity

26. As 24-hour economies gain traction around the world, Hospitality New Zealand believes there's an opportunity for Aotearoa to follow suit. Following the infamous Sydney lockouts, New South Wales Government has developed a 24-hour Economy Strategy aimed at building a vibrant and strong 24-hour economy where the principal activity is not about the consumption of alcohol. We encourage Christchurch City Council to consider if a night-time economy strategy is appropriate to support city vibrancy.

27. We also note Christchurch City Council has proposed no funding for Te Matatiki Toi Ora The Arts Centre in its draft Long-Term Plan – we believe Council should provide funding for the Arts Centre. It is an attraction for visitors to Christchurch and adds to the vibrant arts scene in the city.

Specific Comments:

28. Hospitality NZ also has a number of specific comments concerning the Council's Long-Term Plan.

Bid funding for major and business events

29. We note the additional funding option laid out in the consultation document regarding event bid funding.

30. Hospitality NZ supports an additional rates increase to provide additional event bid funding for major and business events.

31. As per figures from ChristchurchNZ, in the 2022-23 financial year, $2.9m was invested in major events, generating $35.8m in visitor spending and a return on investment of 11:1. For the same period, $500K was invested in business events returning $25.8M over 5 years to 2028 (ROI 35:1). The forecast ROI for the fund over the period of the long term plan is $670 million.

32. The rationale to support more event attraction to Christchurch is clear - events attracting visitors provide immense financial benefit, and elevate city vibrancy.

33. Furthermore, given the significant capital investment made into infrastructure and facilities in Christchurch (particularly Te Pae and the upcoming Te Kaha Multi-Use Arena), operational investment in events is needed to ensure the most is made of this infrastructure and to maximise return on investment.

34. Aside from funding for event attraction, Council also has a role to play in reducing the restrictions and red tape involved in hosting events. Restrictive policies reduce the number

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of events that can be held each year, and do not incentivise event organisers to bring their events to Christchurch.

Recommendations:

35. We recommend that Christchurch City Council:
    - Enforce the District Plan rules for short-term rental accommodation.
    - Support additional event bid funding for major and business events through an additional rates increase.

Conclusion:

36. We thank Christchurch City Council for the opportunity to provide input into the consultation.

37. We would be happy to discuss any parts of this submission in more detail, and to provide any assistance that may be required. We welcome the opportunity to speak to our submission.

REFERENCES

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24/0874715

Christchurch City Council

10. Stop Road (airspace) and Dispose of to Adjoining Landowners

Reference Te Tohutoro:	24/494555
Responsible Officer(s) Te Pou Matua:	Colin Windleborn Property Consultant
Accountable ELT Member Pouwhakarae:	Brent Smith, Acting General Manager City Infrastructure

Item 10

1. Purpose and Origin of the Report Te Pūtake Pūrongo

1.1 The purpose of this report is for the Council, as landowner, to consider stopping the road (airspace) and selling the airspace to the adjoining landowners of developments at:

1.1.1 5-11 Marriner Street, Sumner (Devcorp) – **Attachment A**.

1.1.2 132 Worcester Street, Central City (Williams Corporation) – **Attachment B and I.**

1.2 The developers of both properties have requested permanent use of the airspace above legal road for the developments, both of which have received building and resource consents from the Council.

2. Officer Recommendations Ngā Tūtohu

That the Council:

1. Receives the information in the Stop Road (airspace) and dispose of to the adjoining landowners report.
2. Notes that the decision in this report is assessed as low significance based on the Christchurch City Council's Significance and Engagement Policy.
3. Pursuant to Section 116(1) of the Public Works Act 1981, agree to stop the legal road, being a cube of airspace above the formed carriageway, and amalgamate the parcels of land that arise from that road stopping with the adjoining properties:
   a. 5 – 11 Marriner Street, Sumner contained within Title Identifier 961489.- The parcels of land containing an area of 76 $m^2$are shown as Section 1 and 2 on Plan SO 602249.
   b. Hereford/Manchester and 132 Worcester Streets contained within Title Identifier 1158091 and 1158093.- The parcels of land are shown as Sections 1-10 containing an area of 104 m^2 shown on Plan SO XXXXXX (this being the reference on the plan which is yet to be numbered).
4. Agrees to a departure from the Disposal of Council Property Policy 2000 by approving the unilateral dealing for disposal of the stopped legal road parcels (the cubes of airspace above the formed carriage way) as described in recommendation 3 above to the owners of the adjoining land at a valuation determined by an independent valuer.
5. Delegates to the Property Consultancy Manager the authority to take and complete all steps necessary to stop the legal road and dispose of the stopped parcels (cubes of airspace) as shown as Section 1 and 2 on Plan SO 602249 and Sections 1-10 on Plan SO XXXXXX (this being the reference on the plan which is yet to be numbered).

3. Executive Summary Te Whakarāpopoto Matua

3.1 The definition of a road not only includes the land at ground level but also the subsoil and airspace above the road. For this reason, Council can lease the subsoil/airspace or lease or sell the subsoil/airspace above the road without affecting the primary purpose of the road.

3.2 Two residential/commercial buildings are being constructed at:

i. 5-11 Marriner Street Sumner -Devcorp – **Attachment A**

ii. 132 Worcester Street Christchurch Central– Williams Corporation - **Attachment B and I**

3.3 Both developments have been granted building and planning consents by Council (as the Regulatory Authority) to erect part of the buildings over the footpath at a height that does not hinder pedestrian or vehicular traffic.

3.4 For use of the airspace (encroachments) above Council Road, the developers also need to be granted permission from the Council as landowner.

3.5 Initially it was thought that the encroachments would be dealt with by a licence/lease through the Council's Policy on Structures on Road Policy 2020. However, the encroachments do not fit nicely within the purpose of the Policy which refers to encroachments for private non-habitable structures.

3.6 The report therefore deals with the Council's Road Stopping Policy utilising the Public Works 1981 for the process of dealing with the encroachments.

3.7 When this has been completed then the disposal of the stopped road (airspace) will be completed utilising the Disposal of Council Property Policy 2000 and the departure of this to deal unilaterally with the adjoining property owners of the road is sought.

4. Background/Context Te Horopaki

4.1 The Council has received two applications from developers of multi-level buildings for use of the airspace above legal road. Both developers have obtained building and resource consents from the Council, and will also need Council approval, as landowner, to encroach on the airspace above the road.

4.2 The adjoining properties are:

4.2.1 **5-11 Marriner Street, Sumner** – this is a multi-level development by Devcorp comprising 50 two and three-bedroom apartments and five "premium" penthouses over six separate buildings on the corner of Marriner Street and The Esplanade Sumner. The development will contain 8 residential units, with balconies that encroach on the airspace over Marriner Street and The Esplanade. - **Attachment D**

4.2.2 **132 Worcester Street, Central City** – this is a multi-level development by Williams Corporation on land contained within Huanui Lane, Hereford, Manchester, and Worcester Streets. This development is a mixture of unit's, townhouses and commercial properties. The development will contain 40 residential units, with balconies that encroach on the airspace on Hereford, Manchester and Worcester Streets. The property was purchased from Ōtākaro Limited with the development approved by them. - **Attachment C**.

4.3 Initially it was thought that the encroachments could be dealt with by way of a licence/lease for the airspace, which would be within the parameters of The Council's Policy on Structures on Road Policy 2020 which allows for structures encroaching over, under or on roads. - **Attachment H**.

4.4 However, the encroachments do not fit nicely within the purpose of the Policy which refers to private non-habitable structures.

4.5 The lease/licence mechanism is not conducive with future strata ownership once individual titles are available for the units, providing long term administrative uncertainty for Council and unit owners with insurance and mortgage lenders.

4.6 Staff sought legal advice which recommended that road stopping under the Public Works Act 1981 and sale of the airspace would be the most appropriate mechanism rather than the lease/licence.

4.7 The Council has delegated road stopping to the respective Community Boards; however, road stoppings have been suspended until the review of the policy is undertaken.

4.8 In this instance because the road stopping is unique i.e. airspace rather than the physical road/formed carriageway along with consents given by the Council, staff thought it prudent to bring this matter to the Council. In addition, the sale of the airspace (property) is not supported by a delegation and therefore requires a Council decision.

4.9 The Councils Road Stopping Policy **Attachment E** provides guidance on the Council's approach to:

4.9.1 Road stopping applications generally.

4.9.2 Identifying which statutory road stopping process will be used.

4.9.3 The evaluation criteria to be applied when considering road stopping applications.

4.9.4 Achieving consistency with road stopping applications, decisions and processes ensuring statutory compliance.

4.9.5 While the policy does not specifically deal with stopping the airspace over roads it does not prevent it, therefore what is proposed in this report is not inconsistent as the Council will be stopping airspace as distinct from the surface of roads.

4.10 Road Stoppings are managed under one of two statutory processes: - **Attachment G**

4.10.1 the Public Works Act 1981; or

4.10.2 the Local Government Act 1974

4.11 In this instance the thresholds of the Public Works Act 1981 are met (section 6.6 below) and stopping of the road (airspace) will be undertaken utilising the provisions the Public Works Act 1981.

Options Considered Ngā Kōwhiringa Whaiwhakaaro

4.12 The following reasonably practicable options were considered and are assessed in this report:

- Proceed with the road stopping and dispose of the areas encroached upon to the adjacent landowners.
- Proceed with the road stopping and lease the area being encroached upon.
- Lease the area being encroached upon.

4.13 The following option was considered but ruled out:

- Do not give permission as landowner - this option would mean that the developers of 5-11 Marriner Street and 132 Worcester Street would need to redesign the buildings to avoid the encroachments review their consents; the development at 132 Worcester Street has already commenced construction and is retrospectively seeking permission. This option is not feasible as it would mean:
    - The Council would be allowing the use of a Council asset with no compensation.

- There would be a breach of Council's policy with respect to Structures on Road Policy
- There would be no Public Liability Insurance for a structure which is encroaching onto the road.
- Unit owners may experience problems when obtaining funding for the purchase of their units or insurance as a portion of their unit would be over an area where there was no legitimate right to occupy.
- There would be the potential that the developers commence litigation with Council as the landowner.

Options Descriptions Ngā Kōwhiringa

4.14 **Preferred Option:** Proceed with the road (airspace) stopping and dispose of the areas encroached on to the adjacent landowners.

4.14.1 **Option Description:** The road(airspace) would be stopped using the Public Works Act 1981, valued and then a sale at market valuation undertaken with the adjoining landowners (developers).

4.14.2 **Option Advantages**

- The permanent structures within the airspace can occupy the airspace for an indefinite period.
- The Council would only be dealing with one landowner (i.e. the developer).
- The Council would receive market value for the sale along with the additional rates revenue for an increase in value of the units the airspace is being added to.
- The right to use the airspace is transferable with the title of the property it is amalgamated with; the Council would not be involved when the property changes hands.

4.14.3 **Option Disadvantages**

- Additional costs associated with the road stopping including legal, survey.

4.15 **Proceed with the road stopping and lease the area being occupied.**

4.15.1 **Option Description**: Under this option, the Council would proceed with the road stopping of the airspace but rather than transferring ownership to the developer, the Council would enter into leases with the owner of each individual apartment.

4.15.2 **Option Advantages.**

- The Council would retain ownership of the airspace in case it is needed in the future.

4.15.3 **Option Disadvantages**

- There would be more administrative work as each time the unit was transferred with the lease needing to be separately assigned or a new lease entered.
- Council would not receive a market value for the airspace.
- Council would need to deal with 8 owners with respect to 5-11 Marriner Street and 40 owners in 2 buildings for 132 Worcester Street.
- Leases can only be granted for a finite period which may be longer than the life of the building.

4.16 **Lease the areas encroached upon.**

4.16.1 **Option Description:** Under this option, the road (airspace) would remain in Council ownership with a lease of the area that the building is encroaching into to each apartment owner.

4.16.2 **Option Advantages**

- The Council would retain ownership of the airspace in case it is needed in the future.
- There would be less administrative work initially.

4.16.3 **Option Disadvantages**

- Leases can only be granted for a finite period which may be longer than the life of the building.
- The Council would need to deal with eight owners with respect to 5-11 Marriner Street and 40 owners in 2 buildings for 132 Worcester Street. This would create more administrative work as each time the unit was transferred with the lease needing to be separately assigned or a new lease entered.
- If the Council did ever want use of the airspace, it would be problematic as the building would need to be partially rebuilt to ensure there was no encroachment.
- Council would not receive a market value for the airspace.

Analysis Criteria Ngā Paearu Wetekina

4.17 Staff considered all the options which are discussed in this report to provide a long-term cost-effective process for the encroachments.

4.18 The recommended option of stopping the road (airspace) and disposing to the adjoining landowners will provide this.

4.19 The Council will receive revenue from the disposal, with additional rate intake from having the additional space added to the area of the various units and subsequent capital value.

4.20 The unit owners will be provided with ownership of the encroachment and therefore funding and insurance certainty.

4.21 The decision does not set a precedent as all applications for encroachments will need to come to the Council on an individual basis.

5. Financial Implications Ngā Hīraunga Rauemi

5.1 This proposal is funded by the applicants (the developers of each property) with Council recovering all costs along with receiving the value of the road (airspace) being sold along with long term increase in rates from the 48 properties which will have an additional area added to the rateable area of their properties.

6. Considerations Ngā Whai Whakaaro

Risks and Mitigations Ngā Mōrearea me ngā Whakamātautau

6.1 The Minister may not give approval for the stopping but given the criteria the stopping is assessed against this risk is considered minimal.

6.2 As a Regulatory Authority Council has granted resource and building consents for the construction of the buildings. There is a reputational risk to Council as the landowner if Council does not offer an appropriate form of tenure for the road(airspace).

Legal Considerations Ngā Hīraunga ā-Ture

6.3 Statutory and/or delegated authority to undertake proposals in the report:

6.3.1 Councils have powers under Sections 116, 117 and 120 of the PWA 1981 to stop roads. The Christchurch City Council has delegated this authority to the Property Consultancy Manager, due to the uniqueness of this proposal that delegation is not being exercised in this instance, hence referral to the Council by way of this report.

6.3.2 Legal advice was sought with respect to the process to be used and this was confirmed that a road stopping under the Public Works Act 1981 was the appropriate procedure.

6.3.3 Approval is being sought to a departure from the Disposal of Council Property Policy 2000 which requires the tendering for the sale of properties. This is not appropriate given that the road(airspace) can only be sold to the property owners adjoining. Attachment F

6.4 Other Legal Implications:

6.5 **Local Government Act 1974**

6.5.1 The Local Government Act 1974 road-stopping procedure will not be adopted if one or more of the following circumstances apply:

6.5.2 Where any public right of access to any public space could be removed or materially limited or extinguished because of the road being stopped; or

6.5.3 If it is found through the review process that the road stopping could injuriously affect or have a negative or adverse impact on any other property; or

6.5.4 The road stopping is, in the judgment of the Council, likely to be controversial; or

6.5.5 If there is any doubt or uncertainty as to which procedure should be used to stop the road.

6.6 **The Public Works Act 1981**

6.5.6 Public Works Act 1981 process considerations

6.5.7 The Public Works Act 1981 road stopping procedure may be adopted only if all the following circumstances apply:

6.5.8 Where there are no more than two properties, other than the applicant's property, adjoining the road proposed to be stopped.

6.5.9 Where the written consent to the proposed road stopping of all adjoining landowners (other than the applicant) to the proposed road-stopping is obtained.

6.5.10 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.

6.5.11 Where the road(airspace) proposed to be stopped is to be amalgamated with the adjoining property or properties (as appropriate); and

6.5.12 Where other reasonable access exists or will be provided to replace the access previously provided by the road proposed to be stopped (i.e. by the construction of a new road); and

6.5.13 Where the use of the Public Works Act 1981 road stopping procedure is approved by the relevant Government department or Minister.

6.7 If any one of the circumstances referred to in clause 6.6 does not apply, then the Local Government Act 1974 process must be used.

Strategy and Policy Considerations Te Whai Kaupapa here

6.8 The required decisions:

6.8.1 Align with the Christchurch City Council's Strategic Framework.

6.8.2 This recommendation is strongly aligned to the Strategic Framework and in particular Councils vision of providing an opportunity for all open to new ideas and a new way of doing things.

6.8.3 Are assessed as low significance based on the Christchurch City Council's Significance and Engagement Policy in that the stopping of the (road)airspace does not compromise the primary purpose of the road at street level, doesn't not set a precedent for future developments of a similar nature provides a benefit to the community by providing additional revenue for the sale and additional revenue through rates in the future.

6.8.4 The decision to be made is considering whether or not to stop a portion of road (airspace) which while contemplated by the Public Works Act 1981 and the Local Government Act 1974 there are thresholds which must be met as described in this report and therefore what methodology should be used.

6.8.5 The developments which are occurring to which the airspace will be added have both been through the Council's Planning consent process which considers the effects of the development and a decision made to grant a resource consent for the developments with conditions.

6.8.6 The road stopping application has been assessed against the criteria in the Council's Road Stopping Policy with all criteria being satisfied:

Land Status	Is the land legally held by the Council as road?
District Plan	Would there be there any adverse impacts from the proposed road stopping on adjoining properties under the District Plan, e.g. setback, site coverage, neighbourhood, amenity, etc.?
Current Level of Use	Is the road the sole or most convenient means of access to any existing lots, public space, community facilities, or amenity features such as a river, coast, park, etc.? Is the road used by the public, including vehicles, cycles and/or pedestrians? Is the road corridor an essential component of the resilience/evacuation network or the over-dimensioned vehicle network, or any other relevant network?
Future Use	Will the road be needed to serve future residential, commercial, industrial and agricultural developments? Will the road be needed for a future connection in the existing network? Will the road be required to provide an inter-district link?
Alternative Uses	Can the road be utilised by the Council for other public works either now or in the future? Does the road have current or potential value for either amenity or conservation functions e.g. walkway, footpath, cycle path, utilities, esplanade strip, protection of vegetation or trees, etc.?
Road adjoining a water body	Is the land required to be vested in the Council as an esplanade reserve after road stopping is completed (Local Government Act 1974 s345(3))?
Utilities	Does the road include any services or infrastructure, e.g. pipes, conduits or cables? Can the services or infrastructure be adequately protected by easement? (i.e. there will be cases when an easement is not suitable, e.g. major underground infrastructure, water supply, etc.).
Traffic Safety	Does the access and egress of motor vehicles on the section of road proposed for road stopping constitute a danger or hazard to other road users? Would the road stopping have a negative impact on road safety?

6.8.7 Following this assessment to progress the application a 3-dimensional road stopping (cube of airspace) survey plan has been prepared for each property, with upper and lower reference points shown on the plans. **Attachments C and D.**

These plans will be used to assess the value of the road(airspace) to be stopped with a sale and purchase agreement entered with the adjoining owner. This agreement is conditional upon Minister of Land's approval and subject to the stopped road (airspace) being amalgamated with the applicant's adjoining title.

6.9 This report supports the Council's Long Term Plan (2021 - 2031):

6.10 Economic Development

6.10.1 Activity: Economic Development

- Level of Service: 5.1.9.2 Facilitate urban development activities that contribute to a prosperous local economy - New urban development projects added to the pipeline in line with the strategy

6.11 Transport

6.11.1 Activity: Transport

- Level of Service: 10.5.41 Increase access within 15 minutes to key destination types by walking - >=49% of residential land holdings with a 15- minute walking access

6.12 Internal Services

6.12.1 Activity: Facilities, Property and Planning

- Level of Service: 13.4.10 Acquisition of property right projects, e.g. easements, leases and land assets to meet LTP funded projects and activities. - At least 90% projects delivered to agreed timeframes per annum

Community Impacts and Views Ngā Mariu ā-Hāpori

6.13 The decision affects the following wards/Community Board areas:

6.13.1 Waipapa Papanui-Innes-Central Community Board and Waihoro Spreydon-Cashmere-Heathcote Community Boards.

6.14 The Community Boards have been notified of the proposal in this report.

Impact on Mana Whenua Ngā Whai Take Mana Whenua

6.15 The decisions do not involve a significant decision in relation to ancestral land or a body of water or other elements of intrinsic value, therefore these decisions do not specifically impact Mana Whenua, their culture, and traditions.

6.16 The decision does not involve a matter of interest to Mana Whenua and will not impact on our agreed partnership priorities with Ngā Papatipu Rūnanga.

6.17 Specific consultation is not required as the decision of this report relates to the sale of encroachments into public airspace. The decision is of low significance and would not impact on the relationship between council and Mana Whenua.

6.18 In addition, both are consented with papatipu rūnanga through Mahannui Kurataiao Limited indicating in respect of the Marriner Street development that "*the rūnunga would not consider themselves adversely affected subject to the recommended conditions being adopted …*" The principles and relationship issues in respect of the Worcester Street development are the same.

Climate Change Impact Considerations Ngā Whai Whakaaro mā te Āhuarangi

6.15 The proposals in this report are unlikely to contribute significantly to adaptation to the impacts of climate change or emissions reductions.

6.16 The decision is procedural to do with road stopping (airspace) and disposal.

7. Next Steps Ngā Mahinga ā-muri

7.1 If the Council agrees to the proposals in this report, staff will continue with the statutory processes for road stopping.

7.2 Sale and Purchase Agreement will be prepared by the Council Legal Services Unit and entered with the respective property owners which will be subject to obtaining Ministerial approval.

7.3 Application to Minister to proceed with the road stopping.

7.4 All road stoppings that fall within the Public Works Act 1981 process are subject to approval from the Minister of Lands. The Minister's consent is obtained by submitting a report to Land Information New Zealand (LINZ) that contains all information relevant to each individual application.

7.5 The Minister considers the following critical factors set out in LINZ's road stopping standard:

7.6 Public use of the road.

7.7 Is sufficient road remaining?

7.8 The reasons for it being stopped.

7.9 Access to adjoining properties either remains or is provided for.

7.10 All necessary regulatory authorities have been obtained i.e. The Council approval, and

7.11 Is the use of the Public Works Act 1981 warranted?

7.12 If the Minister's approval is given, then a road stopping notice is published in the New Zealand Gazette stopping the road and automatically amalgamating it with the adjoining title(s). The notice is then lodged with the District Land Registrar who issues one new title for the stopped road and the adjoining parcel of land.

Attachments Ngā Tāpirihanga

No.	Title	Reference	Page
A	Attachment A Street View Proposed Building 5-11 Marriner Street Sumner	24/423250	237
B	Attachment B Street View Building 132 Worcester Street from Worcester Street to Hereford Street Central Christchurch	24/344828	238
C	Attachment C Road Stopping Plan 132 Worcester Street Christchurch Central	24/344842	239
D	Attachment D Road Stopping Plan 5-11 Marriner Street Sumner	24/423265	245
E	Attachment E Road Stopping Policy 2020	24/424160	250
F	Attachment F Disposal of Council Property Policy 2000	24/425955	259
G	Attachment G Flow Diagram Road Stopping process	24/427010	260
H	Attachment H Structures on Road Policy 2020	24/557916	262
I	Attachment I Street View Building 132 Worcester Street from Hereford Street to Worcester Street	24/606350	271

In addition to the attached documents, the following background information is available:

Document Name – Location / File Link
Not applicable

Signatories Ngā Kaiwaitohu

Author	Colin Windleborn - Property Consultant
Approved By	Angus Smith - Manager Property Consultancy Lynette Ellis - Head of Transport & Waste Management Brent Smith - Acting General Manager City Infrastructure

5-11 Marriner Street Sumner Proposed Street View

Looking Up East Marriner

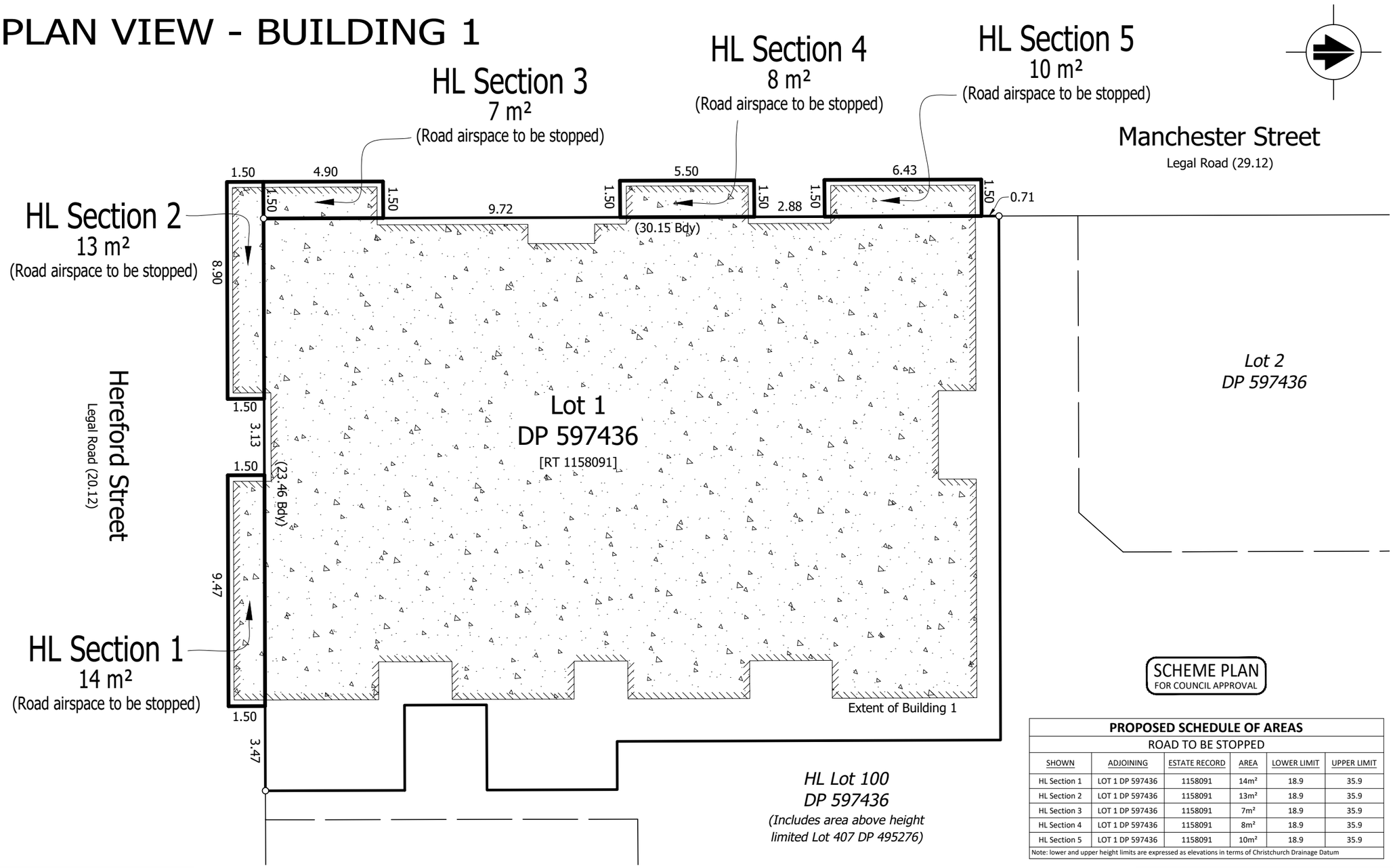
Looking West up Esplanade

Christchurch City Council

Attachment B Item 10

132 Worcester Street

PLAN VIEW - BUILDING 1



SCHEME PLAN
FOR COUNCIL APPROVAL

PROPOSED SCHEDULE OF AREAS

ROAD TO BE STOPPED

SHOWN	ADJOINING	ESTATE RECORD	AREA	LOWER LIMIT	UPPER LIMIT
HL Section 1	LOT 1 DP 597436	1158091	14m²	18.9	35.9
HL Section 2	LOT 1 DP 597436	1158091	13m²	18.9	35.9
HL Section 3	LOT 1 DP 597436	1158091	7m²	18.9	35.9
HL Section 4	LOT 1 DP 597436	1158091	8m²	18.9	35.9
HL Section 5	LOT 1 DP 597436	1158091	10m²	18.9	35.9

Note: lower and upper height limits are expressed as elevations in terms of Christchurch Drainage Datum

NOTES:
- AREAS AND DIMENSIONS SHOWN ARE APPROXIMATE ONLY AND SUBJECT TO FINAL SURVEY AND APPROVAL BY LAND INFORMATION NEW ZEALAND (LINZ)
- LEVELS ARE IN TERMS OF CHRISTCHURCH DRAINAGE DATUM, VCM CCC BM 316, RL 15.487

PROPOSED ROAD AIRSPACE STOPPING

SURVEYOR: BOYD GORDON THOMSON
FIRM: FACTION LIMITED
SCALE: 1:400 @ A3
REFERENCE: 20073-131-A

SHEET 1 OF 6

SO XXXXXX

FACTION LAND SURVEYING
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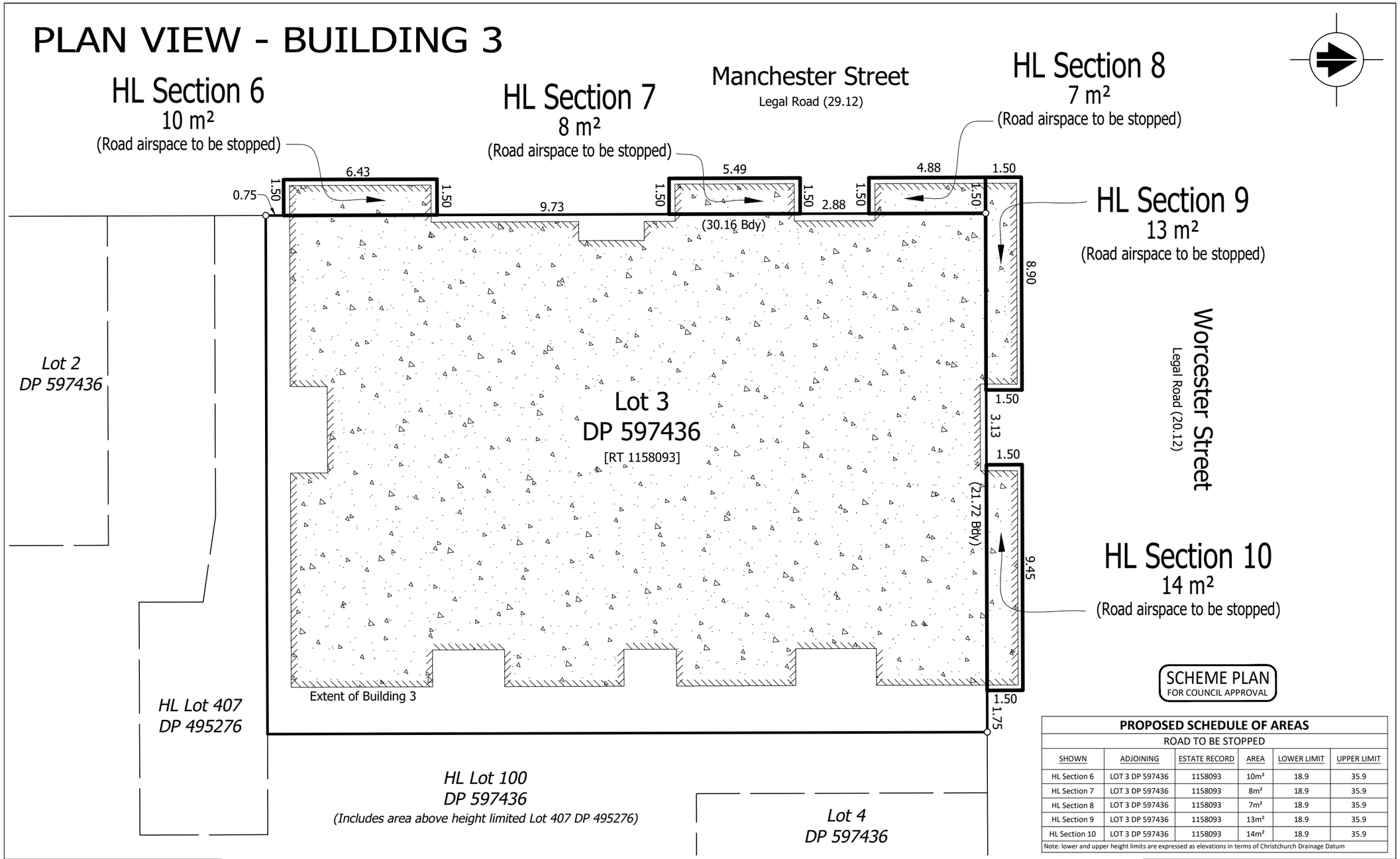
Unit 6, 31 Carlyle Street, Sydenham, Christchurch 8023

PLAN VIEW - BUILDING 3



PROPOSED SCHEDULE OF AREAS

ROAD TO BE STOPPED

SHOWN	ADJOINING	ESTATE RECORD	AREA	LOWER LIMIT	UPPER LIMIT
HL Section 6	LOT 3 DP 597436	1158093	10m²	18.9	35.9
HL Section 7	LOT 3 DP 597436	1158093	8m²	18.9	35.9
HL Section 8	LOT 3 DP 597436	1158093	7m²	18.9	35.9
HL Section 9	LOT 3 DP 597436	1158093	13m²	18.9	35.9
HL Section 10	LOT 3 DP 597436	1158093	14m²	18.9	35.9

Note: lower and upper height limits are expressed as elevations in terms of Christchurch Drainage Datum

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PROPOSED ROAD AIRSPACE STOPPING

SURVEYOR: BOYD GORDON THOMSON
FIRM: FACTION LIMITED
SCALE: 1:400 @ A3
REFERENCE: 20073-131-A

SHEET 2 OF 6

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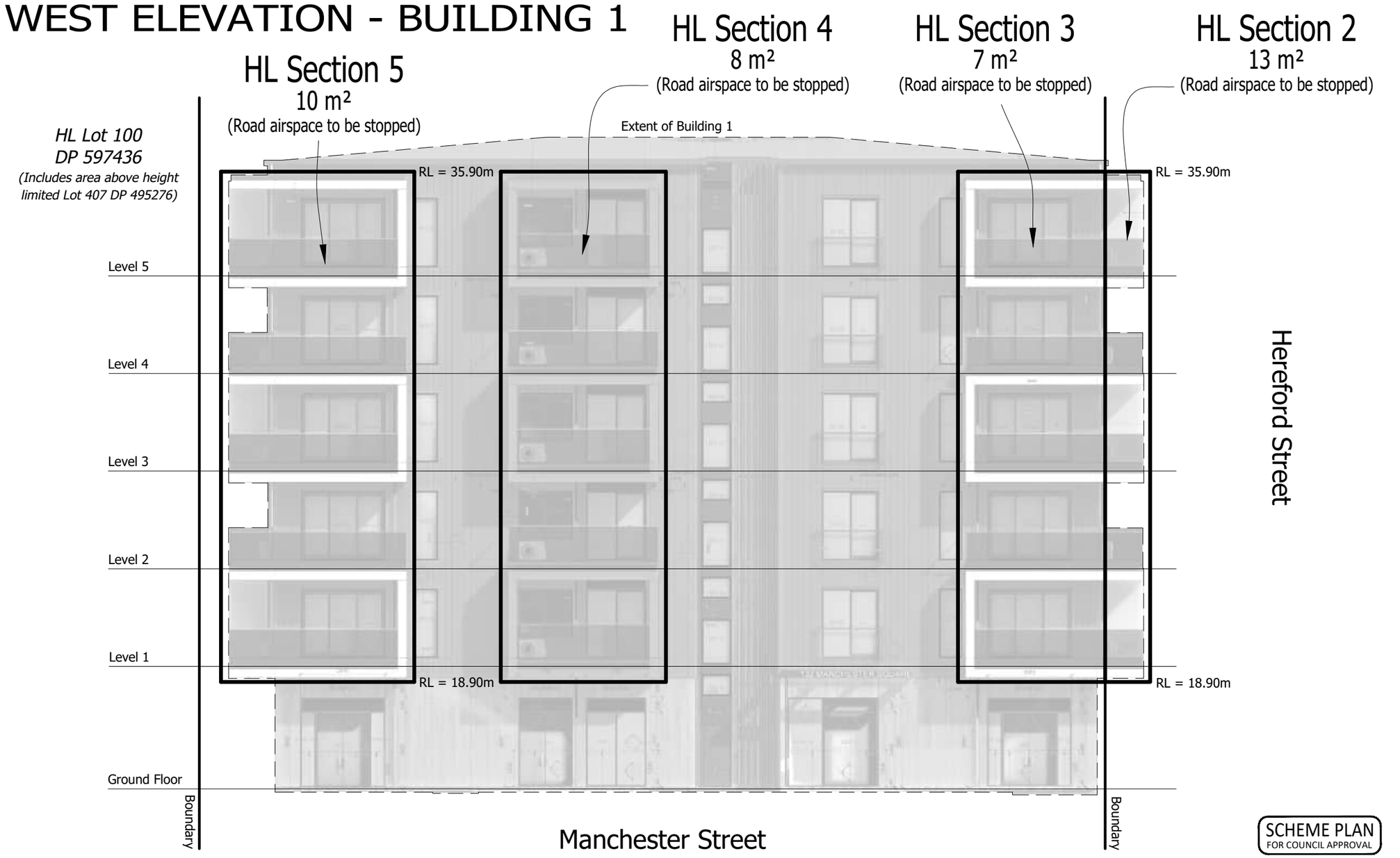
WEST ELEVATION - BUILDING 1



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PROPOSED ROAD AIRSPACE STOPPING

SURVEYOR:	BOYD GORDON THOMSON
FIRM:	FACTION LIMITED
SCALE:	1:125 @ A3
REFERENCE:	20073-131-A

SHEET 3 OF 6

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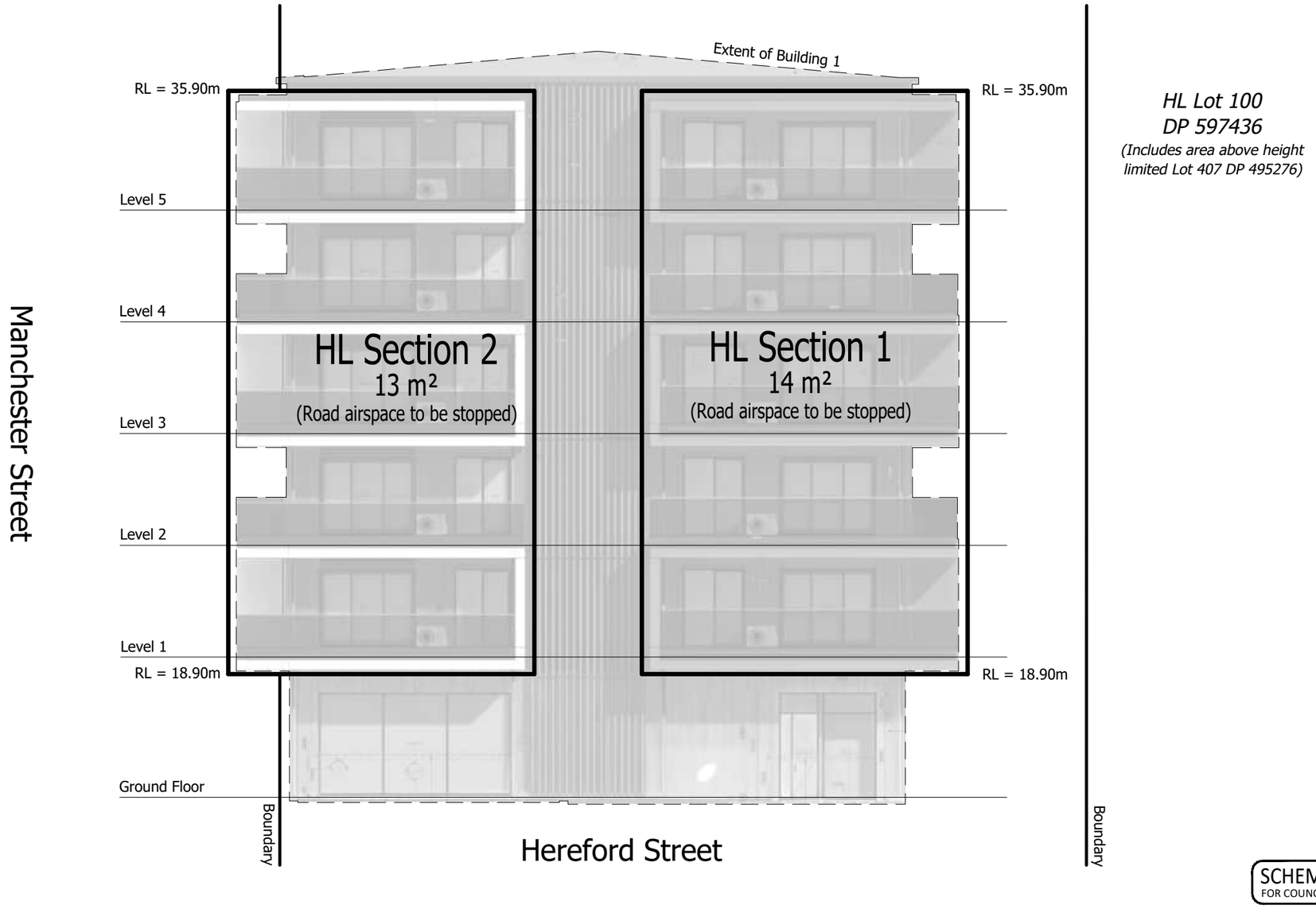
SOUTH ELEVATION - BUILDING 1



SCHEME PLAN
FOR COUNCIL APPROVAL

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PROPOSED ROAD AIRSPACE STOPPING

SURVEYOR:	BOYD GORDON THOMSON
FIRM:	FACTION LIMITED
SCALE:	1:125 @ A3
REFERENCE:	20073-131-A

SHEET 4 OF 6

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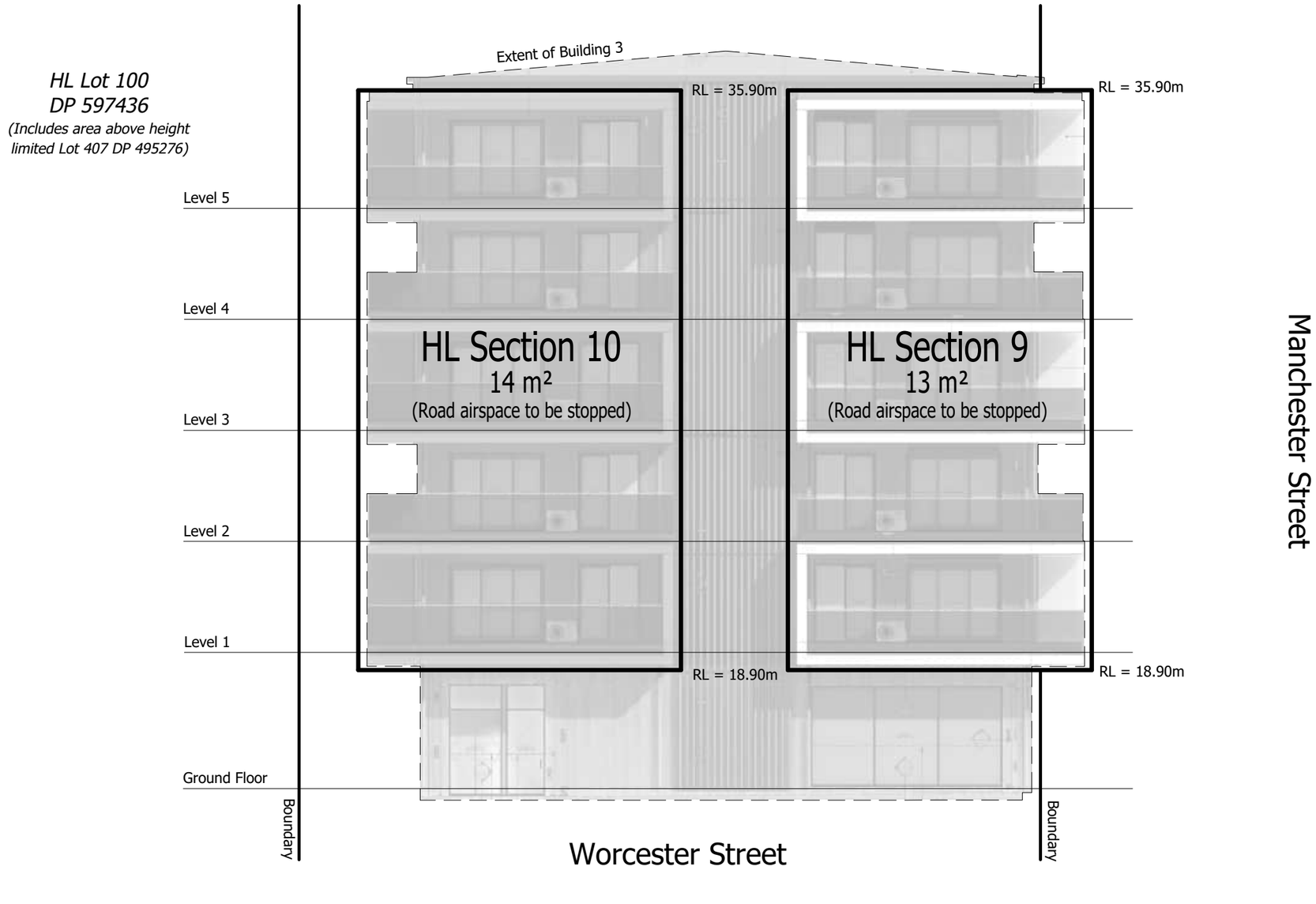
NORTH ELEVATION - BUILDING 3



SCHEME PLAN
FOR COUNCIL APPROVAL

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PROPOSED ROAD AIRSPACE STOPPING

SURVEYOR:	BOYD GORDON THOMSON
FIRM:	FACTION LIMITED
SCALE:	1:125 @ A3
REFERENCE:	20073-131-A

SHEET 5 OF 6

SO XXXXXX

FACTION LAND SURVEYING

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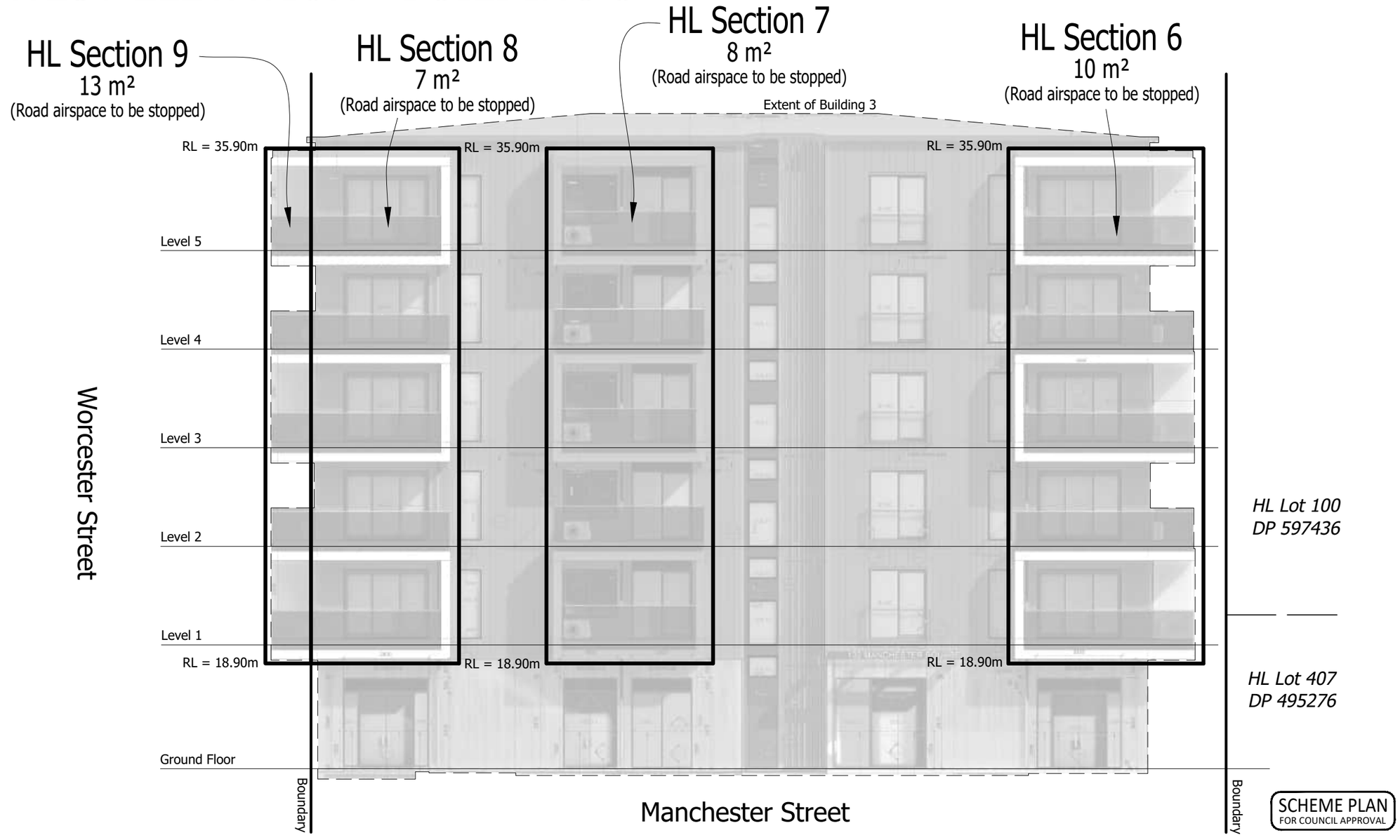
WEST ELEVATION - BUILDING 3



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PROPOSED ROAD AIRSPACE STOPPING

SURVEYOR:	BOYD GORDON THOMSON
FIRM:	FACTION LIMITED
SCALE:	1:125 @ A3
REFERENCE:	20073-131-A

SHEET 6 OF 6

SO XXXXXX

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Unit 6, 31 Carlyle Street, Sydenham, Christchurch 8023

Landonline

Toitu te whenua Land Information New Zealand

Title Plan - SO 602249

Survey Number	SO 602249
Surveyor Reference	15703 - Beachside
Surveyor	Riki Wilhelm Anton Cambridge
Survey Firm	Inovo Projects Ltd
Surveyor Declaration	

Survey Details

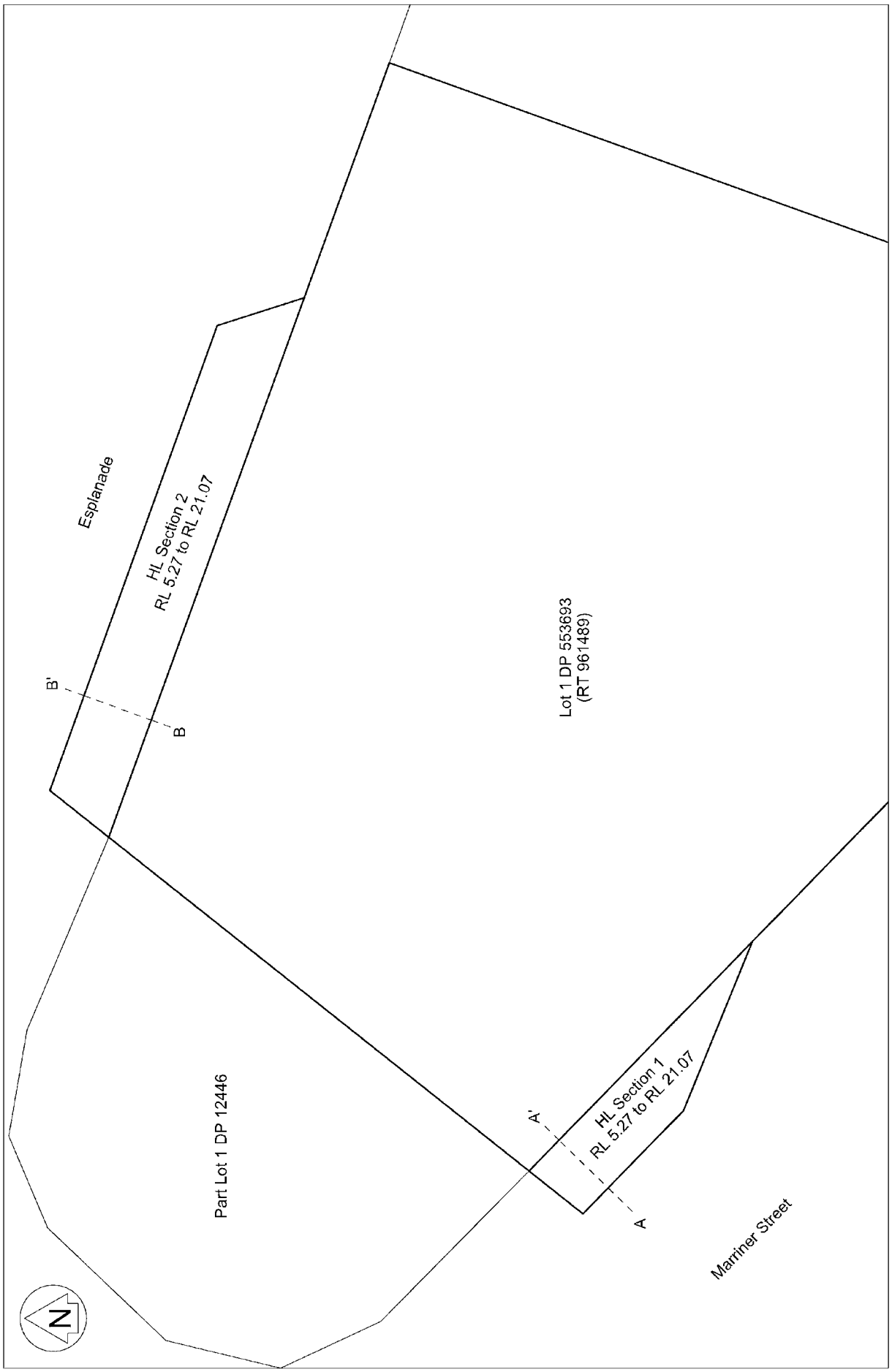
Dataset Description	Sections 1 & 2		
Status	Initiated		
Land District	Canterbury	**Survey Class**	Class A
Submitted Date		**Survey Approval Date**	
		Deposit Date	

Territorial Authorities

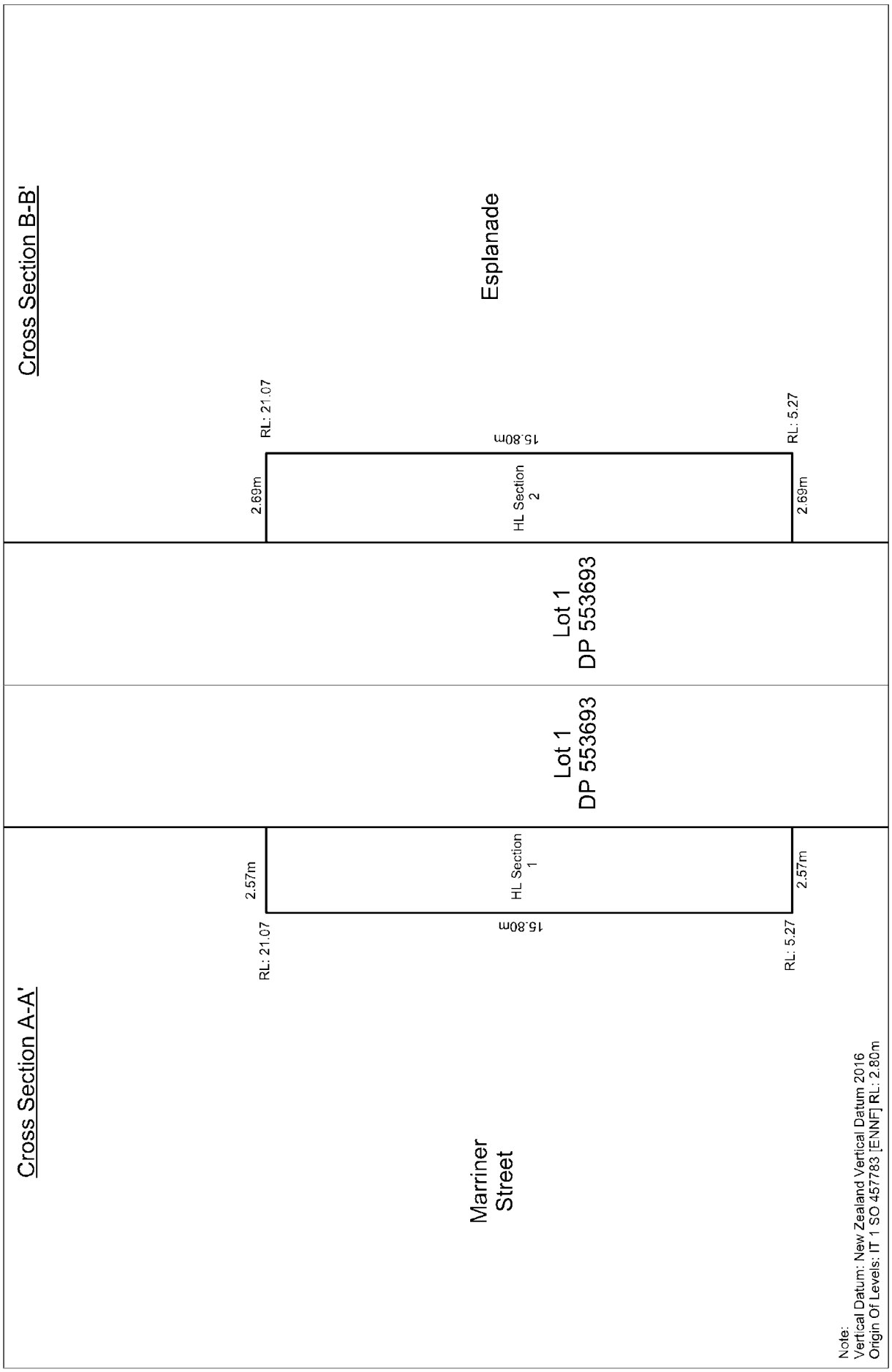
Christchurch City

Created Parcels

Parcels	Parcel Intent	Area	RT Reference
Height-Limited Section 1 Survey Office Plan 602249	Legalisation	0.0022 Ha	
Height-Limited Section 2 Survey Office Plan 602249	Legalisation	0.0054 Ha	
CSC Parcel Number: 5	Road		
CSC Parcel Number: 6	Road		
Total Area		0.0076 Ha	



Attachment D **Item 10**



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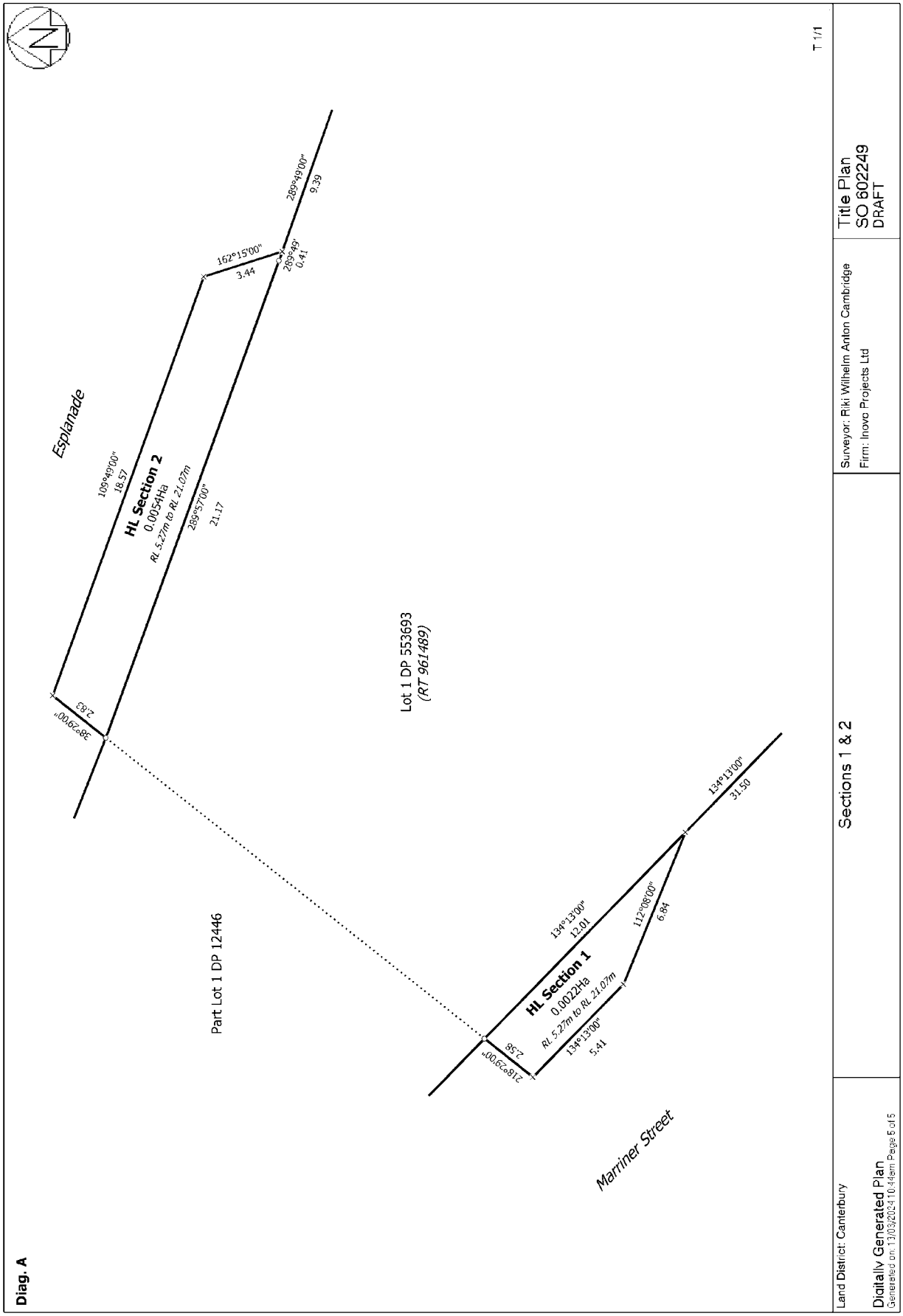
Area Schedule

SO 602249

SCHEDULE OF AREAS

Land District *Canterbury*
Project Reference *15703*
Territorial Authority *Christchurch City Council*

ROAD TO BE STOPPED			
Identifier	Adjoining	Reference	Area
Section 1	Lot 1 DP 553693	961489	0.0022 ha
Section 2	Lot 1 DP 553693	961489	0.0054 ha



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Road Stopping Policy 2020

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1. Introduction

1.1 Road Stopping is the legal process to change the status of road to fee simple land. Once a road is legally stopped the land can be retained, sold or transferred for an alternative use. The road stopping process is governed by either the Local Government Act 1974 or the Public Works Act 1981. The statutory process used in relation to a particular application is governed by this Policy.

1.2 The stopping of a road, may be initiated by a Council business unit to meet Council policies or strategies, or may be as a result of a road stopping application received from a third party. The applicant is required under this Policy to meet all the Council's costs including legal, survey, valuation, and staff costs, and to pay the current market value for the land.

1.3 Where the application is from a third party and the land is sold, a road stopping results in the privatisation of a public asset/benefit.

2. Purpose

2.1 This Policy provides guidance on the Council's approach to:

(a) Road stopping applications generally;

(b) Identifying which statutory road stopping process will be used;

(c) The evaluation criteria to be applied when considering road stopping applications;

(d) Achieving consistency with road stopping applications, decisions and processes;

(e) Ensuring statutory compliance.

3. Policy Scope

3.1 This policy applies to both formed and unformed (paper) legal road.

3.2 Road stopping is a separate and unrelated process to road "closures". Road closures are temporary and generally used to facilitate road works, construction works or events. Information on how to apply for a temporary road closure can be found on the Council's website.

3.3 **Rural Roads** - section 342 (1) of the Local Government Act 1974 provides that the Council cannot "proceed to stop any road or part thereof in a rural area unless the prior consent of the Minister of Lands has been obtained".

3.4 Applications to close pedestrian accessways that are legal road, in addition to being subject to this Policy, will also be subject to the Pedestrian Accessways Closures Policy 2020. If there is any conflict between this Policy and the Road Stopping Policy, then the Road Stopping Policy will prevail.

4. Policy Statement

Evaluation Criteria

4.1 When an application for road stopping is received the Council will evaluate if the application should proceed or not (including an assessment of the transport, environmental, legal and planning circumstances, the presence of utilities and other relevant factors).

4.2 The considerations which govern this decision are outlined below:

Land Status	Is the land legally held by the Council as road?
District Plan	Would there be there any adverse impacts from the proposed road stopping on adjoining properties under the District Plan, e.g. setback, site coverage, neighbourhood, amenity, etc.?
Current Level of Use	Is the road the sole or most convenient means of access to any existing lots, public space, community facilities, or amenity features such as a river, coast, park, etc.?
	Is the road used by the public, including vehicles, cycles and/or pedestrians?
	Is the road corridor an essential component of the resilience/evacuation network or the over-dimensioned vehicle network, or any other relevant network?
Future Use	Will the road be needed to serve future residential, commercial, industrial and agricultural developments?
	Will the road be needed for a future connection in the existing network?

	Will the road be required to provide an inter-district link?
Alternative Uses	Can the road be utilised by the Council for other public works either now or in the future?
	Does the road have current or potential value for either amenity or conservation functions e.g. walkway, footpath, cycle path, utilities, esplanade strip, protection of vegetation or trees, etc.?
Road adjoining a water body	Is the land required to be vested in the Council as an esplanade reserve after road stopping is completed (Local Government Act 1974 s345(3))?
Utilities	Does the road include any services or infrastructure, e.g. pipes, conduits or cables?
	Can the services or infrastructure be adequately protected by easement? (i.e. there will be cases when an easement is not suitable, e.g. major underground infrastructure, water supply, etc.).
Traffic Safety	Does the access and egress of motor vehicles on the section of road proposed for road stopping constitute a danger or hazard to other road users?
	Would the road stopping have a negative impact on road safety?

Circumstances when a road stopping application will not proceed

4.3 An application for road stopping will not proceed if the Council (in its sole discretion) determines that:

- the road has been identified as providing a future road corridor; or
- the road has the potential to provide a future or alternative inter-district link; or
- 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); or
- 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; or
- the road is required as a designated evacuation route and/or an over dimension vehicle route; or
- the stopping of the road will result in any land becoming landlocked; or
- the road provides primary access from a public road or reserve to a watercourse, water body, coastal marine area, unless there are sound management, ecological or environmental reasons for doing otherwise; or
- the road provides primary access to an esplanade reserve, reserve or park, unless there are sound management or ecological reasons for doing otherwise; or

- the stopping of the road would conflict with Ngai Tahu values as outlined in the District Plan (Chapter 9); or
- the stopping of the road will adversely affect the viability of any commercial activity or operation; or
- 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
- any infrastructure or utilities situated on the road would be better protected and managed through continued Council ownership e.g. water supply, public transport infrastructure; or
- the road stopping could injuriously affect or have a negative or adverse impact on any other property; or
- the road stopping could have an impact on a public work to be undertaken by any other agency including the Crown; or
- that the road has significant landscape or streetscape amenity; or
- any other circumstances apply that would suggest that the road stopping should not proceed; or
- **In the residential hills and residential Banks Peninsula zones,** the loss of the green space would impact adversely on the landscape value of the area; or
- **In the residential hills and residential Banks Peninsula zones,** the loss of the road land would impact adversely on critical Council owned retaining walls.

4.4 Notwithstanding anything in this Policy, the provisions of section 80 of the Local Government Act 2002, which allows the Council to depart from Council policy in certain circumstances.

STATUTORY PROCESSES FOR ROAD STOPPING

4.5 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 is practicable, such decisions being successfully contested by any party.

Local Government Act 1974 process

4.6 The Local Government Act 1974 road-stopping procedure will be adopted if one or more of the following circumstances 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. If it is found through the review process that 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; or

e. The Public Works Act 1981 process is not able to be used, or is not used.

Public Works Act 1981 process

4.7 The Public Works Act 1981 road stopping procedure may be adopted **only if all** of the following circumstances apply:

a. Where there are no more than two properties, other than the applicant's property, adjoining the road proposed to be stopped;

b. Where the written consent to the proposed road stopping of all adjoining landowners (other than the applicant) to the proposed road-stopping is obtained;

c. 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;

d. Where the road proposed to be stopped is to be amalgamated with the adjoining property or properties (as appropriate); and

e. Where other reasonable access exists or will be provided to replace the access previously provided by the road proposed to be stopped (i.e. by the construction of a new road); and

f. Where the use of the Public Works Act 1981 road stopping procedure is approved by the relevant Government department or Minister.

4.8 If any one of the circumstances referred to in clause 4.7 does not apply, then the Local Government Act 1974 process must be used.

APPLYING TO STOP A ROAD

4.9 An application must be received by the Council on the Council's prescribed application form together with the application fee (non-refundable). An application cannot be considered or processed until the completed prescribed application form and the application fee (if any) are received.

4.10 The Council's prescribed application form and the Schedule of Fees and Charges are available on the Council's website. The Council's fees and charges are reviewed on an annual basis.

Additional costs

4.11 Additional 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.

Consenting
Any costs associated with obtaining the consent to the proposal, including, but not limited to, the Minister of Lands.

Public Advertising
The cost of public notification required under the Local Government Act 1974.

Accredited Agent Fees
Includes professional and other fees incurred because 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 record(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 internal legal staff costs) 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 road proposed to be stopped. If the applicant queries the valuation, they will also be responsible for any additional costs incurred.

Cost of Court and Hearing Proceedings
Pursuant to the Tenth Schedule of the Local Government Act 1974, if any objections are 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 applicable individual staff hourly charge-out rates.

Market Value of the Road
The applicant must pay the Current Market Value of the road proposed to be stopped 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.

4.12 If there is an element of public benefit to the proposed road stopping the Council may agree that the costs be shared between the applicant and the Council in such proportions as the Council determines (in its discretion).

Discontinuing the Road Stopping Process

4.13 Until the Council and the applicant enter into a Sale and Purchase Agreement in respect of the underlying land:

i. the Council reserves the right either to discontinue or exercise its discretion not to proceed with the road stopping application process.

ii. the applicant may also discontinue the road-stopping process, providing they pay to the Council the costs required to be paid under this Policy.

4.14 After that time, if the Council and the applicant enter into a Sale and Purchase Agreement their relationship and obligations shall be governed by the terms and conditions of that agreement.

Agreement for Sale and Purchase

4.15 When a road stopping application by a third party has been accepted by the Council, an Agreement for Sale and Purchase must be entered into between the applicant and the Council.

4.16 The Agreement for Sale and Purchase may include terms and conditions including, but not limited to:

- The road stopping may not commence until the Agreement for Sale and Purchase is signed by both parties
- All the Council's costs accrued at this stage shall to be paid by the applicant prior to the road stopping commencing
- Any requirement for a deposit to be paid sufficient to cover the Council's estimate of all the Council's costs associated with the road stopping application. If the road-stopping is discontinued for any reason then the deposit shall be refundable to the applicant less the actual costs incurred by the Council in processing the application to that point in time, as determined by the Council.
- The agreement being subject to obtaining the approval of the Minister of Lands, if required
- Any other terms and conditions the Council considers are appropriate

4.17 When the road stopping process used is the Local Government Act 1974 procedure, the Agreement for Sale and Purchase will provide as appropriate that:

a. 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
b. 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

c. if the applicant does not elect to cancel the Agreement in the circumstances described in paragraph b. 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

4.18 If the Agreement is cancelled for any reason the applicant will meet all costs incurred by the Council.

4.19 In the case of the local Community Board approving the closure of a Pedestrian Accessway that is legal road the process will be funded by the Council as set out in the Pedestrian Accessway Closure Policy. However, if it is the intention of the applicants to buy the adjoining land they must pay the Council's costs.

Transitional Provisions

Notwithstanding anything else, this Policy only applies to road stopping applications received after the date of adoption of this Policy by the Council ("the Operative Date"). Road stopping applications received prior to the Operative Date will continue to be dealt with under the previous Road Stopping Policy 2009 which shall continue to apply for that purpose.

4. Definitions

For the purposes of this Policy, the following meanings apply:

a. "Council" means the Christchurch City Council.

b. "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.

c. Road means any part of a road (as defined in section 315 of the Local Government Act 1974) (including any unformed road) which is the subject of a road stopping application to the Council.

5. References and related documents

Document	Link
Local Government Act 1974 s.342 & schedule 10	http://www.legislation.govt.nz/act/public/1974/0066/latest/DLM415532.html?src=qs
Public Works Act 1981 s.116	http://www.legislation.govt.nz/act/public/1981/0035/latest/DLM45427.html?src=qs
Structures on Roads	http://www.ccc.govt.nz/the-council/plans-strategies-policies-and-bylaws/policies/streets-roads-and-pavements-policies/
Pedestrian Accessway Closure	http://www.ccc.govt.nz/the-council/plans-strategies-policies-and-bylaws/policies/streets-roads-and-pavements-policies/

Policy name	Road Stopping Policy
Adoption date	12 March 2020
Date of most recent review	Revokes the Road Stopping Policy 2009
Resolution number	CNCL/2020/00030
Review date	2030
Department responsible	Transport
Position responsible	Team Leader Asset Planning Transport

Disposal of Council Property Policy 2000

Council, 16 December 2000.

Disposal of Council property within the central city area.

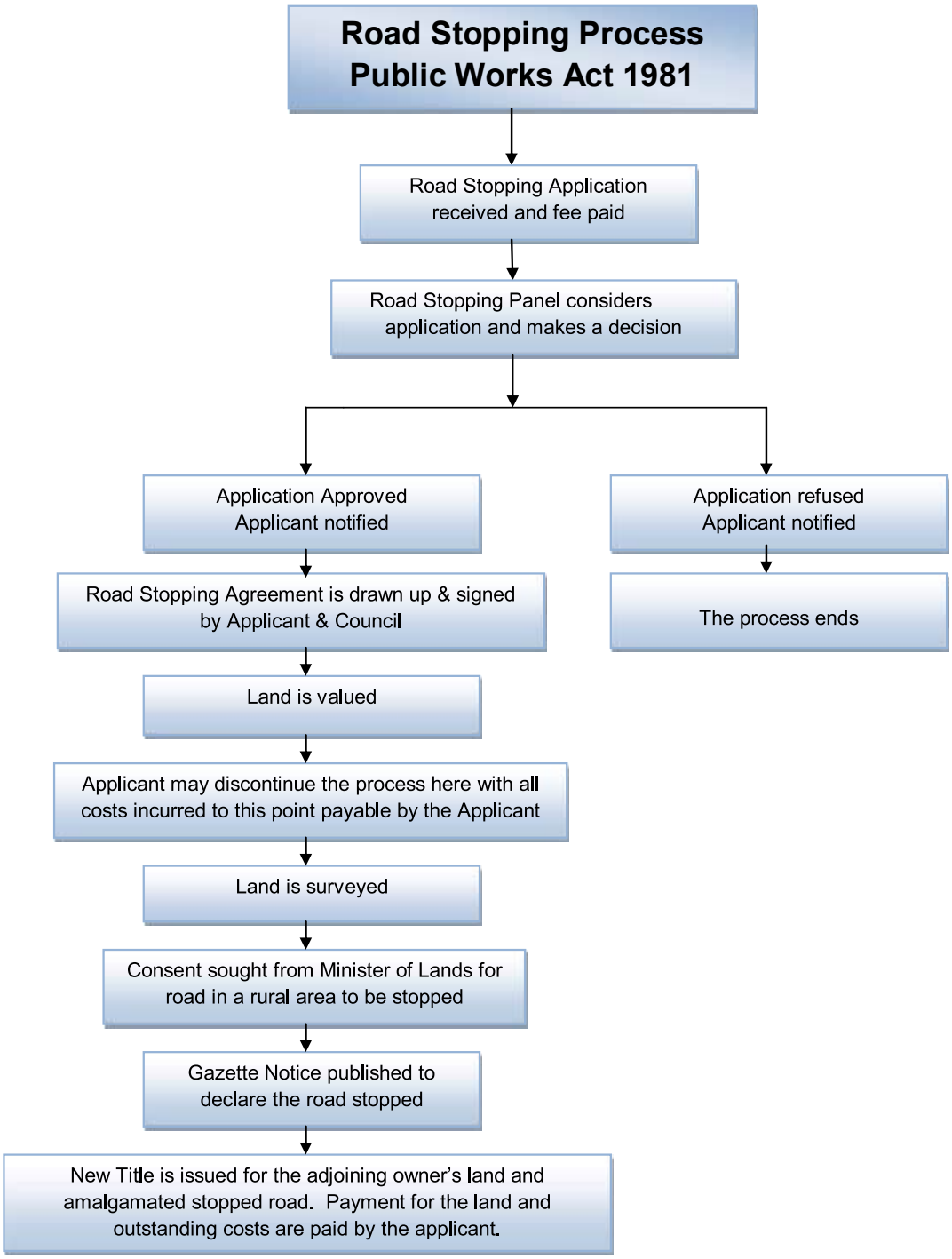
1. That the Council's policy of publicly tendering properties for sale unless there is a clear reason for doing otherwise be confirmed as applying to all areas of the City with the exception of the area in which the (interim) Central City Board is active in pursuit of Council revitalisation goals.
2. That it be confirmed that all such sales of Council land must be approved in the normal way by the full Council.

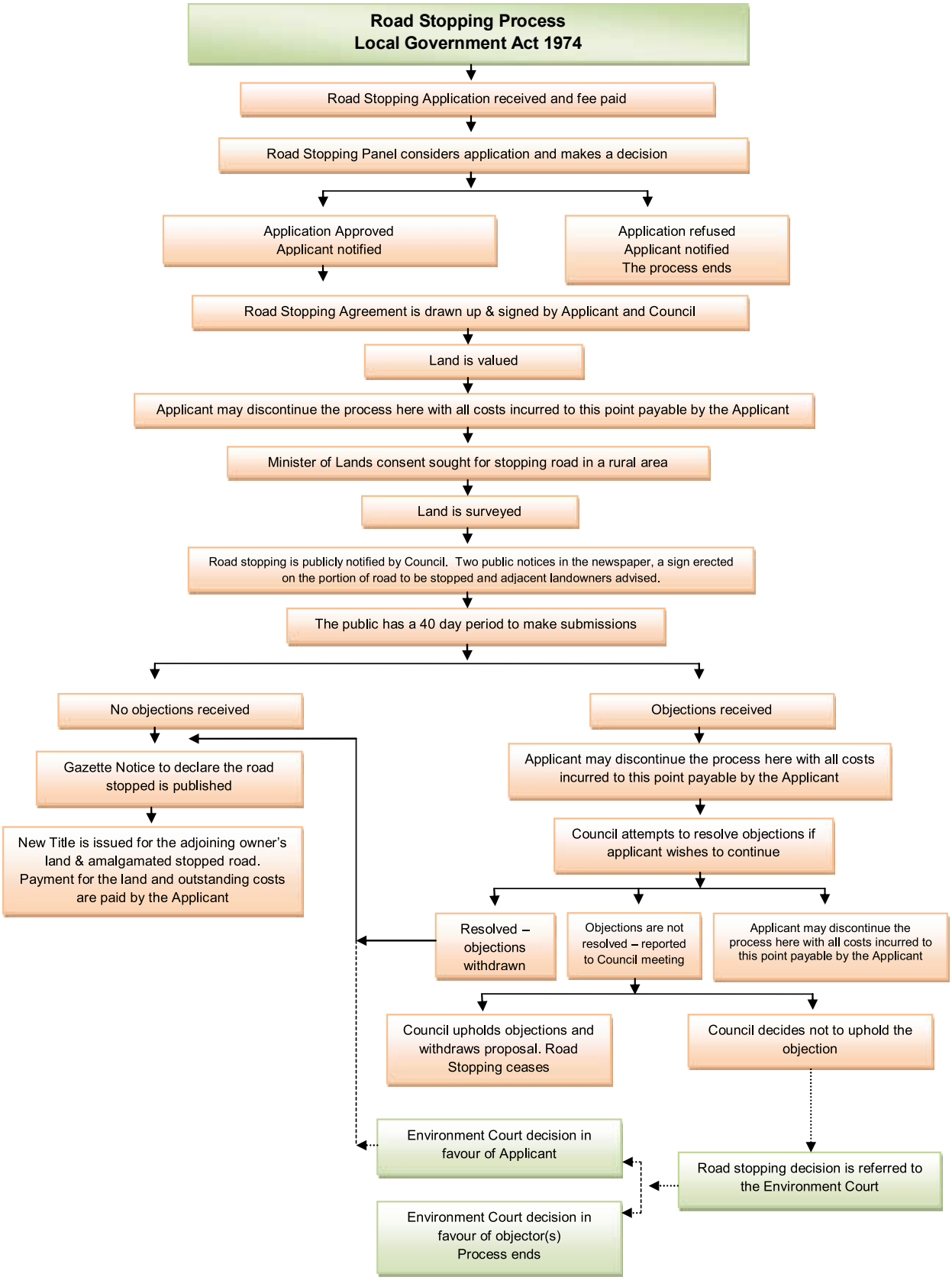
Christchurch City Council

tasman district council | Te Kaunihera o te tai o Aorere

Item 10

Attachment G




Road Stopping Process
Local Government Act 1974
Road Stopping Application received and fee paid
Road Stopping Panel considers application and makes a decision
Application Approved
Applicant notified
Application refused
Applicant notified
The process ends
Road Stopping Agreement is drawn up & signed by Applicant and Council
Land is valued
Applicant may discontinue the process here with all costs incurred to this point payable by the Applicant
Minister of Lands consent sought for stopping road in a rural area
Land is surveyed
Road stopping is publicly notified by Council. Two public notices in the newspaper, a sign erected on the portion of road to be stopped and adjacent landowners advised.
The public has a 40 day period to make submissions
No objections received
Gazette Notice to declare the road stopped is published
New Title is issued for the adjoining owner's land & amalgamated stopped road. Payment for the land and outstanding costs are paid by the Applicant
Objections received
Applicant may discontinue the process here with all costs incurred to this point payable by the Applicant
Council attempts to resolve objections if applicant wishes to continue
Resolved – objections withdrawn
Objections are not resolved – reported to Council meeting
Applicant may discontinue the process here with all costs incurred to this point payable by the Applicant
Council upholds objections and withdraws proposal. Road Stopping ceases
Council decides not to uphold the objection
Environment Court decision in favour of Applicant
Road stopping decision is referred to the Environment Court
Environment Court decision in favour of objector(s)
Process ends

Structures on Roads Policy

Council, 12 March 2020

Apply for permission to erect a structure on, over or under a legal road

Apply

Structures on Roads Policy [PDF, 690 KB]

1. Introduction

Roads are first and foremost for the movement and connection of people through walking, cycling and in vehicles by the community at large, and only by exception will the Council consider applications for structures on, over or under roads, as set out in this policy. The primary consideration is that the overarching functions of the road are not compromised now or in the future.

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

“Road” is land vested to the Council as defined in s315 of the Local Government Act 1974. This policy equally applies to both formed and unformed (paper) legal road.

1.1 Purpose

The purpose of this policy is to enable the Council to control the private use of public roads, including the airspace and subsoil of the roads:

- Protecting the public from nuisance and inconvenience that may arise from permitting structures for residential and commercial activities.
- Minimising the extent and impact of permitted encroachments to limit inconvenience to other road users and/or negative impacts on the streetscape.

1.2 Policy Scope

The policy applies to private non-habitable structures encroaching on, under or over roads. The Policy outlines the principles applying to most structures dealt with by the Council. If there is any doubt about a proposed structure on the road please email road.stop@ccc.govt.nz.

Habitable structures, boat sheds and other storage structures (other than garages) are excluded from this policy.

1.3 General Approach

In applying this policy the primary purpose of the Council’s roading network remains paramount; to provide network efficiency, capacity and personal safety now and in the future.

1.4 General Principles of this Policy for all applications

- The following general principles apply when the Council is considering applications under this policy:
- The Council has full discretion when considering a structures on roads application.
- There must be no suitable alternatives to locate the proposed structure over, on, or under the road.
- The effects of the structure on the roads, such as amenity and accessibility, and the impact on any future roading projects, must be minimal.
- The structure encroaching over, under or on the road should not cause any potential safety issues.

- The road space to be used by the structure should be surplus to current roading requirements.
- The public's rights of access to the road should not be unreasonably interfered with.
- The potential impact of an application on Ngai Tahu (see the District Plan Chapter 9) values, heritage sites and other significant historical and cultural sites.
- The potential impact of an application 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.
- A structure must not negatively impact or obstruct other features within the roadway, including traffic signs and traffic signals; growing space for street trees; street furniture and permanent artwork.

2. Applying For Approval Authorisation

Application forms are available on the Christchurch City Council website including an online option. The application form sets out the information needed to accompany each application (including a scaled plan) and how to submit it.

Applications for structures on roads will be considered on a case by case basis. The Council may require modifications to the applicant's proposal, and these will be discussed with the applicant before a decision is made.

An approval (including a lease or licence) given under this policy only authorises occupation of the road. Other consents (e.g. resource and building consents) may be required. It is the Applicant's responsibility to ensure they have all the relevant permissions and consents.

The terms and conditions may include (without limitation):

- The use to which the structure can be put; and/or,
- Design requirements which must be to the Council's satisfaction;
- Enter into a Deed of Licence or Deed of Grant to occupy legal road with the Council. Such licence can be available to future owners on application with the Council's consent.
- The costs of installation, maintenance and removal of approved structures rests solely with their owner.
- The applicant acknowledges their responsibilities under the Health & Safety at Work Act 2015 in respect of any construction on, under or over the legal road reserve, and in respect of any permitted structure and its use.

If the Council declines an application, we will provide reasons for the refusal in writing.

Licence or Lease

The Council (as the road controlling authority) can lease the legal road airspace and subsoil, providing it does not impede the passage of pedestrians and vehicles. However, the Council cannot lease the surface of the legal road. The Council does not normally issue leases for structures in the road's airspace or subsoil; a deed of licence is sufficient authorisation.

If approval is given the Council will determine whether it will issue a lease or licence.

Council as a Territorial Authority

The Council in its capacity as a territorial authority is required to carry out its statutory functions under the Resource Management Act 1991, the Building Act 2004, the Local Government Acts 1974 and 2002, and its Bylaws. The granting by the Council of any permission or consent under those Acts or the Council's Bylaws will not of itself be deemed an approval by the Council under this Policy. The Council must exercise its powers, including 3|Page any discretionary powers and duties, under those Acts and its Bylaws without regard to any application made, or approval given under this Policy.

3. Fees

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

The application fee is non-refundable. The applicant must pay the fee and supply all the required documentation before the application will be considered.

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

4. Structures Encroaching Over Road Airspace

4.1 Verandahs in commercial areas

Verandahs provide protection to pedestrians in adverse weather conditions for retail/commercial areas.

Verandahs are normally required in commercial/retail areas in the central City and suburban locations and should be cantilevered off the building.

In addition to the general principles the following apply when the Council considers an application for a verandah:

a. Verandahs are allowed 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. Verandahs are allowed in shared zones where there is no physical barrier between the footpath and the carriageway, but there remains sufficient width and height (a minimum of 4.5 metres) so the verandah will not interfere with vehicular traffic flows. A verandah between 2.9 and 4.5 metres height may be permitted if there is sufficient clear roadway width remaining, e.g. 4.5 metres. This will allow for the safe passage by emergency vehicles particularly Fire Emergency New Zealand (FENZ) trucks and clearance for electricity supply cables (if relevant).
c. A verandah (where a kerb exists) should be erected at a height of no 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.
d. A verandah must extend no further from the building façade than within 500 millimetres of a vertical line drawn from the footpath face (looking to the building) of the kerb to minimise the risk of the structure being damaged by large motor vehicles travelling close to the kerb.
e. For consistency of verandah design it is vital that the design principles be preserved. They 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 coloured compatibly with adjacent buildings.
    iv. The verandah should maintain suitable lighting to avoid dark areas or shadows and Crime Prevention through Environmental Design principles will apply.
    v. Canopies, sun blinds and awnings are restricted to an area of less than 5 m2 where there is no appropriate stormwater disposal system.

4.2 Architectural features on buildings

Architectural features on buildings can extend over the road airspace. Examples include balconies, oriel windows, egress facilities and building service plants.

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

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

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.

The architectural features must:

- Be at least 2.6m above existing footpath level.
- Be at least 6.0m above existing road level(no footpath).
- Not exceed 1.0m horizontal projection.

4.3 Overbuilding to increase the leasable floor area of a building and air bridges (pedestrian and/or vehicular)

The Council will not generally grant rights to airspace above roads for the sole purpose of creating additional floor space (overbuilding) unless exceptional circumstances apply and at the Council's absolute discretion.

Air bridges can provide a more direct link or choice of routes between buildings, for example carpark buildings, or places of interest. They can be useful as elevated walkways to divert pedestrians in areas of high pedestrian traffic without detrimentally affecting the vitality of existing activities on the road.

A proposed overbuilding or air bridge must:

a. Act as a land mark and/or

b. Provide an additional viewing point and/or

c. Provide an opportunity for an architectural statement and enhanced street amenity.

In addition to the general principles the following apply when the Council considers an application under this part of the Policy:

(a) the design and location of the structure must not cause excessive shading at road level, or block light and views from adjoining buildings;

(b) If there are already other over buildings or air bridges close by, building further structures will not have an adverse cumulative effect.

For overbuildings:

(c) the overbuilding must not cause damage to roading infrastructure if there is building movement caused from base isolation foundations during a significant seismic event, for example to light columns, traffic signal poles, wires, street trees, bus stops, etc.

For air bridges:

(d) the air bridge structure must be capable of being joined to the host buildings in an architecturally sympathetic way.

(e) the alignment and location of the structure will not detract from views nor compromise the basic grid layout and urban form of the Central City and the general openness of the road system.

(f) The design and location of the structure, specifically its height above an active road, should not compromise the passage of large vehicles and over-dimension vehicles if on that network. Normally air bridges will not be permitted over any route on the over-dimension network.

5. Structures Encroaching in Subsoil Under Roads

5.1 Seismic Movement Trenches

In the post-earthquake environment developers and landowners are utilising base isolation foundations to meet the revised requirements of the Building 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.

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

In addition to the general principles, the following apply when the Council considers an application under this part of the Policy:

a. Outside the Central City Zone: base isolation foundations should be constructed within the property boundary to include the movement zone (+/- 400 to 750 mm) whenever feasible. This includes 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.

c. Damage to the footpath should be minimised and the underground trenches should be covered to eliminate trip hazards. The exceptional circumstances locations in (b) above may include but are not limited to the older suburban centres (e.g. Lyttelton, Merivale, Riccarton, etc.), heritage, historical and cultural sites.

d. 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.

e. The structure must have a permanent and safe access cover complying with the Council's roading, planning policies and standards.

5.2 Subsurface privately owned tunnels

Privately owned tunnels can provide a more direct link or choice of routes between buildings, for example carpark buildings, related facilities severed by a busy road, or places of interest. They can be useful to divert pedestrians or move goods without detrimentally affecting existing activities on the road.

Privately owned underpasses in rural areas provided for stock control and movement are considered privately owned tunnels.

In addition to the general principles, following apply when the Council considers an application under this part of the Policy:

a. There must be high levels of pedestrian, or vehicular traffic or stock movements in the vicinity between privately owned sites.
b. A more direct link or a choice of routes between public buildings or places of interests (including car parking buildings), or paddocks must be created.
c. The new structure must enhance road user safety, and utilise Crime Prevention through Environmental Design principles for personal safety.
d. The new structure must provide an opportunity for an architectural statement (except stock underpasses).
e. Where the design and location of the structure will not cause disruption at road level, obstruction of footpaths, impact negatively on underground utilities and critical roading infrastructure.
f. Where the structure can be joined to the host building/s in an architecturally sympathetic way.
g. Where the alignment and location of the structure will not compromise the basic grid layout and urban form of the Central City and the general openness of the road system.

6. Structures Encroaching on the Surface of Roads

6.1 Retaining structures

Requests to build structures retaining land for access reasons often arise from property owners in the hill suburbs and Banks Peninsula where the terrain is steep and difficult. Retaining structures may also be needed to protect properties and the road from landslips and other natural hazards.

Anchors for private retaining walls that may need to encroach into the road land subsoil. Approval will be given providing the anchors are at least 2.5 metres below the road surface and are not in conflict with the assessment criteria.

For the assessment criteria see 6.2 below.

6.2 Carports, garages, parking platforms, access ramps, and cable- car stations

Requests to build structures for access, and parking often arise from property owners in the hill suburbs and Banks Peninsula where the terrain is steep and difficult.

Property owners have a legal right of access onto the road. The majority of these properties were created prior to 1974 when vehicle access to properties was not required for subdivisions.

A number of properties have exclusive use of parcels of legal roads for carports, garages, parking platforms, access ramps and cable-car stations. While having significant advantages for private occupiers, these built structures enable residential developments in difficult terrain and help to ease on-road parking pressures on limited road space.

Any proposal (6.1 or 6.2) will need to meet the following criteria:

a. The structures do not cause any safety issues to road users, particularly pedestrians and cyclists.
b. Legal right of access is maintained for individual property owners.
c. There must be no conflict with possible future roadway widening or alterations.
d. The applicant is unable to construct the structure on their land because of the nature of the terrain.
e. The proposal is consistent with Chapter 7 Transport of the Christchurch District Plan.
f. The road environment, and any Council or other utility service provider, 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 to store motor vehicles and other modes of transport.

i. Only single storey structures will be permitted.

j. Double garages on the road reserve will only be permitted if directly in front the applicant's property. Otherwise only a single garage will be approved.

k. The structure is the applicant's responsibility and will be maintained by the applicant/owner.

l. Approval will be given providing the anchors for retaining structures are at least 2.5 metres below the road surface and are not in conflict with the other criteria.

For new and existing structures:

a. An occupier of a structure on a road normally has a licence granted by the Council. A licence can be issued 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 District Plan have been achieved on the occupier's property.

6.3 Exoskeletal Structures

Retro-fitted exoskeletal structures are being used to meet the updated requirements of the Building Code for earthquake strengthening on existing buildings. This engineering method is mostly used on commercial buildings in the Central City where the building footprint extends to the edge of the private property, meaning legal road space is required for the additional structure.

Exoskeletal structures provide an external steel cage to wrap an existing building that avoids more expensive solutions such base isolated foundations or internal steel bracing. External bracing also ensures that the loss of leasable floor space is minimised.

The provision of bracing pillars and ground anchors in the legal road should not impede road users, particularly pedestrians, or other street infrastructure.

a. External exoskeletal structures will not be permitted to occupy road land, airspace and subsoil outside the Central City Zone (unless there are exceptional circumstances), because there are narrower footpath standards in the suburban centres.

b. All underground services must be protected from the structure. Occupation of the footpath should be minimised and the ground anchors should be covered to eliminate trip hazards. The maximum allowable obstruction for the support structures of a central City footpath (minimum width 3 metres excluding the kerb) is 200 mm. If the footpath is less than 3 metres the maximum allowable encroachment for the support structures will be 100 mm.

c. The 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.

d. The relocation of underground and above ground 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.

e. The structure must comply with the Council's Urban Design Guidance and Crime Prevention through Environmental Design principles.

6.4 Essential Service Structures

Essential service structures assist in facilitating the provision of water, waste collective, facilities for sustainable transport modes.

These structures include:

a. waste or water pump plants

b. waste container compounds

c. Council information bollards

d. public bike stands

e. bus passenger shelters

f. other utility structures.

In addition to the general principles the following apply when the Council considers an application under this part of the Policy:

a. Legal right of access is maintained for individual property owners and users.

b. There must be no conflict with likely future roadway widening or alterations.

c. The proposal must be consistent with the Council's Service Plans and Long-term 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, three waters and postal services. The placing and maintenance of such infrastructure is determined by statutory powers, exercised in consultation with the Council.

6.5 Other Structures

A non-exhaustive list of other structures that may be permitted on, above or under the legal road include:

- Installations such as artwork, support structures for verandahs (which includes sunblinds, awnings and canopies), outdoor advertising, commercial bike stands, security bollards.
- Other structures for which Council has contracts or agreements e.g. poster bollards, information stations, private bus passenger shelters (Adshels).
- 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. Applicants should also refer to the Council's Stock on Roads Bylaw 2017.
- Fences within a road corridor are generally not be approved. However in exceptional circumstances written applications may be considered under Section 357 of the Local Government Act 1974.
- Private letter boxes in rural areas or where they are not adjacent to formed footpaths. No written authorisation is required unless its replacement is in conflict with Assessment Matters below.
- Electric Vehicle Charging Structures for the recharging of electrically powered vehicles (see the Council's Electric Vehicle Policy 2016 for authorisation process).

In addition to the general principles the following apply when the Council considers an application under this part of the policy:

a. Pedestrian movements and all access to private and business properties must not be compromised.

b. There must be no conflict with utility services.

c. If appropriate consultation must be carried out with building and business owners.

d. Issues arising in sensitive cultural and natural environments must be addressed e.g. adjacent to waterways, historical sites, indigenous sites, and heritage buildings.

e. Outdoor advertising must comply with the requirements of the District Plan Chapter 6 General Rules and Procedures.

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

7. Delegations and Transitional Provisions

Decision making authority under this Policy set out in the Register of Delegations is to be exercised as follows:

- Clauses 4.1, 4.2 (when the structure does not extend more than 2 metres) and 4.3 (when the overbuilding extends no further than 2.5 metres): The Chief Executive, or a nominated manager.
- Clauses 4.2, 4.3 (for both in all other cases), and 4.4: The Council, advised by the relevant Community Board.
- Clauses 5.1, 6.1, 6.2, 6.3, 6.4 and 6.5: The Chief Executive, or a nominated manager.
- Clause 5.2: 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. Applicants are advised to check the current version of the Council's Register of Delegations.

Transitional Provisions

Notwithstanding anything else this Policy only applies to applications received after the date of adoption of this Policy by the Council ("the Operative Date"). Structures on Roads applications received prior to the Operative Date will continue to be dealt with under the previous Structures on Roads Policy 2010, which continues to apply for that purpose.

8. Definitions

For the purpose of this policy:

Air bridge	A structure providing a pedestrian and/or vehicle link.

Anchors	Devices that fasten a retaining wall into adjacent subsoil and/or rock for greater stability and strength.
Building consent	As defined in section 49 of the Building Act 2004.
Cable car stations	A station serving a cable car for goods and people.
Carport, garage, parking platform	A structure used for parking a motor vehicle.
Electric vehicle charging structure	A utility structure primarily used for recharging light electric road user charges (gross laden weight 3.5 tonnes or less) whose motive power is derived wholly or partly from an external source of electricity.
Exoskeletal structure	A retro fitted external skeletal structure for earthquake strengthening an existing building which is anchored into the subsoil.
Non-habitable structure	A structure not authorised for living purposes.
Health & Safety at Work Act 2015 (HWSA)	This act may apply and applicants should seek legal advice in the event of any works on the legal road.
Information bollards	A bollard installed by the Council to provide visitor information for the City.
Overbuilding	A structure which extends into the airspace over a road and includes enclosed balconies.
Permission	An approval issued by the Council under the Public Places Bylaw 2018 and in accordance with this policy.
Poster bollard	A bollard installed by a private company contracted by the Council to: • promote or advertise the City of Christchurch, arts, entertainment, tourism, events, public information, environmental enhancement, health, sports and education; and • other purposes acceptable and approved in writing by the Council.
Resource consent	As defined in section 87 of the Resource Management Act 1991.
Road	The whole of any land vested in the Council for the purpose of a road and includes accessways and service lanes as defined in section 315 of the Local Government Act 1974. (A road includes the whole width of the road reserve, including areas used by vehicles, pedestrians and for amenity value). It includes: • Carriageway (formed road). • Footpath including kerbs, channels and berms. • Land legally road that is not formed (unformed or paper road). • Subsoil below the legal road. • Airspace above the legal road.
Retaining structures	Structural walls supporting, driveways, walking tracks and steps (with or without anchors).
Seismic movement trench	Any in-ground structure (self-supporting) for the purpose of creating a seismic isolation void to enable the movement of a building or it's framing to move within during a seismic event.
Tunnel	A structure in the road's subsoil that conveys vehicles, pedestrians, cables or pipes for private use.
Verandahs	Structures suspended or cantilevered from buildings generally built on the road boundary over the legal road reserve (usually footpath) and includes canopies, sun blinds and awnings.

References and related documents

Document	Link
Local Government Act 1974 s.334, 341 & 344	**http://www.legislation.govt.nz/act/public/1974/0066/latest/DLM415532.html?src=qs**
Health & Safety at Work Act 2015	**http://www.legislation.govt.nz/act/public/2015/0070/latest/DLM5976660.html?src=qs**
Road Stopping	**https://ccc.govt.nz/the-council/plans-strategies-policies-and-bylaws/policies/streets-roads-and-pavements-policies/**

Public Places Bylaw 2018	https://ccc.govt.nz/the-council/plans-strategies-policies-and-bylaws/bylaws/public-places-bylaw-2018/
Traffic & Parking Bylaw 2017	https://ccc.govt.nz/the-council/plans-strategies-policies-and-bylaws/bylaws/traffic-and-parking-bylaw-2017/
Stock on Roads Bylaw 2017	https://ccc.govt.nz/the-council/plans-strategies-policies-and-bylaws/bylaws/stock-on-roads-bylaw-2017/

Policy name	Structures on Roads
Adoption date	12 March 2020
Date of most recent review	Replaces Structures on Roads Policy 2010 amended 2014 and 2016
Resolution number	CNCL/2020/00030
Review date	2030
Department responsible	Transport
Position responsible	Team Leader Asset Planning Transport

View from Hereford to Worcester Street

Christchurch City Council

11. Climate Resilience Strategy Implementation Progress

Reference Te Tohutoro:	24/440554
Responsible Officer(s) Te Pou Matua:	Joy Gribben, Principal Advisor Climate Resilience Tony Moore, Principal Advisor Climate Resilience Diane Shelander, Senior Advisor Climate Resilience
Accountable ELT Member Pouwhakarae:	John Higgins, General Manager Strategy, Planning & Regulatory Services

1. Purpose and Origin of the Report Te Pūtake Pūrongo

1.1 At its 15 November 2023 meeting, the Council resolved (CNCL/2023/00147) to request six monthly reporting to the Council on the implementation of Kia Tūroa te Ao: Ōtautahi Christchurch Climate Resilience Strategy (the Strategy).

1.2 This is the first six monthly report.

2. Officer Recommendations Ngā Tūtohu

That the Council:

1. Receives the information in this Climate Resilience Strategy Implementation Progress Report.

3. Considerations Ngā Whai Whakaaro

Coverage of the first and subsequent reports

3.1 This first report covers work done between June 2021, when the Strategy was adopted, and the present. It also covers actions intended to be done in the next six months. It does not include international shipping or aviation emissions. As recently requested by the Council at its 15 May 2024 meeting (Council Resolved CNCL/2024/00062), staff will provide advice in a separate report regarding the Lyttelton Port Company international shipping emissions and Christchurch International Airport Limited international aviation emissions.

3.2 Future reports will cover the preceding six-month period and intended actions in the upcoming six months. Staff are developing key performance indicators to make future six-monthly reporting succinct and easily communicated.

Across Council contributions and engagement

3.3 Staff have worked closely with teams across the Council to document key achievements.

3.4 This has been guided by a cross-Council Climate Resilience Strategy implementation working group, set up to develop the reporting and drive further work to implement the Strategy.

3.5 These units and teams have contributed: Transport, Parks, Three Waters, Waste Management, Civil Defence, Asset Management, Climate Resilience, Coastal Hazards Adaptation, Planning and Consents, Procurement, Community Support, Smart Christchurch, Corporate Planning, Monitoring and Research, and ChristchurchNZ.

Actions taken to build climate resilience

3.6 The Council has made substantial progress on building climate resilience for Christchurch. Further planning is also underway, and tools have been developed to help the Council and communities understand how climate change is affecting our District.

3.7 An account of key climate activities undertaken, and planned activities upcoming, is provided in **Attachment A.** This is not a full list of all actions, but a list of significant actions.

Mitigation: emissions reduction and carbon removal

3.8 The Council has set targets for Christchurch to have net zero greenhouse gas emissions by 2045 (excluding methane), and for the Council to be net carbon neutral by 2030. Tracking our progress is now underway (see Tools and Information below) and we are developing an Emissions Reduction Plan for the Council's operational emissions, due July 2024.

3.9 Transport is the source of 54 percent of the District's emissions. Actions to address this include supporting public transport, expanding the cycleways network (over 60 percent complete), investigating rapid transit options, and working on the Greater Christchurch Spatial Plan, which focusses growth around centres and along strategic transport corridors.

3.10 Large planting programmes, such as regeneration work (e.g., Ōtākaro Avon and Styx rivers) and the Urban Forest Plan, play a role in reducing our emissions through carbon sequestration. They also provide protection for our riverways in case of flooding and protect hilly areas to reduce slips and erosion thus protecting soils. As an example of the extent of this work, the Council nursery now provides around 500,000 eco-sourced plants annually for restoration and general planting purposes.

3.11 Further actions to reduce emissions:

- Water conservation (for example, the 'Water like you oughta' campaign which reduced peak daily demand by 25 percent from the February 2020 peak to the FY22/23 peak) reduced electricity use for pumping water.
- Work to support over 1000 low-income households to use LED lightbulbs and efficient showerheads has also given them an average saving of $865 per household per year.
- Landfill remediation work is supporting emissions reductions.

Adaptation: taking action to reduce and respond to climate risk

3.12 Adaptation planning and action is underway in many areas of the Council. Actions taken so far have focussed on flood and erosion protection, as well as reduction of fire risk by using native and fire-retardant planting.

3.13 One of the biggest risks is sea level rise.[16] The Christchurch District has 33,985 properties with LIM notations for either coastal flooding or erosion risk over 100 years, making coastal adaptation planning essential. The Coastal Hazards Adaptation Planning Programme began in 2021 and continues to make good progress, with the Whakaraupō Lyttelton Harbour and Koukourārata Port Levy community planning underway.

3.14 It is also essential for the Council to prepare its infrastructure for climate risk. The Long Term Plan (LTP) and associated Infrastructure Strategy has a focus on climate change issues, both adaptation and mitigation.

Tools and information

3.15 While the potential impacts of climate change are well known, the risks to different parts of our District vary. We need good information to prepare and plan to minimise impacts on people, services, assets, and the environment. A range of tools and information have been developed to support climate action.

[16] Ministry for the Environment, 2024. *Ngā pūmate takutai me te ārahitanga huringa āhuarangi. Coastal hazards and climate change guidance*. Figure 4, p25.

3.16 The Risk Explorer tool is highly useful to map which climate risks affect which areas and assets, and is being further developed to include additional climate hazard datasets as these become available. Work has also been done on Christchurch climate change risk screening, published in 2022.

3.17 The Council's operational emissions are tracked with BraveGen software to produce an annual inventory, while an inventory of District emissions has recently been published. Further tools include one for long-term management of closed landfills, and one under development for estimating embodied carbon in Three Waters targeted capital projects.

Full summary of key actions in Attachment A

3.18 Further details of specific programmes and projects can be found in Table 1 (which covers actions since June 2021) and Table 2 (which highlights near term actions planned) in **Attachment A**.

3.19 The tables cover the ten programme areas in the Strategy which are:

1. Building the foundation – partnerships and resourcing	6. Economic transformation and innovation
2. Understanding local effects of climate change	7. Low-emission transport system
3. Proactive climate planning with communities	8. Energy efficient homes and buildings
4. Adapting and greening infrastructure	9. Towards zero waste
5. Carbon removal and natural restoration	10. Sustainable food system

Next steps

3.20 The Climate Resilience Strategy implementation staff working group will develop key performance indicators that can be reported to the Council to demonstrate progress on the Strategy implementation in future.

3.21 The Climate Resilience Strategy will continue to guide and drive the Council's climate action. As shown in **Attachment A**, there is a wide range of activities planned and underway across the Council to address emissions reduction and to reduce and plan for climate risks.

Attachments Ngā Tāpirihanga

No.	Title	Reference	Page
A	Tables of Actions by Council on Climate Resilience Strategy Implementation (June 2021-April 2024)	24/684194	277

In addition to the attached documents, the following background information is available:

Document Name – Location / File Link
Kia tūroa te Ao, Ōtautahi Christchurch Climate Resilience Strategy https://ccc.govt.nz/assets/Documents/Environment/Climate-Change/Otautahi-Christchurch-Climate-Resilience-Strategy.pdf

Signatories Ngā Kaiwaitohu

Authors	Joy Gribben - Principal Advisor Climate Resilience Tony Moore - Principal Advisor Climate Resilience Diane Shelander - Senior Advisor Climate Resilience
Approved By	Lisa Early - Team Leader Climate Resilience Elizabeth Wilson - Team Leader Policy John Higgins - General Manager Strategy, Planning & Regulatory Services

Christchurch City Council

Kia Tūroa te Ao: Ōtautahi Christchurch Climate Resilience Strategy

ATTACHMENT TO: Implementation Progress Report June 2021-April 2024

Table 1. Key Climate Actions Taken

	Key Climate Actions Taken 21/06/2021 to 15/04/2024	Status	Responsibility
	Programme 1: Building the foundation – partnerships and resourcing		
1	Governance level expectations to act on climate change: • Enduring Statement of Expectations issued in December 2023 for all Council-Controlled Organisations includes provisions for CCOs to understand and reduce their emissions • Letters of expectation to Christchurch City Holdings Ltd encourage climate change action and greenhouse emissions reduction.	Ongoing	Finance Unit
2	Climate resilience has been a strategic priority in the development of the 2024-34 Long Term Plan including Activity and Asset plans, Infrastructure and Financial Strategies and the capital programme. This was reinforced by the Community Outcomes, Strategic Priorities, Mayor's Letter of Expectations and guidance, tools, templates and training provided to staff.	Completed	Climate Resilience, Policy, and Corporate Planning and Performance Teams, as well as operational units
3	Progress towards the Council's greenhouse gas emissions reduction targets is now tracked. • In 2023 staff implemented new software (BraveGen) to manage the Council's operational emissions data. • In 2024 staff released an updated report on the district's emissions - Ōtautahi Christchurch Greenhouse Gas Emissions Inventory FY23.	Ongoing	Climate Resilience Team, Facilities and Asset Planning Team
4	The Council established the Sustainability Fund with the specific aim of supporting community climate action. Since 2019 the Sustainability Fund has supported 137 community-led climate projects. A list of the projects supported is provided on the fund webpage.	Completed	Community Funding Team
5	During 2021 and 2022 the Council partnered with Te Putahi to deliver the Christchurch Conversations - Towards 2030 event series that explored how Christchurch could reach its 2030 climate targets.	Completed	Urban Design Team
6	In 2023 the Council established the Climate Resilience team within the Strategic Policy and Resilience Unit to focus on strategy and policy for climate mitigation and adaptation.	Completed	Strategic Policy and Resilience Unit

	Key Climate Actions Taken 21/06/2021 to 15/04/2024	Status	Responsibility
7	Climate change considerations have been incorporated within Council decision reports and procurement processes.	Completed	Climate Resilience, Governance Process, and Procurement Teams
8	Council submitted on proposed National Policy Statement on Natural Hazards Decision-making, and National Adaptation Plan.	Completed	Coastal Hazards and Adaptation Planning Team
9	In 2023 the Canterbury Mayoral Forum established the Canterbury Climate Change Working Group to develop a joint climate action plan for the region, a draft of which is underway working across Councils.	Ongoing	Climate Resilience Team
10	The Council co-leads two information sharing networks of over 280 council staff across New Zealand - the Aotearoa Council Climate Network and the Aotearoa Climate Adaptation Network.	Ongoing	Climate Resilience and Coastal Hazards Adaptation Programme teams
11	Council is involved in the Resilient Cities Network, a global network of 100 cities sharing their experiences around resilience.	Ongoing	Strategic Policy and Resilience Unit
	Programme 2: Understanding the local effects of climate change		
12	In 2021 the Canterbury Mayoral Forum launched the It's Time Canterbury community engagement campaign to support understanding of climate-related risks and to encourage climate action. Council contributed to this work through the Canterbury Climate Change Partnership.	Ongoing	Strategic Policy and Resilience Unit
13	In 2022 the Council published the Christchurch Climate Change Risk Screening to identify key local risks to inform future decision making.	Completed	Strategic Policy and Resilience, Coastal Hazards and Adaptation Planning Team and Three Waters Unit
14	A Risk Explorer Tool was developed, in collaboration with Canterbury University (Urban Intelligence), to help Council understand and visualise the potential impact of climate related risks such as coastal hazards, river flooding and landslides.	Ongoing	Coastal Hazards Adaptation Planning Team

	Key Climate Actions Taken 21/06/2021 to 15/04/2024	Status	Responsibility
15	Review of extent of Flood Management Areas (subject to a Major Flood Event, being a 1 in 200 chance of event) to inform Plan Change 17 to the District Plan.	Ongoing	Planning Unit
16	Coastal hazards mapping undertaken as part of Plan Change 14 to the District Plan (Housing and Business Choice).	Ongoing	Planning Unit
17	In 2021 the Council updated the Coastal Hazards Assessment for Christchurch District to support adaptation planning and community engagement. In 2023 the Council commissioned Vertical Land Movement data to better understand the impacts of the Canterbury Earthquake Sequence on land movement in the district and inform adaptation and district planning.	Completed	Coastal Hazards Adaptation Planning Team, City Planning Team
18	Review of mapping of coastal hazards in light of Vertical Land Movement data.	Ongoing	Planning Unit
19	CoastSnap launched in five locations across the district to encourage communities to become involved in monitoring the impacts of climate change.	Completed	Coastal Hazards Adaptation Planning Team
20	In 2023 the Council worked with Community Public Health Te Mana Ora (Health New Zealand) to co-develop the Climate Change and Health in Waitaha Canterbury health impact assessment and hosted a training programme for staff.	Completed	Climate Resilience Team
	Programme 3: Proactive climate planning with communities		
21	In 2021 established the Coastal Hazards Adaptation Planning (CHAP) Programme to work with low-lying coastal communities and rūnanga to plan for the impacts of sea level rise through coastal flooding, coastal erosion and rising groundwater. Work is ongoing and has included: • Publishing the Coastal Adaptation Framework – a guide for planning with communities (May 2022) • Adaptation planning in the Whakaraupō Lyttelton Harbour and Koukourarata Port Levy areas (started 2022, ongoing) • Re-establishing the Coastal Hazards Working Group.	Ongoing	Coastal Hazards Adaptation Planning Team
22	In 2022, the Planning Team consulted with the community about including coastal hazards within the Christchurch District Plan.	Completed	Planning Team
23	Community Resilience Coordinators (CDEM) have been working directly with target communities to help them prepare for a range of hazards.	Ongoing	Civil Defence and Emergency Management Team

	Key Climate Actions Taken 21/06/2021 to 15/04/2024	Status	Responsibility
24	In 2023 and 2024 civil defence response plans were developed for key climate related risks including extreme heat.	Ongoing	Civil Defence and Emergency Management Team
25	The Council has supported climate related child and youth education initiatives including: • Supporting teaching of climate change curriculum in 13 schools • Next Generation Conversation group has been established to boost youth voices in climate policy • Learning Through Action Team have developed a climate change education module • Sustainability Fund supported the establishment of the Climate Action Campus which is now working with 23 schools to support climate literacy and community action.	Ongoing	Coastal Hazards Adaptation Planning Team and Education Team Parks Unit
	Programme 4: Adapting and greening infrastructure		
26	Water conservation has significantly improved through the monitoring of water use (water reporter), the addition of fees for high water use, and community engagement campaign "water like you oughta". Consumer behaviour change led to a 25% drop in peak day demand from the historic February 2020 peak to the financial year 2023 peak. Reduced usage means less pumping therefore saving electricity and reducing emissions.	Ongoing	Three Waters and Communications and Engagement Units
27	Regeneration areas created such as: Ōtākaro Avon River Corridor, Brooklands, Styx River, coastal dunes, Travis wetland, Port Hills, Banks Peninsula and more, that will improve resilience to climate impacts such as flooding, sea-level rise and rising groundwater.	Ongoing	Parks and Three Waters Units
28	Reducing greenhouse gas emissions and enhancing climate resilience are core elements of the Christchurch Wastewater Treatment Plant midge control programme and the Akaroa reclaimed wastewater treatment and reuse scheme. This work includes planting.	Ongoing	Three Waters Unit
29	CopperTree analytics is set to be installed at New Brighton Library in April 2024. This will enhance energy efficiency and decrease energy consumption in the building.	Ongoing	Facilities Team
30	Wastewater discharges from the Council reticulated network to Lyttelton Harbour (Whakaraupō) have ceased under normal dry weather operation as wastewater is now pumped to the centralised Christchurch Wastewater Treatment Plant.	Complete	Three Waters Unit
31	The completed water supply Rawhiti Rezoning project has enabled initial review of pressure management options. Pressure management affects electricity usage for water abstraction, treatment, and reticulation allowing Council to reduce emissions.	Complete	Three Waters Unit

Christchurch City Council

	Key Climate Actions Taken 21/06/2021 to 15/04/2024	Status	Responsibility
	Programme 5: Carbon removal and natural restoration		
32	In February 2023 the Council adopted the Urban Forest Plan to improve liveability, shade, shelter and biodiversity throughout the city over the next 50 years. Targets vary on land use; e.g., aim for 40% in open spaces; 75% over waterways by 2070.	Complete	Urban Forest Team, Parks Unit
33	Approximately 30,000 eco-sourced native plants have been planted across the Ōtākaro Avon River Corridor, by a mix of volunteers and contractors each year (began 2019); around 45,000 each year along waterways in the Styx River Catchment (2.5 years), and general planting around the city. Styx Living Laboratory Trust has planted around 117,000 plants along waterways in the catchment so far.	Ongoing	Parks Unit
34	The capacity of local nurseries has been expanded to deliver approximately 300,000 plants each year for restoration purposes. The Council nursery grows around 500,000 eco-sourced plants per year for planting all over the city.	Complete	Parks Unit
35	The Council's Biodiversity Fund and three-year Environmental Partnerships Fund supported community stewardship of the natural environment.	Ongoing	Parks Unit
36	During FY22 and FY23 over 3000m of waterway banks were naturalised (based on a single side of the waterway), helping to reduce erosion and sediment discharge with co-benefits supporting biodiversity.	Ongoing	Three Waters Unit
37	The Port Hills and Whakaraupō Lyttelton Harbour Erosion and Sediment Control Programme includes restoration and planting native species in erosion prone areas, reducing fire risk and potentially providing carbon sequestration.	Ongoing	Three Waters Unit
38	Plan Change 7 to the District Plan is proposed to limit the clearance of indigenous vegetation in coastal environments.	Ongoing	Planning Unit
	Programme 6: Economic transformation and innovation		
39	The Greenhouse Gas Emissions Tracker was developed for the Christchurch District. This currently shows monthly transport emissions, stationary energy emissions, bus patronage, cycle data, EV purchase numbers and traffic volumes.	Ongoing	Smart Christchurch Team with Climate Resilience, Corporate Planning and Performance, and Marketing Teams

	Key Climate Actions Taken 21/06/2021 to 15/04/2024	Status	Responsibility
40	In 2022 the Council adopted its Smart Christchurch Strategy that supports the development of climate solutions technology, for example, the Smart Christchurch team have been trialling a range of environmental sensors which include the installation of fire and environmental sensors in Bottle Lake Forest and the Christchurch Adventure Park.	Complete	Smart Christchurch Team
41	In 2023 the Christchurch Economic Ambition policy was launched to create a Regenerative Economy that is good for business, people and the planet.	Complete	ChristchurchNZ
42	The Council and ChristchurchNZ, in partnership with local innovators, hosted a number of innovation events exploring different elements of sustainability and climate resilience, such as the Food, Fibre and Agritech Challenge, the Smart City Challenge and the 2023 Christchurch Innovation Expo.	Ongoing	ChristchurchNZ and Smart Christchurch team
43	Implemented the smart water programme, which has contributed to detecting and stopping leaks faster, therefore reducing water use and consequently reducing greenhouse gas emissions through increased energy efficiencies as well as increasing resilience to the impacts of climate change on water availability.	Ongoing	Three Waters Unit
	Programme 7: Low-emission transport system		
44	The Greater Christchurch Spatial Plan was adopted on 6 March 2024. The Plan recommends focussing growth around centres and along strategic public transport corridors alongside significantly improving public transport.	Completed	Greater Christchurch Partnership
45	An indicative business case for Mass Rapid Transport for Greater Christchurch sub-region was published in May 2023.	Ongoing	Greater Christchurch Partnership
46	The Council has supported businesses, schools and households to commute in more sustainable ways. Over the last year, the Travel demand programme has reached 3,700 people through workplaces, 2,800 residents with door-to-door advice and over 30,000 students, teachers and parents through school travel planning activities.	Ongoing	Travel Demand Management Team
47	Cycleways are being rolled out across the city making it easy and safe for people of all ages to cycle throughout the city. There has been a 40% increase in cycling trips between 2017-2023 and over 60% of the network has been completed.	Ongoing	Asset Planning and Transport
48	The Zilch battery electric car share service was introduced in 2020 and is used by the Council for its carpool vehicles. Since introduction the electric cars have travelled 2,051,921km saving 402.39t CO2. Average daily use: 859.5km. The Parks Unit are using and procuring electric vehicles and tools for their work as opportunities arise (e.g., replacements).	Ongoing	Strategic Policy and Resilience Unit, Facilities Team, Parks Unit
49	An updated Draft Ōtautahi Christchurch Transport Plan is in the final stages of development with directions and actions designed to meet the emission reduction targets of the climate resilience strategy.	Ongoing	Strategic Transport

	Key Climate Actions Taken 21/06/2021 to 15/04/2024	Status	Responsibility
50	Piloted "Grab-A-Way" campaign to test a travel behaviour change approach in target suburbs total of 1,200 residents took part.	Completed	Travel Demand Management Team
	Programme 8: Energy efficient homes and buildings		
51	In 2023 the Healthy Homes Canterbury Partnership with Environment Canterbury concluded after supporting approximately 1,300 homes with advice and financial support to improve the energy efficiency and health of homes.	Completed	Urban Design
52	Since 2021 approximately 1,000 low income households in Christchurch have received energy efficient advice, LED lightbulbs and efficient showerheads (saving on average $865 per household each year) through the Eco-Bulb Home Energy Saver service co-funded by MBIE, EECA and the Council's Sustainability Fund.	Completed	Community Funding Team
53	The Council's Eco-Design Advisory Service supports the sustainable design of new homes and renovations (approximately 2,500 design reviews have been undertaken by this service and hundreds of public and industry presentations).	Ongoing	Residential Processing Team
54	In 2023 developed the Greater Christchurch Joint Housing Action Plan with the vison of everyone having access to healthy, warm, sustainable and affordable homes. (Part of the Greater Christchurch Partnership.)	Completed	Greater Christchurch Partnership
	Programme 9: Towards zero waste		
55	Following community consultation in December 2023 the Council identified interim and long-term options for organics processing in Christchurch. EcoGas has been contracted to establish a new organics processing facility by 2027.	Ongoing	Resource Recovery Team
56	In 2023 the city's Materials Recovery Facility was upgraded to improve the quality of the recycling products in a project with Eco-Central.	Completed	Resource Recovery Team
57	To improve the quality of recycling and composting a new Bin Good game and community engagement campaign was developed that reduced the contamination by 51% over two years.	Ongoing	Resource Recovery Team, Smart Christchurch
58	In 2023 remediation has been undertaken at key sites projected to be affected by climate change such as flooding and sea-level rise including Bexley, Onuku and Barry's Bay landfills.	Ongoing	Resource Recovery Team

Key Climate Actions Taken 21/06/2021 to 15/04/2024		Status	Responsibility
59	In 2023 the Council commissioned the development of a risk and adaptation tool to support the long-term management of closed landfills.	Ongoing	Resource Recovery Team
60	The Canterbury Waste Minimisation Grant supports innovation and waste reduction in the region.	Ongoing	Resource Recovery Team
61	Council's Learning Through Action education programme offers four waste-related courses to schools.	Ongoing	Education Team Parks Unit
	Programme 10: Sustainable food system		
62	2024 Greater Christchurch Spatial Plan includes an action to support and enable kāinga nohoanga within urban areas.	Completed	Planning Unit
63	Christchurch has approximately 48 community gardens many of which are in Council parks. The Council's Strengthening Community and Sustainability Funds help these gardens to establish and operate.	Ongoing	Parks Unit and Community Funding Team
64	Council has planted over 7,000 fruit and nut trees in public places throughout the city and mapped these on the Smart View Map to encourage food foraging.	Ongoing	Parks Unit and Smart Christchurch Team
65	Approximately 80% of Christchurch schools have an edible garden with the Food Resilience Network running education programmes for school teachers on how to care for school gardens and teach food literacy to students. These courses have been supported by the Council's Sustainability Fund.	Ongoing	Community Funding Team
66	With the support of the Council, over 2,500 fruit trees have been allocated to schools and community groups over a number of years by the Food Resilience Network and a supportive local nursery.	Ongoing	Parks Unit
67	Some community boards have Edible and Sustainable Garden Awards that recognise and celebrate high quality edible gardens growing in the city.	Ongoing	Community Support and Partnerships Team

Table 2. Near-term Key Climate Actions Planned

	Key Climate Actions Planned in the next 6 Months	Responsibility
	Programme 1: Building the foundation – partnerships and resourcing	
68	Six-monthly progress reports on implementing the Climate Resilience Strategy.	Climate Resilience Team
69	An independently verified GHG inventory report for FY23 on the Council's operational emissions to be released in May 2024.	Climate Resilience Team
70	An Emissions Reduction Plan for the Council's operational emissions to be developed.	Climate Resilience Team
71	Develop a Canterbury Climate Partnership Plan to foster climate action across the region, working with the Canterbury Mayoral Forum, which is proposed to include: • A high-level assessment of the impacts of climate change on the regional economy and on natural capital and indigenous biodiversity throughout Canterbury • Continuing the 'It's Time Canterbury' community engagement campaign to assist understanding of climate-related risks and to encourage climate action.	Climate Resilience Team
72	The Council will have a new annual Letter of Expectations for ChristchurchNZ and Venues Ōtautahi which includes expectations on climate change considerations and emissions reduction.	Finance Team
73	Explore including climate related risk and financial disclosure information alongside the Council's annual report.	Corporate Planning and Performance
74	Supporting Community Boards to include climate resilience considerations and actions for their areas in Plans.	Community Planning and Projects Team

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	Key Climate Actions Planned in the next 6 Months	Responsibility
	Programme 2: Understanding the local effects of climate change	
75	Work across Council to inform further development of the Risk Explorer (REX) to better understand multiple climate risks and their impacts on assets and communities. Also work on sharing this information externally.	Coastal Hazards Adaptation Planning Team
76	Complete the review of extent of Flood Management Areas (subject to a Major Flood Event, being a 1 in 200 chance of event) to inform Plan Change 17 to the District Plan.	Planning Unit
77	Explore the impact of vertical land movement on target areas of the District.	Coastal Hazards Adaptation Planning Team
	Programme 3: Proactive climate planning with communities	
78	Develop community resilience and response plans for target groups (e.g. transient, elderly, young and multi-cultural).	Civil Defence and Emergency Management and Community Support and Partnerships Unit
79	Expand the Coastal Hazards Adaptation Planning Programme to support more areas affected by climate risks to develop adaptation plans with signals and triggers for action. (This is dependent upon LTP funding.)	Coastal Hazards Adaptation Planning Team
80	Investigate options to fund climate resilience and adaptation in Christchurch. (This is dependent upon LTP funding.)	Coastal Hazards Adaptation Planning Teams
81	Complete adaptation planning in Whakaraupō Lyttelton Harbour and Koukourarata Port Levy areas.	Coastal Hazards Adaptation Planning Team

	Key Climate Actions Planned in the next 6 Months	Responsibility
82	Develop and disseminate a Climate Adaptation Toolkit that provides individuals with information on how to reduce potential impacts of climate hazards such as flooding, wildfire, heat and high winds to residential properties.	Coastal Hazards Adaptation Planning Team
	Programme 4: Adapting and greening infrastructure systems	
83	Develop the Three Waters Climate Change Response Implementation Framework.	Three Waters Unit
84	Development and implementation of the 'Three Waters Embodied Carbon "3WEET" Estimation Tool' for targeted capital projects such as pipe renewals. Ensure renewals and new infrastructure are resource efficient, low carbon and fit for our changing climate.	Three Waters Unit
85	Regeneration area work to improve resilience to flooding, sea-level rise and rising groundwater.	Parks Unit
86	Proposed rules in Plan Change 14 (Housing and Business Choice) to require tree canopy retention as part of development or payment of contributions towards planting trees.	Planning Unit
87	The Multi-hazard Study - Alternative Options Reporting is expected to be completed in the next 6 months. It investigates alternate options to the current planned infrastructure development in the Ōtākaro Avon River Catchment, including adaptation pathways.	Three Waters Unit
	Programme 5: Carbon removal and natural restoration	
88	Further implementation of the Urban Forest Plan improving canopy cover throughout Christchurch.	Urban Forests, Parks Unit
89	With partners, explore the establishment of a biochar facility in Christchurch to help store carbon and restore soils in the Avon River Regeneration Area, and potential use in low carbon asphalt solutions.	Residential Red Zone Team, Parks Unit
90	Council's Biodiversity Fund and three-year Environmental Partnerships Fund supports community stewardship of the natural environment.	Parks Unit
91	Further implementation of the Ōtākaro Avon River Regeneration Plan to enhance biodiversity, amenity and resilience to climate impacts, along with further work on the Styx Vision 2000-2040, and ongoing restoration of Port Hills Reserves.	Residential Red Zone Team, Parks Unit, Regional Parks Team
92	Develop a Carbon Removals (offsetting) policy to account for sequestration via planting trees on Council land.	Climate Resilience Team

	Key Climate Actions Planned in the next 6 Months	Responsibility
93	Plan Change 7 to the District Plan to limit indigenous vegetation clearance in coastal environments.	Planning Unit
94	Encourage the use of swales, rain gardens, retention basins and other water sensitive design solutions for new developments and renewals.	Three Waters Unit
	Programme 6: Economic transformation and innovation	
95	Update the Christchurch District Greenhouse Gas Emissions Tracker to better reflect long-term trends over time; and continue to use it to report on monthly transport emissions, stationary energy emissions, bus patronage, cycle data, EV purchase numbers and traffic volumes.	Smart Christchurch Team
96	Encourage sustainable and resilient business practices.	ChristchurchNZ
97	Include climate resilience in business clusters, and attract climate specific-events (e.g. Adaptation Futures Conference and ClimathonNZ).	ChristchurchNZ
98	Support local innovation to address climate change.	Smart Christchurch Team
99	Harness opportunities to innovate on shared climate challenges through global relationships.	Smart Christchurch Team
	Programme 7: Low-emission transport system	
100	Finalise and implement the Ōtautahi Christchurch Transport Plan.	Strategic Transport
101	Implement the Greater Christchurch Public Transport Futures business case.	Transport
102	Ongoing roll-out of the cycleways programme across the city.	Transport
103	Work on 'Better off' projects (Government funding to be confirmed) to: • Reach every school in Christchurch (145 schools) with our Good-to-Go schools programme which will deliver a suite of travel planning activities (including cycling skills, road safety, walk and wheel events, scooter skills, and more formal travel planning) • Encourage walking, cycling and public transport in Christchurch through travel planning activities for households and businesses and through a new Grab-a-Way website to provide incentives for low-emission travel choices.	Travel Demand Management Team

	Key Climate Actions Planned in the next 6 Months	Responsibility
104	Work with Big Street Bikers to investigate and implement a wider plan for Locky Docks - electrified, secure bike and scooter parking.	Travel Demand Management Team
105	Plan for the next stage of the Mass Rapid Transit route protection and business case development process.	Greater Christchurch Partnership
	Programme 8: Energy efficient homes and buildings	
106	Provide the Eco-Design Advisor Service to residents and building professionals.	Residential Processing Team
107	Work with and advocate to central Government for the building for climate change programme and the greenhouse gas emission standards for buildings in New Zealand.	Residential Processing Team
	Programme 9: Towards zero waste	
108	Landfilling organic matter is a key source of greenhouse gas emissions. Initiatives to better utilise our organic resources include: • Explore options to maximise the collection of food scraps from households (e.g. the provision of a kitchen bin and larger kerbside organics bin) • Explore options to better utilise commercial organic waste in the city • Redevelop Eco-depots to encourage more greenwaste separation • Establish an Ecogas facility in Hornby to process commercial quantities of organic waste that may be challenging for composting processes.	Resource Recovery Team
109	Update the Council's Waste Management and Minimisation Plan to align with climate objectives.	Resource Recovery Team
110	Developing the risk and adaptation tool to support the long-term management of closed landfills.	Resource Recovery Team
111	Remediation work for key sites projected to be affected by climate change.	Resources Recovery Team

	Key Climate Actions Planned in the next 6 Months	Responsibility
112	Promote options for the reuse and recycling of items not collected by the Council, such as sharing and second-hand services and business and community recycling services.	Resource Recovery Team
113	Explore circular economy opportunities for the district and establish a circular economy directory (see Auckland circular economy report).	Resource Recovery Team
114	Support Canterbury Waste Minimisation Grant and Learning Through Action programmes.	Canterbury Waste Joint Committee
	Programme 10: Sustainable food system	
115	Establish a sector wide group (acting as a Food Policy Council) to help shape and guide food resilience across the local food sector.	Community Support and Partnerships
116	Combine and update the Council's food related action plans in collaboration with the community and the newly created food sector group.	Community Support and Partnerships, Parks Programmes and Partnerships Team
117	Host the Sustainable and Edible Garden Awards and explore options for expanding to all Community Board areas.	Community Support and Partnerships
118	Support community gardens (48 community gardens) and fruit and nut trees in public places (Smart View Map)	Parks Unit and Community Funding Team
119	Join the Milan Urban Food Policy Pact to connect with other municipalities fostering regenerative urban food systems.	Community Support and Partnerships

Christchurch City Council

Item 12

12. Central City Noise Programme - Progress Update, Acoustic Assessment Advice

Reference Te Tohutoro:	24/673390
Responsible Officer(s) Te Pou Matua:	Carolyn Bonis, Urban Regeneration Team Leader; Mark Stevenson, Head of Planning & Consents
Accountable ELT Member Pouwhakarae:	John Higgins, General Manager Strategy, Planning & Regulatory Services

1. Purpose and Origin of the Report Te Pūtake Pūrongo

1.1 The purpose of this report is:

1.1.1 To update the Council on progress with delivering the Central City Noise Programme; and

1.1.2 To provide advice ahead of a possible future initiative: provision of a funded acoustic assessment service.

1.2 The origin of the report reflects:

1.2.1 The range of initiatives currently forming the Central City Noise Programme as agreed by the Council on 5 April 2023 (CNCL/2023/00045 - refer item 18 of agenda); and

1.2.2 The 12 December 2023 request by the Council for staff advice about "*funding for live music acoustic assessments as part of an update report on the ongoing live music programme*" (CNCL/2023/00185); and

1.2.3 The Council's decision as part of adopting the Draft Long Term Plan, which notes that: "*staff will table a report in FY24 or FY25 that provides an update to Council on the District plan change process as it affects live music venues in the central city which will inform a future discussion around funding acoustic assessment trials in the 2025/2026 Annual Plan*" (CNCL/2024/00003).

2. Officer Recommendations Ngā Tūtohu

That the Council:

1. Receives the information in the Central City Noise Programme - Progress Update, Acoustic Assessment Advice report.
2. Notes that staff will report back to the Council with a further update on the Central City Noise Programme. This is likely to be in early 2025.

3. Background/Context Te Horopaki

3.1 New residential activity, including multi-unit development, is occurring across the Central City residential zones and – increasingly – the mixed use zones (refer the July – December 2023 Central City Biannual report and the online progress dashboard). This helps meet the Council's 'Project 8011' Central City Residential Programme aspiration for 20,000 people living in the Central City. However, with tensions arising between existing businesses and newly developed residential pockets, the Council agreed a Central City Noise Programme in 2023 as a mechanism to reconsider noise standards in the Central City while better supporting developers, businesses and residents to be good neighbours with one another. While there

are no 'silver bullets' or quick fixes for these tensions, the range of regulatory and non-regulatory initiatives was agreed as a means of responding to the situation.

3.2 With the city's relatively high rate of land use change and evolution, areas that had been experiencing noise tensions a few years ago (e.g. Victoria Street) are no longer a focus for enforcement officers as noise-generating activity has begun to cluster into the more centrally-located commercial zones. Nevertheless, the ongoing uptake of the Central City's mixed use and commercial areas for residential activity is anticipated to result in new areas of tension.

3.3 This report covers both:

3.3.1 An ***update on the Central City Noise Programme***, which has several components, both regulatory and non-regulatory. This update is detailed in **Attachment A** and via the link to survey findings in a recent Newsline Article (refer the table at the end of this report). To summarise Attachment A:

- The non-regulatory elements have progressed well across the various information gathering and information sharing initiatives. This includes new advisory notes on Land Information Memoranda (LIMs), advice from the Council's Eco Design Advisor and Arts mentoring, and new webpage information underway to educate residents, businesses and developers on how they might achieve good acoustic insulation and implement associated measures to mitigate noise nuisance issues.
- Recent surveys have clearly shown that both residents and businesses expect a higher noise environment in the Central City and they do not want the growing residential population to be at the expense of our nighttime economy. These survey results will help inform the shape of future changes to the District Plan; an Issues and Options paper is currently in development. Next steps are working through the technical analysis on the issues and options identified, with the goal to identify a preferred option that will inform early engagement. Thereafter, staff will commence work on the Section 32 Report and will draft provisions over the coming months. Officers will report back at a future date on the plan change, including for approval to notify and invite submissions.

3.3.2 ***Initial advice regarding scope of any possible future funding for acoustic assessments***. Council resolutions have sought advice on use of acoustic assessments, particularly in relation to live music venues. This report provides an initial step towards a future decision.

- It recognises that noise in mixed use environments may come from several different sources, so the scope of any future service is important to clarify. Staff are seeking initial views and feedback from elected members on whether to continue a focus on live music, or extend the scope of advice to include intrusive noise from a broader range of music and other businesses.
- Staff advice is that any funded assessments would most usefully apply to those areas currently undergoing land use transition from industrial to mixed use (including residential) activities, and with a focus on the noise emitter rather than the noise receiver.
- This advice is provided in section 4 below and examples of acoustic assessments used elsewhere nationally and globally is provided at **Attachment B**.
- A later report will provide further advice once more information is available on both the pilot acoustic assessment currently underway and the likely future changes to noise rules in the district plan. This will enable all relevant information to be

considered ahead of any decisions on possible funding of acoustic assessments, as part of the FY25/26 Annual Plan, including a decision on whether or not to progress.

4. Considerations Ngā Whai Whakaaro

4.1 The advice provided below, regarding potential future acoustic assessments, canvasses the following topics:

- What is an acoustic assessment
- The current pilot acoustic assessment.
- Interpretation: 'live music'.
- Achieving freedom from intrusive noise: understanding the range of noise issues in the Central City and what distinguishes 'live music' from other music, other business-related noise, and other general noise issues.
- Geographical scope.
- Acoustic assessments at source and/or receiving environments.
- Current numbers of businesses and complaints.
- Community views.
- Next steps: scope of future advice and financial implications.

What is an acoustic assessment

4.2 Acoustic assessments are often undertaken in advance of construction or operation of a noise-emitting activity. However, in this context we're considering assessments of established buildings to consider how best to mitigate existing noise issues.

4.3 Assessments are undertaken by qualified acoustic engineers and advice is provided on a range of possible structural solutions to either address the level of sound 'leaking' from the structure, or limit the level of noise being received inside a sensitive environment (for example, bedrooms or living areas of nearby dwellings).

4.4 **Attachment B** provides examples of acoustic assessments used elsewhere in New Zealand and globally, together with brief commentary on their benefits and drawbacks.

Current pilot assessment

4.5 In 2023 and with a particular tension arising in St Asaph Street (where new residential activity was being built near existing live music venues), budget was allocated to pilot an acoustic assessment of a live music venue. This sought to better understand the nature of concern regarding noise and the mitigation options for the music venue.

4.6 The assessment identified a range of initiatives that the building owner might undertake – for example the addition of Gib Noiseline, polyester sound absorbers, laminated glass, acoustic door seals, additional solid core doors, additional walls and ceiling inside the existing structure and some internal reconstruction. A Council quantity surveyor outlined the costs associated with the proposed mitigation; this totalled over $100,000. This information was provided to the venue operator and to Save Our Venues, a national advocacy group for grassroots live music venues. The venue operator is currently considering their options but has noted the significant costs involved in retrofitting the building, especially in the context of potential changes to the noise standards.

4.7 Therefore, a drawback of acoustic assessments is that while they provide clarity in terms of potential steps to take and ballpark costs for the venue to meet noise standards, the ability to

fund mitigation works can remain challenging. For this reason, and with the knowledge that the District plan rules in and around noise precincts may be changing, the original pilot remains 'live', with no clear resolution to the original noise-related concerns at the time of preparing this report.

Interpretation

4.8 The Council resolutions asked for advice on a potential future acoustic assessment service relating to "live music". Having taken advice, this report uses an interpretation of 'live music' which extends the traditional understanding of live performance to include, for example, a DJ using a personally curated composition:

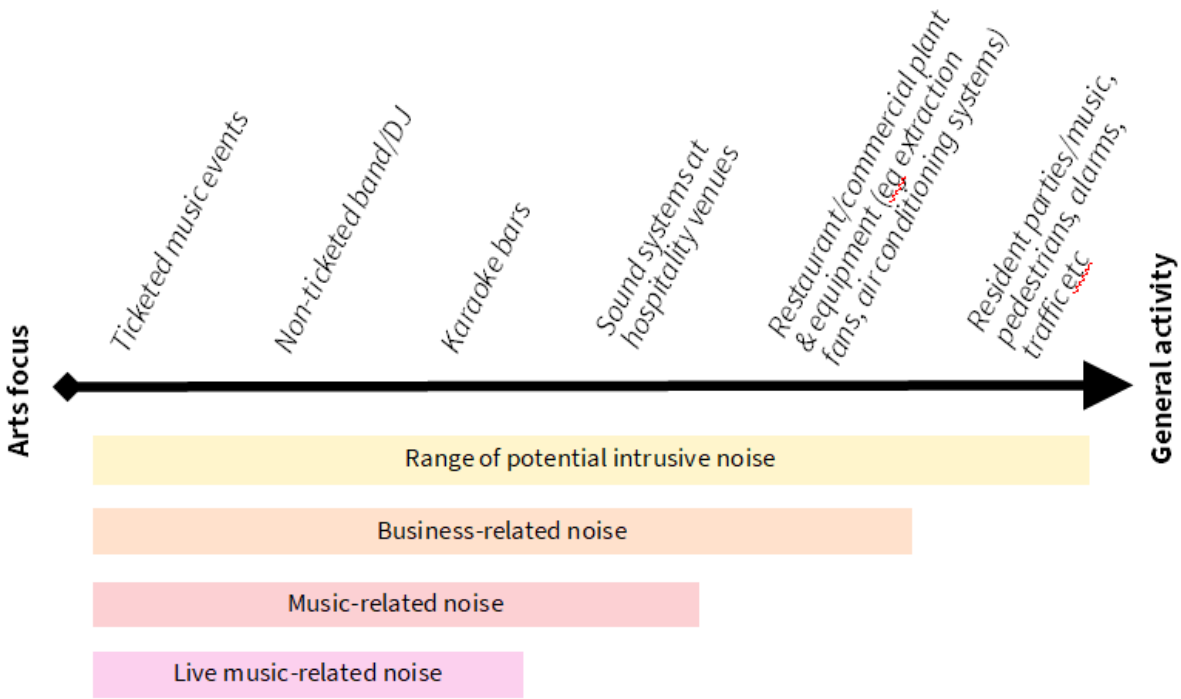
4.8.1 ***Live music*** is an event where one or more performers provide music (including vocals, instrumental or via manipulating pre-existing sound recordings with a creative or curatorial aim), with or without amplification, to an audience at the same location.[17]

Achieving freedom from intrusive noise

4.9 Although the initiation of the Central City Noise Programme resulted from concerns regarding "live music", the success of mixed use living requires freedom from intrusive noise from a range of sources as shown below. For example, music from sound systems at hospitality venues or the operation of restaurant extractor fans can create at least as much concern for residents as noise from live music venues.

4.10 This is an important consideration when contemplating the scope of any future acoustic assessment service. If the intent is to focus purely on the arts, then a scope that sits to the left of the diagram would be appropriate. If the intent is to mitigate tensions between residents and existing businesses, a broader scope may be warranted.

4.11 Individual music-related venues will not necessarily fit neatly into any one category in this diagram as they may provide a range of music offerings.



[17] Informed by discussions with Save Our Venues and research e.g. Definition live music - Ontario Live Music Working Group

Geographical scope

4.12 The scope of any future acoustic assessment service also needs to consider whether it would be focused towards a particular geographical area. The current Central City Noise Programme has a geographical scope of the whole area within the four avenues. However, current tensions are focused toward the Central City's mixed use neighbourhoods.

4.13 These mixed use neighbourhoods are where the greatest impact can be achieved in supporting new housing demand in the Central City, to realise the growth of residents anticipated by Project 8011. The District Plan's activity rules for the mixed use and commercial zones are also more enabling of commercial activities than in pure residential zones.

4.14 The potential for future noise concerns in the South-East Central neighbourhoods - resulting from the mix of light industrial activity and new housing growth - is unable to be quantified at present but likely provides the greatest potential for tension between existing/new business activity and new residential neighbours.

4.15 Therefore, the Central City's commercial and mixed use zones would potentially be the most suitable location for focusing any future acoustic assessment service.

Acoustic assessments at source and/or receiving environments

4.16 Acoustic assessments could theoretically be undertaken for both a business producing noise and a dwelling receiving the noise – noting that acoustic insulation can be achieved at both the source and the receiving end. Examples of each are provided in Attachment B. However, addressing the noise *source* in the first instance has potential to mitigate effects on multiple receiving dwellings, so is likely to be a more efficient way of addressing any concern related to a particular business. Many dwellings in the coming decade will also be new-builds rather than existing or retrofitted buildings; as such, they will likely employ a higher degree of noise attenuation. It is further anticipated that the action taken to amend LIMs and to prepare educational webpages for new residents may provide solutions for the majority of residential situations.

4.17 Similarly, acoustic assessments for non-business sources – such as residential parties, traffic, rowdy pedestrians etc – would unlikely be suitable for funded acoustic assessments as they don't relate to a building or would be a poor fit for any Council funded service.

Current numbers of businesses and complaints

4.18 Future decisions on whether to provide an acoustic assessment service would need to consider the size of the issue.

4.19 The number of business venues emitting noise is not a static figure, as the number of Central City businesses continues to evolve. The following breakdown uses early 2024 numbers from the Council's enforcement team:

4.19.1 ***Music venues***: There are up to 30 venues across the Central City and all are located within the current commercial or mixed use zones. Of these venues, half have generated a need for noise monitoring in recent years by enforcement officers.

- Of the 110 *complaints* received and investigated across this timeframe, 75 (68%) were found not to be generating excessive noise, with no further action required.
- Although three quarters of monitored *venues* were, at some stage, found to be producing excessive noise or exceeding the noise standards, the vast majority involved three or fewer occasions.

- With ongoing resolution of noise complaints, there is a relatively small list of venues on an active monitoring list at any given time.

4.19.2 Enforcement colleagues advise that some of the received complaints are for live music, although the collected data does not currently distinguish whether or not the music is 'live'.

4.19.3 ***Other businesses:*** A further three businesses in the Central City have given rise to noise complaints across the last year, unrelated to matters of music. All are located in the mixed use zone and relate to restaurant plant and extraction fans located on the external areas of the building. The businesses are in close proximity to residential buildings. One of the three businesses also features in the music venue numbers in 4.8.1 above. This is a relatively small number of businesses, but looking ahead may be underrepresented relative to future anticipated growth of residential activity in the Central City, particularly when considering any existing use rights of established businesses.

4.20 If acoustic assessments are available in future to the full range of businesses generating noise complaints, it is unlikely that every establishment would either need or seek this service as they may be able to readily and immediately mitigate the issues raised – for example, by reducing speaker volume.

Community views

4.21 The Waipapa Papanui-Innes-Central Community Board was briefed on 23 November 2023 regarding progress of the Programme and the findings from the survey. The Board was interested to ensure that webpage information targeted tenants as well as landlords; and reflected with staff on the cost of acoustic surveys and the economics of mitigation for older buildings.

4.22 Staff have tested the idea of providing further funded acoustic assessments with a representative of Save Our Venues. Initial feedback from Save Our Venues is that:

4.22.1 The pilot acoustic assessment has been a valued contribution from the Council to understand potential investment to attenuate sound and mitigate possible conflict with nearby residents. However, the pilot shows significant financial investment may be needed – noting that in most instances venue operators are not the owner of the property. Venues are also concerned that making a significant investment does not necessarily preclude a complainant from continuing to call the noise control service. The plan change, noise enforcement procedures and other non-regulatory tools are considered important to work in parallel with sound attenuation, to give confidence to venues that the investment will be worthwhile.

4.22.2 Any funding assistance for acoustic assessments be prioritised to ticketed live music venues in the first instance (in particular those which have live music performance as their primary purpose as compared with other hospitality venues), while acknowledging that there are many other components of the night-time economy that would also benefit from such support.

4.22.3 A contestable grant be considered, to support initial, targeted investment in improving sound mitigation. This may help venues to start work on some of the more affordable components of the work suggested in an acoustic report. Save Our Venues has suggested an approach similar to the New South Wales 'Venues Unlocked' Programme, outlined in Attachment B. This supports music venues to achieve best-practice soundproofing and management by providing grants of up to $100,000 to upgrade premises' sound management infrastructure and equipment. To inform the scope of

mitigation required, an acoustic assessment report up to the value of $10,000 is provided by Sound NSW.

Next steps: Scope of future advice and likely implications that will need to be considered

4.23 Further advice on an acoustic assessment service will need to await and take into account the following matters in order to provide sound options for a Council decision:

- Any feedback from elected members around the scope of the service, as noted below.
- An updated understanding of any District Plan changes to noise rules in the Central City. The earliest that the 'shape' of new rules and/or precincts and any associated decision on funding might be possible is early 2025 (post- plan change notification and receipt of submissions).
- Any further outcomes of the initial pilot acoustic assessment.

4.24 Future decisions on whether to offer an acoustic assessment service will also need to consider:

- An appropriate level of budget allocation, noting the current pilot acoustic assessment cost approximately $6000 plus staff time.
- Risks that providing acoustic assessments may not deliver changed outcomes if the recommended building alterations are not actioned (acknowledging the high cost of these, and the difficulty for businesses who may not own the building).
- Locational application (e.g. the Central City's mixed use and commercial zones).
- Timing of any new service, noting that any funding would not apply until new District Plan noise rules for the Central City are operative.

4.25 Meanwhile, ***staff are happy to receive feedback from elected members on the scope of any potential future acoustic assessment service***. In this regard, if the focus for elected members is strongly towards the arts function of live music, then a more narrow and targeted approach might be taken. However, if the focus is towards addressing tensions between residents and noisier businesses (of any type), with a broader aim of growing the number of Central City residents, then a wider scope would be beneficial. Initial advice is that there may be little difference in costs between both approaches, if taking a multi-year, 'first come first served' and/or criteria-driven approach.

Attachments Ngā Tāpirihanga

No.	Title	Reference	Page
A	Central City Noise Programme Update	24/500294	299
B	Acoustic assessments elsewhere	24/833067	303

In addition to the attached documents, the following background information is available:

Document Name – Location / File Link
Newsline article, including link to survey findings: https://newsline.ccc.govt.nz/news/story/residents-want-to-boost-vibrant-central-city

Signatories Ngā Kaiwaitohu

Authors	Carolyn Bonis - Team Leader Urban Regeneration Mark Stevenson - Acting Head of Planning & Consents
Approved By	Bruce Rendall - Head of City Growth & Property John Higgins - General Manager Strategy, Planning & Regulatory Services

Attachment A –Central City Noise Programme Update

Non-regulatory initiatives

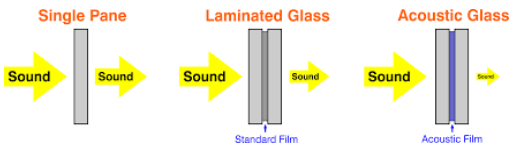
Information gathering

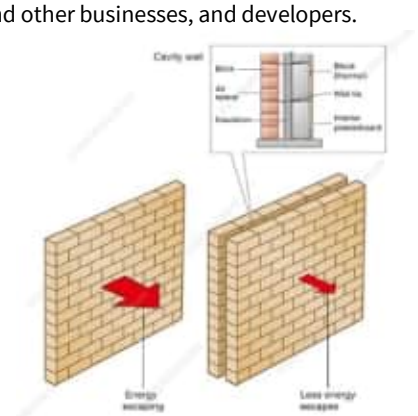
In September 2023, the Council ran a ***survey*** asking for views on noise in the Central City. An email was sent to over 550 key stakeholders, including Central City resident groups, Central City businesses and those who discussed noise in early engagement for the South-East Central Neighbourhood Plan. A Newsline story advertising the survey was posted and shared to the Council's facebook page, inviting responses via the Kōrero Mai webpage.

Submissions were received from 3339 individuals and businesses, comprising 92 Central City businesses, 1068 Central City residents and 2239 residents living in broader Christchurch. Of the respondents, 90% of Central City businesses, 71% of Central City residents, and 89% of broader Christchurch residents agreed that living in a vibrant Central City means expecting and tolerating noise at much higher levels than the suburbs. They did not want the growing residential population to come at the expense of our nighttime economy. Respondents indicated that changing noise precincts/zones was the preferred District Plan change, followed by more lenient noise limits and changes to acoustic insulation standards. These results will help inform the shape of future changes to the District Plan. ***Refer last pages of this attachment, and Newsline link within report*** for further detail and graphs.

Educate/promote the Central City to buyers as a vibrant environment; and encourage developers to positively market projects with additional noise attenuation.

Webpages are being drafted which aim to educate both noise emitters and noise receivers on how they might achieve good acoustic insulation to mitigate noise nuisance issues. They will acknowledge the different audiences – including existing and potential residents, entertainment and other businesses, and developers. The webpages intend to cover a range of scenarios, including what to do if you are renting, and how to set up a venue to minimise unnecessary noise 'leakage'. The pages will explain different types of noise nuisance and provide information for the layperson along with more detailed technical advice for those in the building industry. Staff envisage the webpages going live before the end of the financial year. Once finalised and live, these webpages will continue to evolve.





Continue advice to support quality residential and mixed use development and healthier, more efficient buildings.

The ***pilot acoustic assessment*** for a building in St Asaph Street was commissioned from an independent acoustic expert. The assessment identified a range of initiatives that the building owner might undertake. [Further information provided within the cover report.]

In the year to March 2024, the Council's ***Eco Design Advisor (EDA) service*** received approximately a dozen specific requests relating to acoustic design and noise attenuation for new build premises in the Central City. These were a subset of the 300+ per annum responses from the EDA service across various topics for both new and existing premises. The Central City requests were mainly initiated by project managers, developers and architects, seeking a better understanding of acoustic transmission, practical solutions and other tips that could increase the efficiency of their designs. Several requests very specifically concerned windows and glazing, acoustic fencing and midfloor construction

layout/requirements to meet the district plan rules. A few homeowners also requested advice on noise attenuation in relation to their house renovation and/or garage upgrade (in particular to enable them to play an instrument without upsetting neighbours).

Continue advice, workshops and masterclasses with the music industry. Develop educational material and further boost existing 'wrap around support' to the live music community to help manage noise at source.

- The focus to date has been on the first sentence of the action, as noted below. Over the coming year, the Council Arts Team will work with colleagues to develop and distribute educational resources to the music sector and live music venues.
- Council Arts Team delivers ***arts sector development*** opportunities through funding events, artist residencies, masterclasses, workshops and mentoring/incubator programmes. The Strategy for the Arts and Creativity - Toi Ōtautahi - supports emerging musicians through Dig the Gig, Go Live, Composers Association of New Zealand workshops, and our Music and Waiata Incubator Mentoring Programmes. In the past 12 months, Toi Ōtautahi has supported delivery of over 20 wānanga, workshops and masterclasses across the arts sector, and has shared resources (funding opportunities, workshop notes, sector reports, etc.) through the Toi Ōtautahi website and monthly newsletter. There are currently 16 musicians receiving mentoring through the Music and Waiata incubator programmes, which include professional recording, production, and live performance opportunities. This support provides new employment opportunities in the creative sector, boosts the local economy, and creates a more vibrant city to live in or to visit.

Investigate mechanisms to improve public advice to new buildings/owners, e.g. boosting advisory notes on LIMs.

- Staff have prepared new advisory text for those seeking ***LIMs*** in all zones of the Central City, highlighting the different noise environment anticipated within the four avenues. The text reads:

  "*The property is within the Central City, which includes District Plan zones that generally permit and support residential and commercial activities including nightclubs and music venues. The Central City amenity will be different to that expected in a suburban residential environment. The District Plan permits a Central City night-time economy with higher levels of noise, traffic and gatherings of people during night-time hours. These permitted effects are a normal and anticipated aspect of living in, or close to, Central City zones.*"
- Staff have started planning for a facilitated '***meet and greet***' and accompanying information for new occupiers near live music venues in St Asaph Street. This aims to serve several purposes; the supplementary leaflet seeks to support good relationships between neighbouring mixed use activities and will also provide a more general 'welcome to the Central City' message, with associated information on key Central City facilities and amenities.

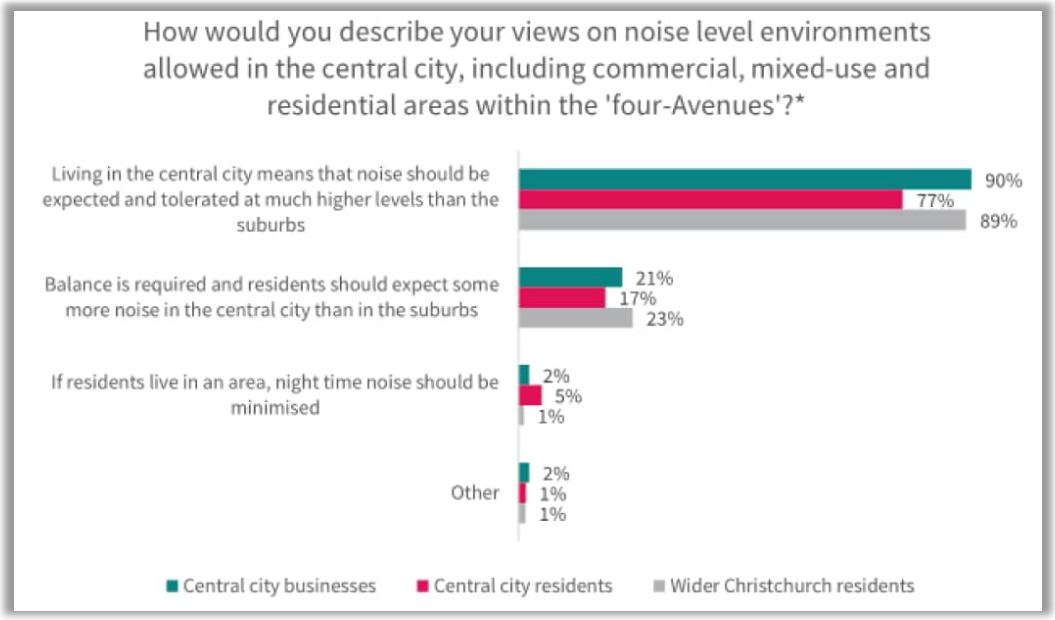
Regulatory initiatives

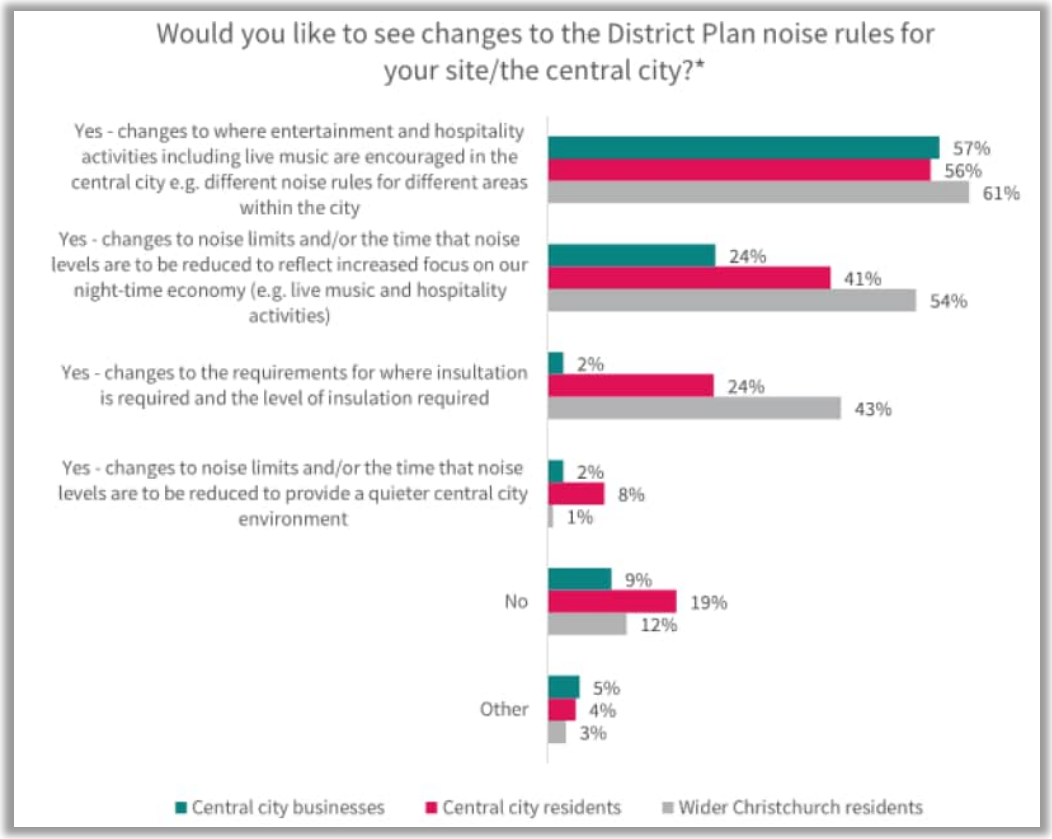
Review the effectiveness of the provisions in the district plan including whether changes are required and proceed with a plan change to the District Plan accordingly. Potentially includes reviewing the precincts identified for entertainment and hospitality and amending noise limits and/or insulation requirements.

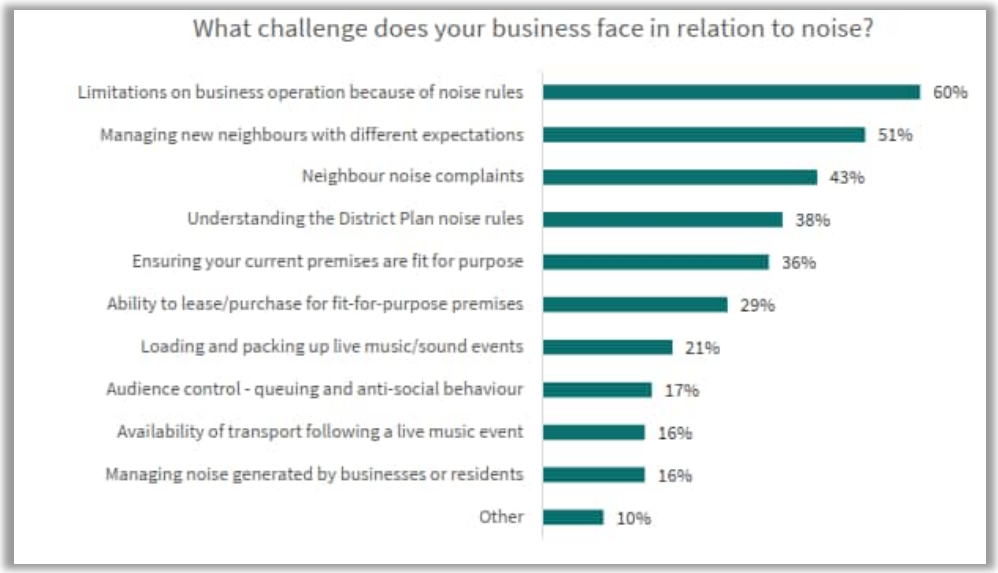
- An Issues and Options paper has been developed further to reflect the results of the survey, outlined above. To further inform our work on determining and evaluating the options to address the identified issues, staff are also engaging acoustic expertise.
- Staff will report back at a future date on the plan change, including for approval to notify a plan change.

Key graphs from 2023 Central City noise survey

(Note: the first two graphs should be treated as indicative as Central City business respondents could only choose one response whereas others could choose more than one.)






What challenge does your business face in relation to noise?
Limitations on business operation because of noise rules
60%
Managing new neighbours with different expectations
51%
Neighbour noise complaints
43%
Understanding the District Plan noise rules
38%
Ensuring your current premises are fit for purpose
36%
Ability to lease/purchase for fit-for-purpose premises
29%
Loading and packing up live music/sound events
21%
Audience control - queuing and anti-social behaviour
17%
Availability of transport following a live music event
16%
Managing noise generated by businesses or residents
16%
Other
10%

Attachment B: Acoustic assessments elsewhere

Focus on attenuating noise emission from the site

1. ***NSW Venues Unlocked Program*** NSW Venues Unlocked
   - The Venues Unlocked Program aims to increase the number of live performance venues with industry best-practice sound management, build the capacity for live performance, and generate greater vibrancy in communities. The programme offers funding and support for venues to address sound management challenges and remove barriers impacting live performance opportunity. It is delivered through Sound NSW and the Office of the 24-Hour Economy Commissioner.
   - 'Soundproofing Grants for Live Music Venues' aims to support existing and new NSW live music venues achieve best-practice soundproofing and management.
   - Successful eligible live music venues can receive up to $100,000 to upgrade their premise's sound management infrastructure and equipment. To inform the scope of sound mitigation measures required, an acoustic assessment report up to the value of $10,000 is provided by Sound NSW.

2. ***Victoria, Australia***
   - No longer available, a matched funding program 'Good Music Neighbours' was offered to live music venues as part of 'Creative Victoria'. Good Music Neighbours Funding
   - Funding was available on an annual basis and live music venues could apply for up to $25,000 per venue over the three years of the Good Music Neighbours program.
   - This enabled, as an example, a venue to apply for $3,000 for an acoustic report to the value of $6,000 in the first year, then up to $22,000 for sound attenuation works to the value of $44,000 over the next two funding rounds.
   - The funding was specifically for sound proofing and related activity, including engaging a professional acoustic expert, obtaining an acoustic assessment, architectural drawings for proposed acoustic attenuation measures, installing acoustic insulation and sound absorbing materials, capital investment in sound equipment (up to $10,000) where a sound attenuation need can be evidenced.

Benefits:

- Objective external advice may be better received by the noise emitter.
- Ability for the information to be used for a range of purposes including regulatory processes.
- Potentially identifies a range of lower cost options.

Drawbacks:

- Costs to commission expert/s (commissioned advice alone approx. $6000 per venue).
- Balance of costs for owner to complete works that may not be fully funded via Council support.
- Doing the works may still not be sufficient to meet standards. The 'drum and bass' focus of some venues has a vibration that's still likely to disturb sleep and requires a particular construction response to mitigate sound levels suitably.

Focus on the receiving dwelling

1. ***Adelaide Acoustic Advisory Service****, and* ***Noise Management Incentive Scheme:***
   - Noise management incentives | City of Adelaide
     Acoustic Advisory Service (AAS) provides a free consultation service with a qualified acoustic engineer to provide general advice to eligible residents. Recommendations on possible physical changes to residence to address external noise issues. Involves:

- A free consultation consisting of one phone call or site visit by Council's external acoustic engineer of up to 30 minutes duration.
- A copy of the engineer's report listing recommended noise attenuation measures for the relevant residential property and noise concern/s.

- The associated Noise Management Incentive Scheme reimburses a proportion of the costs required in completing recommended acoustic works, 50% up to a max of $1300. *Funding is limited, and not guaranteed (see Eligibility section in above link).* guidelines-noise-management-incentive-scheme.pdf (d31atr86jnqrq2.cloudfront.net).

2. ***Wellington Airport Quieter Homes:***
   - Offering home owners within the airport's Air Noise Boundary subsidised acoustic mitigation treatment (75 – 100%, depending on noise exposure) to reduce aircraft noise in habitable rooms by 45 dB. Funded by the Airport (33% owned by Wellington CC).
   - Link to programme and other key docs: Quieter homes (wellingtonairport.co.nz).
   - Doesn't apply to homes outside the Airport Noise Boundary.

3. ***NSW Noise Abatement Programme:*** Transport for NSW - Noise Abatement Program
   - Only in areas exposed to high road traffic noise. Provides noise mitigation treatment for dwellings and noise sensitive land-uses (schools, hospitals and churches).
   - Noise must be above 60dB at night, or 65 dB during the day. Amount contributed depends on how long resident has lived in the area. More years = more government contribution. New developments are not eligible for the programme.

3. ***Luxembourg:***
   - Financial aid for sound insulation Owners of residential buildings whose construction was authorized before 31 August 1986 may be eligible for financial aid to improve sound insulation against aircraft noise from Luxembourg airport.
   - Aid can cover advice on sound insulation, monitoring/oversight of insulation work, and construction. Available for specific addresses and only for buildings that are partly/wholly residential.

Benefits:

- Free service for residents.
- Helps educate that the Central City is a relatively noisy environment.
- May encourage new dwellings to consider additional noise attenuation before building.
- Potential to address existing buildings experiencing noise issues.

Drawbacks:

- Costs of covering technical service and output (commissioned advice alone approx.. $6000 per dwelling).
- Cost to resident of retrofitting dwelling.
- Likely limited to indoor living areas only.
- May set a difficult precedent without careful scope management.

Christchurch City Council

13. Suburban Regeneration Biannual Report - October 2023 to March 2024

Reference Te Tohutoro:	24/452960
Responsible Officer(s) Te Pou Matua:	Janine Sowerby, Senior Planner, Urban Regeneration
Accountable ELT Member Pouwhakarae:	Brent Smith, Acting General Manager City Infrastructure

1. Purpose and Origin of the Report Te Pūtake Pūrongo

1.1 The purpose of this report is to advise the Council of progress implementing suburban regeneration projects in the period October 2023 to March 2024.

1.2 Staff have been reporting on suburban regeneration implementation progress on a biannual basis, as part of delivering on the Urban Place Making Levels of Service Performance targets.

2. Officer Recommendations Ngā Tūtohu

That the Council:

1. Receives the information in the Suburban Regeneration Biannual Report - October 2023 to March 2024 Report.

3. Background/Context Te Horopaki

3.1 **Attachment A** provides details and images of multiple regeneration projects across parts of the city. It:

3.1.1 Focusses on locations and projects which saw activity during the reporting period.

3.1.2 Summarises information from across the Council and other organisations (including ChristchurchNZ and the Council's city-making partners).

3.1.3 Is structured around the currently agreed prioritisation of suburban regeneration locations.

3.2 Highlights are:

3.2.1 **Higher priority suburban regeneration locations**

- New Brighton: Demolition of the former Westpac building (56 Brighton Mall) was completed towards the future extension of Oram Ave, and a 'Better for Brighton' working group was established to coordinate various public and private projects occurring within Brighton Mall.
- Linwood Village: Installation of an interactive artwork in Doris Lusk Reserve was completed and construction began on the streetscape upgrade through the village.

3.2.2 **Other master plan locations**

- Main Road: The final section of the Coastal Pathway was completed and subsequently received a NZ Planning Institute award for innovative and creative excellence in respect to a physical works project.

- Lyttelton: A Lyttelton Community Emergency Hub was established, following collaborative work between groups interested in resilience planning, including Project Lyttelton, the Council's CDEM Team, other agencies and community groups.

3.2.3 **Other suburban locations/Council-funded community-led projects**

- Diamond Harbour: Staff sought community feedback on two unsolicited proposals for parts of Council-owned land - from Fire and Emergency NZ for a replacement fire station and from Te Hapū o Ngāti Wheke for a character school.
- Little River: The Little River Wairewa Community Trust progressed a review, update and expansion of its community-led plan *Little River, Big Ideas*.
- Akaroa: A process was initiated and approved by Te Pātaka o Rākaihautū Banks Peninsula Community Board to identify future land use options for the Council-owned site known as the Banks Peninsula (BP) Meats site.
- Council funded community-led projects: Community-led projects (including a community street art jam and building of a sensory nature play area) were supported in multiple locations across the city. The funding (Enliven Places City-making Partner funding, Rates Incentive, Place Partnership grants and Shape your Place Toolkit funding) enabled creativity, site activation and external technical advice for projects.

3.3 The Council included a proposal to extend the City Vacant Differential Rating to New Brighton, Linwood Village, Sydenham and Lyttelton in its Draft Long Term Plan 2024-2034. This reflects the extent of vacant land in these centres and public support for encouraging appropriate use and/or improving the appearance of vacant sites.

4. Considerations Ngā Whai Whakaaro

4.1 In future the urban regeneration work programme will be driven from the Greater Christchurch Spatial Plan, which was unanimously endorsed by the Greater Christchurch Partnership Committee in February and adopted by all Partner Councils as their future development strategy in March. This change will be reflected in future biannual information update reports.

Attachments Ngā Tāpirihanga

No.	Title	Reference	Page
A	Council Suburban Regeneration Biannual Report - October 2023 to March 2024 5 June 2024 - Attachment A	24/803574	308

In addition to the attached documents, the following background information is available:

Document Name – Location / File Link
Not applicable

Signatories Ngā Kaiwaitohu

Author	Janine Sowerby - Senior Planner
Approved By	Carolyn Bonis - Team Leader Urban Regeneration Bruce Rendall - Head of City Growth & Property

ATTACHMENT A—Suburban Regeneration Biannual Report

Key Updates for the Period 1 October 2023 — 31 March 2024.

This document highlights the funding and delivery progress of suburban regeneration initiatives over the past six months.

Information is grouped by relative priority and place.

Projects in these places are delivered via Long Term Plan (LTP) capital budgets (for both permanent and temporary assets), private developer initiatives and grants (including to city-making partners and community groups).

This report is not a complete view of the Council's regeneration progress, as other projects that contribute to suburban regeneration outcomes will be reported through other channels.

Council webpages are also a source of Master Plan implementation progress - see https://ccc.govt.nz/the-council/plans-strategies-policies-and-bylaws/plans/suburban-centres-master-plans/.

Background:

The Suburban Regeneration Programme has evolved over the years. From 2011, the programme predominantly consisted of nine 'Suburban Centre Master Plans' and projects supported through the Enliven Places Programme.

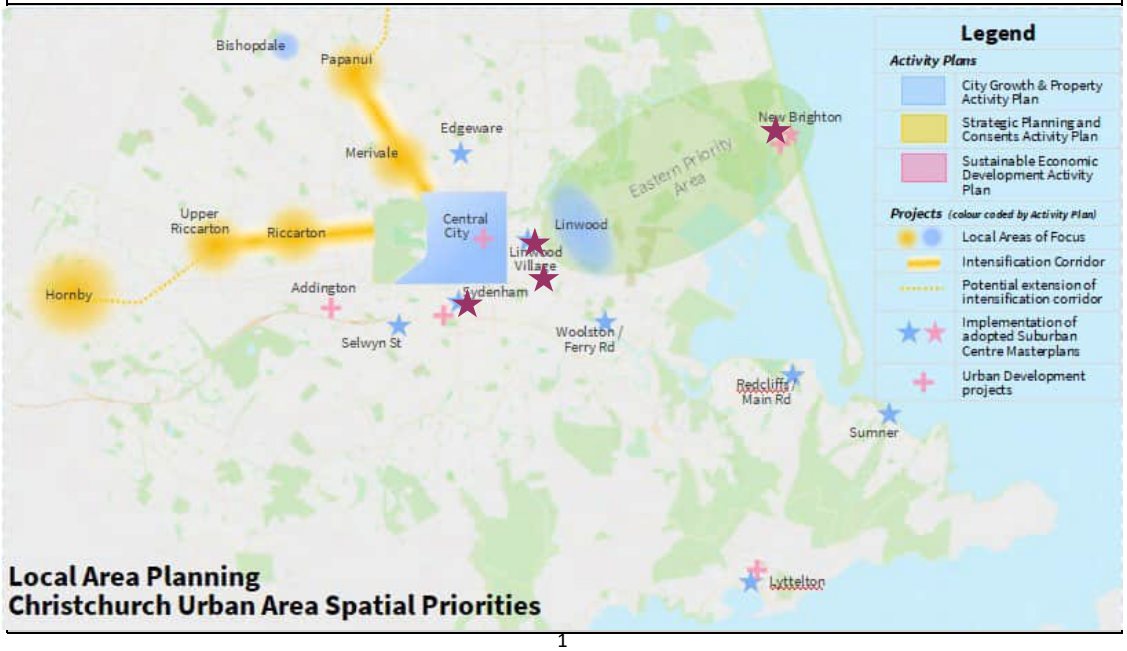
Other projects have been added in recent years.

Suburban regeneration projects contribute to the achievement of the Community Outcomes *Collaborative and Confident* and *Thriving and Prosperous* in respect to enabling residents to actively participate in community and city life, thus helping to make our city a great place for people, business and investment. Suburban centres play an important role in providing accessible services for communities and are a focal point for social and economic activity. Well-designed centres are people focused, providing social hubs which meet the needs of the community.

Urban Regeneration Priorities:

For the past few years, the Urban Regeneration Heat Map has helped prioritise the urban regeneration work programme (see CNCL/2020/00119 https://christchurch.infocouncil.biz/Open/2020/09/CNCL_20200910_AGN_4049_AT_WEB.htm). This overlays data on social, economic and environmental factors, with Council staff directing energy to locations with more complex regeneration issues. Recent priority work has focused on the Central City (reported separately), Inner City East/ Linwood Village, New Brighton (via ChristchurchNZ (ChChNZ)) and Linwood.

In future the programme will be driven from the Greater Christchurch Spatial Plan (GCSP). The map below incorporates GCSP priorities and is from the draft Activity Plans of Council units leading local area planning initiatives. The spatial distribution of Enliven Places Programme projects in suburban locations are added as follows ★.



1

WORK UNDERWAY IN HIGHER PRIORITY SUBURBAN REGENERATION LOCATIONS

New Brighton (Centre Master Plan, adopted 2015)

ChchNZ and the Council continue with a joint approach for the implementation of this master plan.

Master plan capital projects (completed, underway or commencing in FY23/24):

- Action (A3) New north-south corridor: Demolition of the former Westpac building at 56 Brighton Mall was completed and the site temporarily fenced. Staff sought pricing for path/hard surface options from contractors in expectation of physical work on the interim pedestrian walkway being completed by the end of this financial year. ChchNZ began working through a Licence to Occupy and will support activation of the space for various community uses while staff await confirmation of future funding (through the LTP 2024-2034) to progress the potential north-south corridor options. The Draft LTP 2024-2034 includes funding to deliver the project (FY26 and FY29).
- Action (A4) Brighton Mall upgrade: Staff have been working through options for the mall upgrade, progressing Crime Prevention Through Environmental Design (CPTED) assessments, surveying, tree assessments and some preliminary design work, with delivery funding to be confirmed in the LTP 2024-2034 (noting the Draft LTP includes funding from FY25 to deliver the project). ChchNZ has established a working group 'Better for Brighton' comprising ChchNZ, a private developer, community group and Council representatives to coordinate and provide oversight of the various public and private projects occurring within Brighton Mall.

Other Council-funded projects:

- ***City-making partners:*** LiVS completed a bike parking trial on Carnaby Lane (78 Brighton Mall). The bike racks were not used and were removed.
- ***Enliven Places Rates Incentive****:* The rates incentive (totalling $1,000) continued for the LiVS-brokered site at 91 Estuary Road, for community gathering place Common Ground.

Other master plan-related projects:

- Action (B1) New residential development: Stage 2 of the Seaview Development on Seaview Road was completed and a public artwork, by local artist Jon Jeet, was installed and blessed by mana whenua in early March. Construction started on Stage 1 of the Te Paku Maru residential development at 55 Beresford Street. This will deliver 25 new homes and is expected to be completed in February 2025.

Right: Sculpture by Jon Jeet, photo by Mike Hansen.

- Action (B5) Car parking improvements: The Council has included a proposal to extend the use of City Vacant Differential Rating to four suburban centres including New Brighton in its Draft LTP 2024-2034, reflecting the extent of vacant land there. As already applied in the Central City, this rating provides exemptions for well-maintained sites in temporary uses that meet District Plan standards or have obtained necessary consents. Remissions are also available where site owners improve the visual amenity of their sites in line with a published Vacant Site Improvement Guide. ChchNZ has been working with the potentially impacted landowners to activate their sites; it is already proving an effective tool to catalyse improvements. The Council will decide whether to introduce the proposed rating as part of its deliberations on the Draft LTP 2024-34 in June. ChchNZ has also been reviewing a number of options for the Hawke Street car park in the hopes of finding a solution alongside the private landowners to its current poor condition.
- Action (C1) A stronger, active business association: Two new 'Good Guides' were released as part of the ChchNZ/ Neat Places perception change campaign, garnering very positive feedback. The Town Team (now renamed the Driftwood Council of Brighton) created a website, Facebook page, a series of postcards and held their first community event. The event - intended to support networks across the suburb and catalyse more positive action in the community, by the community - was well attended. ChchNZ began considering the next steps for this group, including the possibility of establishing a formal Business Improvement District.

WORK UNDERWAY IN HIGHER PRIORITY SUBURBAN REGENERATION LOCATIONS

New Brighton (Centre Master Plan, adopted 2015) - continued

- Action (C3) Transitional projects and events: ChchNZ funded an afterschool street art programme in collaboration with the New Brighton Library. It was well attended and saw three new public art pieces completed within the community - on two Chorus boxes on Marine Parade and a building on the corner of Oram Avenue and Rodney Street.

Above: Recently painted Chorus box

Above: promotional material

Other projects:

- Outside their Council grant funding agreement, Life in Vacant Spaces (LiVS) completed the handover of Roy Stokes Hall at 146 Seaview Road to Youth Alive, a New Brighton Trust that purchased the building from ChchNZ to continue its use as a community space. The Dukes Surf Festival hired LiVS to run the 2024 Good Vibes Mākete at the hall.

Linwood Village (Master Plan, adopted 2012) / Inner City East

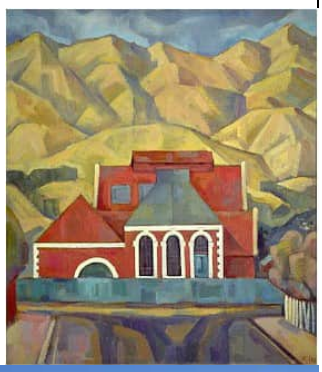
Master plan capital projects (completed, underway or commencing in FY23/24):

- Action (C1c) Design and install children's interactive play art in the Doris Lusk Park: A new artwork was installed in Doris Lusk Reserve at 80 Stanmore Road, paying homage to the artist the reserve is named after. *The Pumping Station* (1958), one of Doris Lusk's most iconic paintings, has been reimagined as a sculpture titled *Pumping Station Perspective* that incorporates the Christchurch landscape and the suburb of Linwood, where the pumping station is located. The sculpture was designed by her granddaughters, Natasha English and Tatyanna Meharry.

- Action (S1) Finalise and implement streetscape plan: Originally the Linwood Village streetscape upgrade of Stanmore Road between Gloucester and Hereford Streets was to be partially funded via Waka Kotahi's Climate Emergency Response Fund (CERF). However, all CERF projects were put on hold in November due to uncertainty regarding the incoming government's anticipated direction and Waka Kotahi's contribution. The project was granted approval to proceed under a Notice of Motion in December. Construction began on the streetscape upgrade in February.

- **Other Council-funded projects:**

- ***Inner City East/Linwood Revitalisation Plan:*** Speed limits have been lowered from 50km/h to 30km/h on a number of streets within the area of this community-led plan as part of the Safe Speed Neighbourhood Programme, thereby contributing to the safer pedestrian environment action sought in this plan. Although located on the boundary of this community-led plan area, two pedestrian refuges constructed in December by Brittan Street and Tancred Street will benefit resident children walking west across Linwood Avenue (e.g. to school), also contributing to a safer pedestrian environment.



Above: The Pumping Station and *Pumping Station Perspective.*

WORK UNDERWAY IN HIGHER PRIORITY SUBURBAN REGENERATION LOCATIONS (CONT'D)

Linwood Village (Master Plan, adopted 2012) / Inner City East - continued

- ***Enliven Places Programme:***
  - This programme completed the transition of the Tiny Shops into a project owned and maintained by community group, Te Whare Roimata (TWR). This involved scaling the project back and gifting assets to TWR, transferring an unneeded 'shop' to the Council's Residential Red Zone team and another to the Lyttelton community group Te Puna Auaha.
  - This programme is supporting temporary improvements to 89 Stanmore Road, on the NW corner of the Stanmore Road/Worcester Street intersection, to create a flexible, community use space. Staff prepared a draft concept plan, with improvements including greening, seating and gathering spaces enhancing the potential for this vacant site to be activated by food trucks and events. This is intended to be delivered by the end of June, alongside the completion of the Linwood Village streetscape upgrade.

  Below: 89 Stanmore Road's temporary improvements.

- ***City-making partners****:* The Green Lab (TGL) drafted a landscape plan for the scaled-back Tiny Shops site at 108 Stanmore Road and transplanted herbs to the site, which were planted during a Vertical Garden Workshop at the Tool Lendery.
- ***Enliven Places Rates Incentive****:* The rates incentive (totalling $705) continued for 95A Stanmore Road, which hosts Gap Filler's Tool Lendery on the LiVs-brokered site.

Other projects:

- As explained in the New Brighton section, given the extent of vacant land in Linwood Village, the Council's proposal to extend the use of City Vacant Differential Rating also applies to this centre.

Bishopdale

Other Council-funded projects:

- ***Shape your Place Toolkit:*** Following receipt of SYPT funding in 2021 towards an upgrade of the existing public toilets in Bishopdale Mall (corner of Farrington Avenue and Harewood Road) and completion of the exterior painting, Bishopdale Beautification Projects has sought advice on the proposed design for the interior painting and appropriate public amenities for the facility.

WORK UNDERWAY IN OTHER MASTER PLAN LOCATIONS

Main Road (Master Plan, adopted 2014)

Master plan capital projects (completed, underway or commencing in FY23/24):

- Action (M1) Coastal Pathway: The final section of the Coastal Pathway, from the eastern end of Redcliffs Village past the Christchurch Yacht Club to Rapanui - Shag Rock, was completed and opened to the public in November. In March, the project received the NZ Planning Institute's Rodney Davies Project Award in recognition of innovative and creative excellence in undertaking and completion of a project involving a physical work or development. In February, Waihoro Spreydon-Cashmere-Heathcote Community Board approved some minor safety enhancements to the shared pathway through Redcliffs Village, expected to be completed this financial year. These will ensure people can enjoy walking, cycling, scooting or skating the entire 6.5km from Ferrymead Bridge to Scarborough Beach in Sumner safely off-road along the coast. *Below: The completed Coastal Pathway.*

- Action (M7) Moncks Bay parking and bus stop enhancements: The associated enhancements to the landscaping and bus stop in the Moncks Bay car park area (aka Mulgan's Car Park) on Main Road were also completed.
- Action (NE2) Scott Park enhancements: As there is insufficient funding to progress this project located on Main Road through to completion, funding has been sought through the Draft LTP 2024-2034 (yet to be confirmed).

Other projects:

- The Resource Consent application to redevelop the existing disused supermarket building at 188 Main Road in Redcliffs into an apartment complex of 22 residential units at first and second level, and one commercial unit at ground floor level, was approved in November. Building Consent for demolition of some elements has been obtained.

Ferry Road (Master Plan, adopted 2014)/Woolston Village

Master plan capital projects (completed, underway or commencing in FY23/24):

- Action (FR3) Corridor transportation safety and amenity upgrades: A project to improve active transport on Ferry Road, which will contribute to the outcomes sought by this action, obtained approval to proceed from the Finance and Performance Committee in late February. Preparation of the scheme design for community consultation is now underway, with the project expected to be completed by 2027.
- Action (CE3) Bus priority upgrades: Funding for a bus priority project on Ferry Road has been requested through its inclusion in the Public Transport Futures detailed business case. Consultation will not occur until this funding has been confirmed, which is expected later this year.

Other:

- Construction began on the 20 Tidal View Townhouses located at 1099 Ferry Road, overlooking the estuary. This residential development replaces the Water Edge Apartments, demolished in 2012 due to earthquake damage.

Edgeware Village (Master Plan, adopted 2013)

Other:

- In March, the Waipapa Papanui-Innes-Central Community Board granted $41,000 from the Government's 'Better off' funding to St Albans Pavilion and Pool Inc (SAPP) towards compliance, planning and contract costs associated with construction of the new Edgeware Pool at 43A Edgeware Road. SAPP also lodged an application with Environment Canterbury, to comply with Land and Water Regional Plan legislative changes.

WORK UNDERWAY IN OTHER MASTER PLAN LOCATIONS

Selwyn Street Shops (Master Plan, adopted 2012)

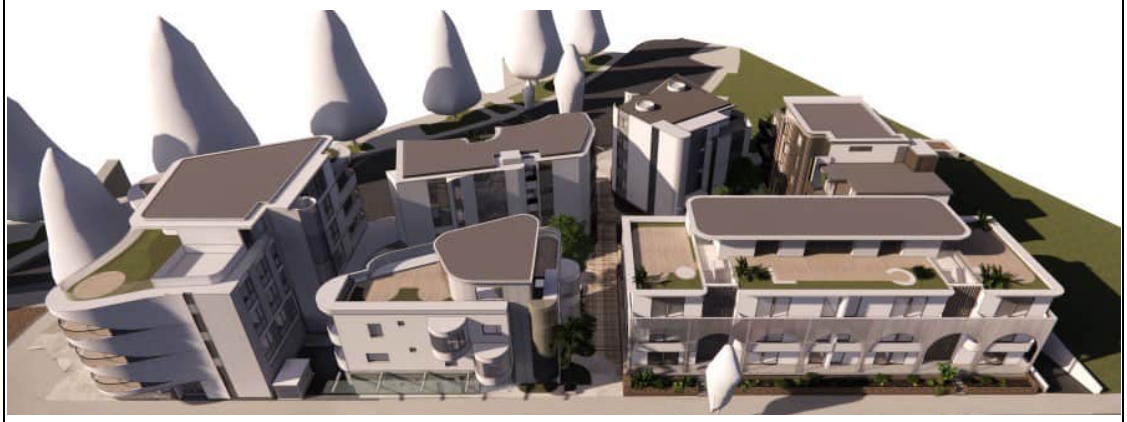
Other master plan-related projects:

- Action (B1) 320 Selwyn Street and 57 Somerset Crescent: This action anticipates the (possible comprehensive) mixed -use redevelopment of these two sites on the corner of Brougham and Selwyn Streets. However, Waka Kotahi purchased 320 Selwyn Street to facilitate its proposed upgrade to Brougham Street. Demolition of the earthquake-damaged buildings on the site was completed in March.

Sumner (Village Centre Master Plan adopted 2013)

Other master plan-related projects:

- Action (P2.2) Mixed-use development for new commercial opportunities: The developer lodged a Resource Consent application for the proposed mixed-use development on 23 Marriner St in March.
- Action (P2.3) Anchor development at the Esplanade and Marriner Street-west intersection: Following Resource Consent approval in February for buildings 1 and 2 of the comprehensive mixed-use development at 5 Marriner Street, the developer has lodged a Building Consent application for the foundations and superstructure of building 1 on the corner. They also lodged a Resource Consent application for buildings 3 — 6 (apartments) on the balance of the overall site (5—11 Marriner Street and 12 The Esplanade) in December. *Below: The overall development.*



- Action (P3.1) Comprehensive redevelopment of Sumner Mall for new road extension: Building Consent for Stage 2 (fit-out) of the Supervalue supermarket extension onto 51 Nayland Street was granted in January and associated work began on-site. This does not compromise the potential future Marriner St-east extension from The Esplanade through to Nayland Street suggested in the Master Plan.
- Action (4.2) Open space enhancements and courtyard connections: Major renovations to the Hollywood Cinema at 28 Marriner Street began. This project will also result in an improved outdoor eating area for the café in the same building, thereby contributing to the courtyard areas anticipated in this vicinity of the centre.

Sydenham (Master Plan, adopted 2012)

Other Council-funded projects:

- ***Enliven Places Rates Incentive***: The rates incentive (totalling $1,400) continued for the LiVS' brokered space at 387-389 Colombo Street, hosting three artists' studios and open studio days and Te Reo Māori classes.

Other master plan-related projects:

- Action (B1) Targeted residential activities around Buchan Park: This action acknowledges that growing mixed-use and medium-density housing in Sydenham will be a key driver to the area's future vibrancy. In October, the Council began hearing submissions on Plan Change 14, which enables mixed-use and medium density housing around Buchan Park and the wider Sydenham area.

Other projects:

- As explained in the New Brighton section, given the extent of vacant land in Sydenham, the Council's proposal to extend the use of City Vacant Differential Rating also applies to this centre.

WORK UNDERWAY IN OTHER MASTER PLAN LOCATIONS (CONT'D)

Lyttelton (Master Plan, adopted 2012)

Master plan capital projects (completed, underway or commencing in FY23/24):

- Action (C6) Naval Point amenity improvements and redevelopment: Orion completed an upgrade, providing sufficient capacity for future redevelopment of the Naval Point site. Demolition of the majority of the Magazine Bay Marina was completed and works started to make the structure safe for public access and use. Coastguard Canterbury began fundraising for new headquarters, for location near the public slipway. Work also began on a significant upgrade to the Lyttelton Recreation Grounds on Godley Quay, including provision of a netball court, basketball/futsal court and an artificial turf field, and on design work for the new change pavilions.

Other Council-funded projects:

- ***City-making partners:***
  - LiVS concluded the temporary licence agreement for Collett's Corner at 3-9 London Street, which is now held directly between the Lyttelton Craft and Treasure Market lessee and the property owner. They continued to support Te Puna Auaha site at 7 Norwich Quay.
  - LiVs collaborated with Lyttelton artists and Te Hapū o Ngāti Wheke for a community street art jam at the old Lyttelton West School (43 Voelas Road), which 100 people attended. Activities included a site blessing, mentored street art painting for kids, food trucks and music.
  - LiVs supported the Council to hand over the LiVs-brokered Lyttelton Orchard Project on the former LINZ/Residential Red Zone land at Norton Close to the Smith Street Community Farm, which has continued to plant fruit trees on the site as part of their Edible Streets project.

Right: Fruit tree planting.

Other master plan-related projects:

- Action (E1) Support for a Lyttelton marketing and attraction campaign: Te Pātaka o Rākaihautū Banks Peninsula Destination Management Plan was adopted in December. ChristchurchNZ established a team to deliver on its aspirations and began creating an implementation plan to achieve this.
- Action (N6) Local landscape and heritage interpretation: The Lyttelton Historical Museum Society received an implementation-related fundraising campaign plan for their rebuild of the museum at 33-35 London Street, which was accepted by the Society's Committee. The process of appointing a full-time professional fundraiser is underway.
- Action (C2) Investigation for and use of Council property to accommodate community and cultural activities: ChchNZ's Urban Development Team progressed work to consider options for the future use of the Donald Street stables site. This focussed on determining the suitability of the site for redevelopment, including infrastructure, geotechnical, structural and archaeological assessments. Next steps will consider potential uses for the site based on identified community and market demand, and commercial feasibility testing. An update and opportunity for input will be provided to Te Pātaka o Rākaihautū Banks Peninsula Community Board mid-2024.
- Action (C9) Emergency preparedness: Project Lyttelton has been working closely with the Council's CDEM Team, and linking with other formal and informal groups (e.g. emergency services and residents' associations) across Banks Peninsula with an interest in resilience planning, to develop a Lyttelton Community Emergency Hub. The hub will provide information and address welfare needs alongside, or in the absence of, official Civil Defence operations. A core group of 15 volunteers completed three training sessions in support of them opening the hub and managing a local response if necessary. They are also developing an emergency and climate change-related Resilience Plan alongside raising awareness and education around emergency preparedness in the community, through a range of community information sessions.

Right: Associated promotion.

Other projects:

- As explained in the New Brighton section, given the extent of vacant land in Lyttelton, the Council's proposal to extend the use of City Vacant Differential Rating also applies to this centre.

REGENERATION WORK UNDERWAY IN OTHER SUBURBAN LOCATIONS

Diamond Harbour (community-led plan *Getting to the Point*, 2017)

Capital projects (completed, underway or commencing in FY23/24):

- Action (4) Diamond Harbour Wharf Renewal: Construction was completed, directly addressing some of the health, safety and access-related concerns, such as slippery steps, identified in *Getting to the Point*. The public is now using the Waipapa Avenue accessed wharf and pontoon.

Other Council-funded projects:

- As part of the Coastal Hazards Adaptation Planning programme, Council and Future Curious Ltd staff worked with Diamond Harbour Primary School to deliver murals on the exterior and interior of the wharf shed. The murals will help inform the wider community about sea level rise and making positive choices. The murals were completed in December 2023.

Above: The wharf shed, before and after painting.

Other projects:

- Action (8) Arts, culture and events: *Live at the Point* - the community-organised free summer concerts (held weekly on the Godley House grounds off Waipapa Avenue on Stoddart Point Reserve) took place again during January and February.
- Development of Spatial and Outline Development Plans for 27 Hunters Rd and 43 Whero Avenue: The Council undertook community consultation between 22 January and 19 February in respect to two unsolicited proposals received for this Council-owned land. The Council sought feedback on the conditional sale of parts of the land to Fire and Emergency NZ (FENZ) and Te Hapū o Ngāti Wheke for a character school, Te Pā o Rākaihautū (Te Pā). Staff provided an overview of the submissions received to Te Pātaka o Rākaihautū Banks Peninsula Community Board at an information session on 25 March. Staff returned on 22 April with a recommendation to the Board, which (at the time of writing this report) has yet to go to the Council in May.

Little River (community-led plan *Little River Big Ideas*, 2017)

Capital projects (completed, underway or commencing in FY23/24):

- Topic B Community facilities and services (repairs/future use Coronation Library): The planned structural and strengthening works were further tailored to meet the end use requirements. The resulting additional design and planning (now complete and subject to consenting approvals) has enabled car parking improvements and associated works. Physical works will begin in the coming weeks, with completion still on target for the end of 2024.

Other projects:

- The Little River Wairewa Community Trust progressed a review and update of *Little River, Big Ideas*. The Trust began consultation throughout Wairewa to ascertain residents' needs and aspirations for the future of the Little River and Kaituna Valley, Birdlings Flat and Okuti Valley communities. The updated and expanded community plan will provide a basis for the Trust's future strategic and financial planning. It's expected that new projects, including partnership projects with the Council, will emerge from the current consultation.

Akaroa

Other projects:

A process has been initiated, and approved by Te Pātaka o Rākaihautū Banks Peninsula Community Board on 11 March 2024, to identify future land use options for the Council-owned site at 67 Rue Lavaud, otherwise referred to as the Banks Peninsula (BP) Meats site. The process will bring together technical data and community insights, including targeted and ongoing engagement with Ōnuku Rūnanga, acknowledging the cultural importance of the area. Engagement with the community and the Community Board will occur throughout the process.

REGENERATION WORK UNDERWAY IN OTHER SUBURBAN LOCATIONS

Hillmorton

Other Council-funded projects:

- ***Place Partnership Fund**:* After the Waihoro Spreydon-Cashmere-Heathcote Community Board agreed use of Council land at 9 Mokihi Gardens for the Mokihi Community Garden in October, the garden group received $1,507 to help establish the new garden.

Ilam

Other projects:

- ***City-making partners:*** Outside of their Council grant funding agreement, The Green Lab (TGL) built green seating for Canterbury University's Computer Science Department on Science Road as part of the Jack Erskine Atrium 150 Year Anniversary, creating a green indoor space for students to connect.

Richmond

Other Council-funded projects:

- ***City-making partners:*** TGL has: led a Weta Hotel workshop at the Climate Action Campus, Avonside Drive; continued bee keeping on their office's site at the Eastern Community Sport Inc AvonHub at 77 North Parade; and continued support for the Richmond Community Garden on River Road by designing rain catchers, planning Residential Red Zone pest trapping and taking part in the Richmond Spring Fair.

Waltham

Other Council-funded projects:

- ***City-making partners:*** LiVS concluded its project at 35 Hassals Lane. The project ran for five years and supported 50 community groups and organisations in that time. The site owner, Ara Institute of Canterbury, will again use the site for a campus.

Burwood/Residential Red Zone

Other projects:

- ***City-making partners:*** Outside of their Council grant funding agreement, TGL partnered with Hummingbird Coffee to build a Sensory Nature Play area in the Avon-Ōtākaro Forest Park. The site is part of the Council's Red Zone Roving BioBlitz 2024 event. Department of Corrections and Conservation Volunteers NZ helped with the project.

Right: Building the Sensory Nature Play area.

REGENERATION WORK UNDERWAY IN OTHER SUBURBAN LOCATIONS (CONT'D)

Phillipstown

Other Council-funded projects:

- ***City-making partners**:* TGL continued their Backyard Resilience series, running three Insect Hotel workshops at the Phillipstown Community Hub at 39 Nursery Road and an insect monitoring demonstration. Five 'hotels' were installed in the community garden and a sixth at the hub, with participation from students at Tētēkura (Ōtautahi Transition Education Centre) Campus. They also donated five trap boxes to the hub for predator control.

Below: Insect hotels under construction.

- ***Enliven Places Rates Incentive**:* The rates incentive (totalling $170) continued to support the community photography space, Photosynthesis, at 400 St Asaph Street.

Addington

Other Council-funded projects:

- ***Shape your Place Toolkit**:* Manuka Cottage - Addington Community House (70 Harman Street) was allocated $3,600 for Human Resources advice in respect to Position Description development, recruitment and employment of a new position at the community centre.

Ouruhia

Other Council-funded projects:

- ***City-making partners**:* TGL continued to support the environmental hub on Kāpūtahi Reserve at 567 Marshland Road, run by the Kahukura Rongoa Māori Trust and Styx Living Laboratory, including through planting and providing materials for garden beds (as part of the Heritage Festival), two rain catchers, a compost bin and a worm farm.

Community Board areas - general

Shape your Place Toolkit:

The community boards currently have the following balances available to provide technical / professional support to community placemaking projects:

- Waihoro Spreydon–Cashmere-Heathcote: $2,000.
- Waimāero Fendalton-Waimairi-Harewood: $4,300 (a potential funding allocation is pending in May/June).
- Waipapa Papanui-Innes-Central: $2,100.

The remaining three boards (Waipuna Halswell-Hornby-Riccarton, Waitai Coastal-Burwood-Linwood and Te Pātaka o Rākaihautū Banks Peninsula) have zero balances.

Karakia Whakamutunga

Kia whakairia te tapu

Kia wātea ai te ara

Kia turuki whakataha ai

Kia turuki whakataha ai

Haumi ē, hui ē, taiki ē

FUNDING THE DELIVERY OF SUBURBAN REGENERATION INITIATIVES		
Master Plan capital budget allocation:		
The Master Plans include a number of public projects (including the Council-led capital projects discussed on previous pages) and private projects (for implementation by local communities and business groups). Some master plan capital projects are closely associated with other Council budgets or programmes of work, e.g. major cycleway route development. Future timing, phasing and costings of capital projects are subject to a range of factors, e.g.: • Annual and Long Term Plan decision-making on the Council's capital programme. • Detailed design. • Outcomes from community engagement and consultation. • Project alignment across the Council's capital programme. • Inflation. Capital budgets are outlined in the LTP 2021-31. New Brighton, Lyttelton, Selwyn St and Edgeware Village are the four master plan centres with capital budget allocated during the remainder of the *current* ten-year LTP. Note: the Council is currently considering submissions on the Draft LTP 2024-34. Current budget allocations have required close scrutiny as the Council addresses financial pressures. The Draft LTP 2024-34 allocates capital budget to Lyttelton, Selwyn Street, Linwood Village and New Brighton, although this may change as the result of the submissions received.		
Other regeneration areas capital budget allocation:		
Diamond Harbour and Little River's community plans also have project budget allocated during the remainder of the current LTP, and the Draft LTP 2024-34 also provides funding for capital improvement projects.		
Other Council funding sources for community-led place-making projects:		
Operational budget for community-led placemaking	**Total available**	**Total spent during reporting period (FY23/24 year to date)**
Place Partnership Fund: A contestable grant fund established in August 2021 that supports projects to strengthen connections between communities and their places and spaces. See https://www.ccc.govt.nz/place-partnership-fund/	*(City-wide)* $107,000 FY23/24	*(Suburban)* $1,500 FY23/24
Enliven Places City-making Partner grant funding: A portion of The Green Lab's and Life in Vacant Spaces' mahi and $80,000 annual funding each is spent in suburban areas, supporting Community Outcomes and Strategic Priorities, including *Collaborative and Confident* and *Thriving and Prosperous.* (The partners' Central City activity is outlined in the Central City Biannual Report).	*(City-wide)* $160,000 FY23/24	*(City-wide)* $160,000 FY23/24
Enliven Places Rates Incentive for Property Owners: To support property owners who allow their vacant sites (interior or exterior) to be used for temporary activations. For more information, see https://ccc.govt.nz/rates-incentive	*(City-wide)* $40,000 FY23/24	*(Suburban)* $3,300 FY23/24
Shape Your Place Toolkit funding: Part of Community Boards' Discretionary Response Funds, specifically to support local community-led place-making projects that require technical or specialist advice and assistance to deliver. Funding allocations during the reporting period and the current balance for each board is outlined on page 10 above. For more information, see https://ccc.govt.nz/shape-your-place	$0 FY23/24 (Note: the SYPT funding noted on the previous page was carried over from previous financial years)	$0 FY23/24 to date