

#116

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**Submission of Martin John Pinkham  
on Preliminary Draft Kaiapoi Red Zone Plan**

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8 April 2016

## Introduction

1. My name is **Martin John Pinkham**. I am a professional engineer with a degree in civil engineering from Canterbury University. I have over 35 years experience in a wide range of civil engineering, particularly in land development, drainage, waste management and transport.
2. I was the Technical Services Manager at Waimakariri District Council (WDC) from 1993 to 2000. In that role I was the author of the WDC Engineering Code of Practice and the Project Manager of the Council's District Development Strategy. I was the Project Manager for the North East Kaiapoi Development Plan in 1998 and 1999.
3. I am a resident of 70 Adderley Terrace, Kaiapoi and have made regular submissions to the WDC LTP processes regarding the development of the Kaiapoi Town Centre. Many of my submissions have centred on the council's continual reluctance to engage professionally qualified urban designers to assist them with the post earthquake recovery, not following its own design standards, and not acknowledging that the current town centre is incompatible with the primary function of Williams Street as an Arterial Road.

## Kaiapoi Town Centre Plan

4. The Kaiapoi Town Centre Plan was prepared following the September 2010 earthquake but prior to red zoning process. Despite its grand name the Town Centre Plan was no more than a plan to provide landscaping features along Williams Street between Charles Street and the railway. An equally grandly named Kaiapoi Town Centre Integrated Transport Plan was no more than a series of proposals for traffic management features along Williams Street between Charles Street and the railway.
5. The Kaiapoi Town Centre Plan appeared to be based on a misguided assumption that slowing traffic along Williams Street would significantly reduce the high levels of through traffic to create an attractive shopping precinct. Given that there is only one bridge over the Kaiapoi River in the vicinity of the town centre, that Williams Street is an Arterial Road with traffic counts regularly in excess of 15,000 vehicles per day, the objective of creating an attractive and vibrant retail centre was fundamentally flawed and based on hope, rather than any hard evidence. Hope is not a strategy.

6. The red zoning of large areas of north east and south east Kaiapoi significantly altered the planned rebuild of existing infrastructure. It should have also alerted the council to consider alternative strategies, especially when the Minister for Earthquake Recovery launched the Land Use Recovery Plan (LURP). The LURP was designed to assist the Crown and councils to work together to assist the recovery, and where necessary amend legislation to support the recovery. LURP Action 28 was a tool to enable the WDC to deal with matters that would assist the recovery of the Rangiora and Kaiapoi town centres.
7. I enclose a copy my submission to LURP Action 28 in Appendix A. My submission requested the council to prepare a new Town Centre Plan. The outcome of the LURP Action 28 process was that the WDC advised the Minister for Earthquake Recovery that *"no comprehensive development plan is required for the Kaiapoi town centre, nor any intervention under Action 28 to support recovery at this time"*.
8. The inaction of the WDC in relation to LURP Action 28 was undertaken with full knowledge that the Kaiapoi Red Zones would require consideration in the near future. The inaction of the WDC in relation to LURP Action 28 was also based on a misplaced reliance on the non statutory Kaiapoi Town Centre Plan, a Plan that has continually shown to be flawed, and failed to deliver any benefit to the Kaiapoi community.
9. One of these failures has been the outcome of development on the west side of Williams Street on the north side of the Kaiapoi River. Firstly, the council constructed a skate park on Trousselot Park. Despite concerns being raised no off street parking was provided for this facility. While teenagers will be able to make their way to the site, the facility is also very attractive to young families who will need to use their cars to get to the site. This site is completely relying on the on street parking.
10. Secondly, the view of skate park site would be blocked by the proposed retail development on Williams Street that was part of the Kaiapoi Town Centre Plan. This was poor urban design and contrary to the principles of safer community design that that the council claims to support. Councils around the world have found that these facilities need to be built on high profile sites, the Washington Way skatepark in Christchurch being an excellent example of best practice.
11. Despite ambiguities in the Town Centre Plan the Riverside Christian Fellowship Church was granted consent to rebuild a church at 45 Charles Street in September 2013. The Town Centre Plan described a rebuilt church as having a "feature structure acting as a focal point when traveling northward". The building that was approved has no such feature structure as can be seen in Photo 1 of Appendix B. In addition, all buildings were to meet a Design

Standard and this has been met by buildings such as the Blackwells Department Store and the ENC Building. As can be seen in the photographs in Appendix B the design of the Riverside Centre, particularly along the Williams Street frontage, is of a low standard and could only be described as Industrial.

12. It is noted that the WDC owns a small strip of land to the east of the Riverside Church, that had a block of shops that were demolished following the earthquakes. Under the Town Centre Plan this area was to have approximately 4 shops on it. However, recent media reports have advised that the lessees are not prepared to spend the money required to rebuild on these sites, and that the council has purchased the leases from the lessees. The result is that the Riverside Church now is highly visible from Williams Street and has the aesthetic appeal of a warehouse, and can be seen in photos 2, 3 and 4 in Appendix B.
13. In addition, Table 30.8 of the WDC District Plan requires the provision of carparking at a rate of *"1 space per 10 persons, or 1 space per 100m<sup>2</sup>, whichever is the greater"*. The church has a floor area and 1020m<sup>2</sup> and seating for around 250 persons, and should therefore have at least 25 carparks. The approved plans show only 2 accessible parks and Land Use Consent RC135260 was granted with the following reasons:
  - The proposal will be in keeping with the Plan's Policies and Objectives and the existing Business 1 Zone environment.
  - The predicted level of traffic generated to and from the site is not of a level that warranted affected parties consent or notification.
  - No person is deemed to be affected by the proposal.
  - It is determined that any overflow on-street parking demand created as a result of the reduced on-site parking associated with Sunday congregations on residential amenity of neighbouring residential dwellings in the surrounding residential environment will be no more than minor.
  - Subject to conditions of consent, the effects of this proposal are considered to be minor in scale.
  - The proposal accords with the Kaiapoi Town Centre Design Guide and the Kaiapoi Town Centre Plan.
14. These examples have highlighted that the Council has a poor understanding of good urban design principles and has a policy of allowing substandard development.
15. A second failure relates to the land located on the east side of Williams Street, and on the north side of the river. The Council owns large parts of the land, including the Hansons site, on the corner of Williams and Charles. The Kaiapoi Town Centre Plan showed this site being redeveloped into a retail site. Despite intensive marketing it is understood that there is

no confirmed purchaser of the Hansons site, and this site has become an eyesore, as shown on Photo 5 in Appendix C.

16. While it is not strictly relevant to this submission it is also my view that there should be no buildings between the river and Charles Street, along the full length of Charles Street. The Council has received significant development contributions from the new developments in Kaiapoi and purchasing land for a true river bank reserve is entirely appropriate use of these reserve funds. This approach is also consistent with the conclusions that Christchurch City has reached, as it has committed to the development of a river bank park, having recognised that strip development is both ugly and no longer appropriate. The Council could have easily purchased the Riverside Church site to create a high quality urban space.
17. The third failure has been the implementation of the Kaiapoi Town Centre Plan through Williams Street. While the streetscape works that are currently in train on Williams Street are modern and attractive, they will add little to the appeal of the current town centre as a retail centre, and has compromised the function of Williams Street. The current works have actually led to a reduction in car parks, as can be seen in Photos 6, 7 and 8 in Appendix D.

#### **Draft Red Zone Plan General Comments**

18. The WDC made provision in the 2015/16 LTP for up to \$6.76 million of expenditure over seven years to contribute towards the development of the Red Zone. I fully supported this proposal but requested that the Council abandon the existing Town Centre Plan, and prepare a new plan that integrated the future of the Red Zones. In a submission to the LURP Action 28 I requested that WDC engage the best Urban Designers available, just as Christchurch City and Selwyn District have done, to provide high quality guidance to the process.
19. It was encouraging when the Minister for earthquake recovery announced the current process for the future of the Red Zone. On 23 November 2015 I wrote to the WDC asking whether any expert urban design expertise would be engaged as part of this process, and what the budget for the process is. The reply, that I received on 13 January 2016, enclosed in Appendix E, confirmed that no specific urban design expertise has been engaged, and the project budget is \$7 million. It is also disappointing that no members of this hearing panel have professional urban design experience.
20. The submission from Submitter 78, Michael de Hamel, also notes the lack of input from appropriate professionals, and comments that the plan has some "nice ideas" but needs features to "make Kaiapoi a nice place to live".

21. Similarly, submitter 122, Lindsay Bain of Ashley Estates Ltd, made the following comments:
- "Main comments on Kaiapoi South: rare opportunity to this generation to reinvigorate the town with residential and retail development south of the river. A balance of high density residential, boutique retail and open spaces, ideal location for people (e.g. some older people) without cars. Imaginative riverside redevelopment. Ashley Estates has already helped to develop areas of Rangiora"*
- Also submitter 98, Mark Revis of PLC Group, made the following comment:
- "Kaiapoi Town centre is struggling. Kaiapoi has no identity. Business needs to lift its game, however, the Town Centre needs more population in the immediate vicinity to support it. Have a once in a lifetime opportunity to use the land for urban regeneration. Line the river with housing to capture great amenity, have cycle ways on the stop banks. It could turn Kaiapoi into a mini Amsterdam with a vibrant and lively river frontage, markets, arts and crafts. The proposed plan has no creative thinking of what Kaiapoi could become and how the Red Zone recovery plan can achieve this."*
22. It is noted that submitter 122 and 98 are very experienced developers and have made a positive contribution to the Waimakariri business community and have a good understanding of the retail and commercial real estate market.
23. The Kaiapoi Town Centre Plan is based on the concept that customers want to stop outside a specific shop, but this is extremely difficult on an arterial road used by 15,000 to 20,000 vehicles per day. There was an expectation that the Kaiapoi Town Centre would die once the Northern Motorway was constructed. In fact, the opposite happened and now the Town Centre is being strangled due to the arterial road through it.
24. The Kaiapoi Town Centre Plan has failed to attract new significant businesses to the Town Centre due to high level of congestion on Williams Street, and no comprehensive precinct-based plan. The nationwide chains have specific requirements, mainly based on foot traffic, and clearly do not find the current plan to have any appeal.
25. The proposed extensions of the Business area to the west of Black Street and to the east of the existing New World are illogical. The 2015 Parking Report prepared by the Council's consultant struggled to be able to identify a "town centre" and these ad hoc extensions would compound the problem. However, the consultant concluded that even given this confusion additional parking to the east of Williams St would be the most sensible.
26. The potential to create a compact, modern, attractive Town Centre in the between Williams St, Bowler St, Kaiapoi River and Railway line, leaving Williams St as the existing arterial road is a once in a lifetime opportunity. It is inevitable that a rail service will be introduced to Kaiapoi and locating the Town Centre close to the railway station is highly desirable. It would be naïve not to recognise that red zoned land adjacent to the existing town centre can be remediated to be available for commercial use. The Kaiapoi New World and Kaiapoi Service Centres are examples of what can be achieved. It is not for the Council to determine

whether this is economic or not. The economics issue is discussed in a later section of this submission.

27. The Kaiapoi Town Centre Plan is based on an outmoded concept of what the public wants in a Town Centre. The recent success of the Rolleston Town Centre Plan has highlighted that the needs of the public have changed in the last 50 years. The public have expectations of good pedestrian and cycle access, courtyards and pleasant surroundings, not sharing an area used by 15,000 to 20,000 vehicles per day.
28. The Council is commended for engaging Property Economics to prepare the Kaiapoi Town Centre Business Land Requirements report. This has provided a valuable insight to the likely Business land requirements for the next 30 odd years. Figure 6 on Page 28 shows that only 37% of all retail spend by Kaiapoi residents is internalised in Kaiapoi. This is no surprise as the quality, and quantity, of the retail sector in Kaiapoi is low, because it is located on an Arterial Road.
29. However, on Page 30 of the report the authors comment that there is a greater opportunity to reduce the level of retail leakage from a "*wider offer and improved environment*". On Page 31 of the report provides further comment on how an improved environment would provide a significant economic boost to the local economy.
30. In section 11.1 of the report the authors predict that over the next 30 years Kaiapoi will need between 6.8 hectares (high scenario) and 3.9 hectares (low scenario) of Retail, Commercial Office and Commercial Services land. Ideally this should be in a Town Centre area, and close to existing transport links such as the railway. Area E as shown on the Kaiapoi Red Zone maps is ideally located to fulfil this need.
31. The current Kaiapoi Town Centre Plan was developed in 2011 before the red zoning occurred. It is no longer relevant and should not be used as a future reference. The current Town Centre plan is very limited and focuses only on a relatively narrow area of land either side of Williams Street, an Arterial road with the primary function of conveying large volumes of traffic. The Commissioners should not put any weight on the Kaiapoi Town Centre Plan as part of its deliberations regarding the Kaiapoi Red Zone.
32. The Vision for the Kaiapoi Red Zone is admirable. However, considerable parts of the draft Plan are not consistent with this Vision. The goals are admirable. However, I suggest that the second part of Goal 2 be amended to read "*Providing for a range of land uses that support the development of a compact, efficient and exciting Kaiapoi Town Centre for business and jobs that attracts shoppers and visitors to the town.*"

33. The Kaiapoi Town Centre Plan 2011 also had admirable goals, as repeated below.

*The future Kaiapoi town centre will be:*

- *An economically viable centre where both residents and visitors want to spend time and money*
- *A centre with a strong community feel*
- *Attractive with a river town charm and a high quality environment, which reflects and enhances Kaiapoi's heritage*
- *Identified by its river and riverside attractions*
- *Well defined*
- *Diverse with a good variety of shops, cafes and restaurants, leisure and entertainment activities for all ages*
- *Easy to get around, by foot, bicycle or mobility vehicle, with a variety of spaces to sit, meet and play*
- *Accessible by vehicle and easy to park in*

- extract from the Kaiapoi Town Centre Plan – June 2011

However, it is now clear that these goals could never have been achieved, but there is an opportunity for the Kaiapoi Red Zone Plan to achieve them.

### **Kaiapoi West**

34. I disagree that the proposed establishment of a Business Zone in the proposed Kaiapoi West location would support the future expansion of the town centre. The town centre is already poorly defined, disjointed and unattractive to shoppers at present, and having yet another business area would compound this. The 2015 Parking Report prepared by the Council's consultant, and included as part of the suite of reports completed for the Red Zone Plan project, alluded to this and struggled to be able to identify a "town centre". However, the consultant concluded that even given this confusion additional parking to the east of Williams St would be the most sensible.
35. The development of a reserve between Black Street and Rich St could be of benefit to the Kaiapoi community. However, the rationale for this space, and the intended uses of the area discussed in Section 4.1.4 of the Greenspace Report are very vague and unconvincing. In addition, the establishment of Business Use on the west side of Black Street is incompatible with the proposed reserve, and inconsistent with the councils own Safer Communities objectives and the Councils Development Code of Practice. The design of safe communities, as defined in the Crime Prevention Through Environmental Design (CPTED)



is based on high visibility of community spaces. The establishment of a Business area would be contrary to CPTED principles.

36. Also having a Business zone in this location could potentially affect a future option for a second bridge across the Kaiapoi River at the northern end of Black Street, or for the construction of a bypass of the existing Kaiapoi Town Centre using Black Street. The photos in Appendix F highlight that having a Business Zone on the west side of Black Street has little merit. The establishment of a properly designed, compact and attractive town centre between Williams St, Bowler St, Kaiapoi River and Railway line would be much more productive.
37. Submitter 98, Mark Revis of PLC Group, has suggested that the Kaiapoi West Area C should be designated as a high density residential zone. This has considerable merit given the close proximity to the Kaiapoi Town Centre (both current and future), closeness to schools and existing community facilities.
38. The Area C of 2 hectares is ideal for the establishment of a new Kaiapoi Town Centre. The draft Red Zone plan claims that the economics of anything but yard based activities are not favourable. However, I believe that the analysis is flawed, and that if Area C was developed as a high density residential area it would be at a much higher density than that shown in the report, although the sale price per lot would be lower. I have recalculated the analysis for a range of variables including gross realisation, profit and interest rates. This showed that the Net Outlay is considerably less than that shown, and is likely to be positive. A summary of the analysis is shown below, with the full assessment shown in Appendix G.

Gross Realisation / lot	130,000	130,000	130,000	130,000	140,000
Profit	25%	20%	20%	20%	25%
Interest	7%	7%	6%	5%	7%
<b>Net Outlay</b>	<b>950,000</b>	<b>1,300,000</b>	<b>1,400,000</b>	<b>1,450,000</b>	<b>1,400,000</b>

### Kaipoi South

39. I support the overall concept for Kaiapoi South but the proposal for yard based businesses is a gross waste of potentially valuable retail land. The proposed Business Zone should be focussing on the establishment of a properly designed, compact and attractive town centre between Williams St, Bowler St, Kaiapoi River and Railway line, leaving Williams St as the existing arterial road.
40. The Area E of 3 hectares is ideal for the establishment of a new Kaiapoi Town Centre. The draft Red Zone plan claims that the economics of anything but yard based activities are not

favourable. However, I believe that the analysis is flawed, and that if the Kaiapoi Town Centre was located on Area E the Gross Realisation would be much higher than that shown. I have recalculated the analysis for a range of variables including gross realisation, profit and interest rates. This showed that the Net Outlay is considerably less than that shown, and possibly is positive. A summary of the analysis is shown below, with the full assessment shown in Appendix J.

Gross Realisation /m2	400	400	400	400	450
Profit	25%	20%	20%	20%	20%
Interest	7%	7%	6%	5%	7%
<b>Net Outlay</b>	<b>-1,250,000</b>	<b>-710,000</b>	<b>-550,000</b>	<b>-360,000</b>	<b>760,000</b>

41. The Council engaged Abley Consultants to review options for roading in Kaiapoi South. However, the analysis shown in Table 3.1 of their report is very subjective and I believe that there are very few differences between the options, and considerable financial advantages in adopting Option 1.
42. In addition, the Kaiapoi South plan should be making provision for a bridge over the Kaiapoi River, linking Courtenay Drive, in the vicinity of the old NCF Reserve, and Jollie Street. For these reasons the Kaiapoi South Roding Option 1 should be adopted.

### **Kaiapoi East**

43. I generally support the proposed concepts for Kaiapoi East but have reservations over the location of key features, especially in relation to Business Zones. The focus should be on the establishment of a properly designed, compact and attractive town centre between Williams St, Bowler St, Kaiapoi River and Railway line, leaving Williams St as the existing arterial road.
44. The proposed expansion of the Business Zone into Areas 17 is flawed, and will further spread out the Kaiapoi Town Centre. The 2015 Parking Report prepared by the Council's consultant alluded to this and struggled to be able to identify a "town centre". However, the consultant concluded that even given this confusion additional parking to the east of Williams St would be the most sensible.
45. The establishment of a District Sport and Recreation Reserve is very sensible. Too often recreational facilities are located well away from urban areas, and public transport routes. This makes it difficult for young people to access these facilities. For this reason, it would be logical for the proposed District Indoor Sports Centre to be located in the areas shown as

- 15, 16, 17 on the drawings. It is pleasing to note that the Council has not yet made a decision on the location of the proposed District Indoor Sports Centre.
46. It is recommended that the proposed campervan area 15 be relocated to the area 17 on the west side of Jones Street. It would be much more desirable to have this campervan park as close as possible to the retail and hospitality businesses as possible as the campers need to be able to walk to these businesses. The campervan facility in Geraldine is an excellent example of such a facility being an integral part of the business community. Photos of this location are shown in Appendix I.
  47. There is no need for a boat parking area, shown as 16 in this plan. Such a facility should be located at the Ashkeaton Park area.
  48. The establishment of a BMX track in the area 10, south of Cass Street is very sensible. However, to ensure compliance with CPTED principles Jollie Street, linking a new bridge and Feldwick Drive should be retained. This would provide a sensible and effective barrier between the proposed BMX track and the proposed Rural area.
  49. The proposed downgrading of the Cass / Feldwick link is illogical and should not be adopted. There are still a large number of houses in the green zoned north east corner of Kaiapoi East that rely on this link. The downgrading of this link is incompatible with the proposed cemetery and reserves, and inconsistent with the councils own Safer Communities objectives and the Councils Development Code of Practice. The design of safe communities, as defined in the Crime Prevention Through Environmental Design (CPTED) is based on high visibility of community spaces. The downgrading of this link would be contrary to CPTED principles.
  50. The Kaiapoi East plan should be making provision for a bridge over the Kaiapoi River, linking Courtenay Drive, in the vicinity of the old NCF Reserve, and Jollie Street, and linking to the existing Feldwick Drive alignment.
  51. In addition, the retention of Jollie Street and realigning to link to Feldwick Drive would provide a sensible and effective barrier between the proposed District Sports reserve and the proposed Rural area.
  52. For these reasons above the Kaiapoi East Roding Option 1 should be adopted. The analysis by Abley Consultants (Section 4.2) supports this option, and the cost of the option shown in the draft Plan is approximately \$2 million more expensive than Option 1.

53. In section 6.4 of the draft Plan it has been acknowledged that a pedestrian / cycle link is desirable between Kaiapoi East and Kaiapoi South. This would be of no interest to a Public Private Partnership private sector partner but a road bridge, linking to a "Park and Ride" facility in the vicinity of Tram Road / Main North Road would be more attractive and provide huge benefits to Kaiapoi.

### **Economics**

54. It is my view that undue weight has been put on the cost of repairing regeneration land. The role of the Council and Crown is to prepare a sensible and sustainable recovery plan with land uses that benefits the Kaiapoi community for the next 100 years. The market will decide which areas will develop, and when. The WDC are not developers and its adoption of various proposals based on potentially flawed economic assessments has led to the wrong conclusions for adoption in the draft Red Zone Plan.
55. It is also appropriate to acknowledge that the commercial arm of Te Runanga o Ngai Tahu, a key partner of this Plan, is recognised as having the expertise and capital resources to play a significant part in the redevelopment of the Kaiapoi Town Centre. The opportunity for a partnership between Waimakariri District Council, Te Runanga o Ngai Tahu, and the Crown to create a legacy of a proper Town Centre for the people of Kaiapoi would truly be an honourable way of acknowledging the pain that has been suffered by the Kaiapoi community as a result of the 2010 earthquake.

### **Section E Conclusions**

It is my view that the submissions and information presented to this hearing shows that the Draft Kaiapoi Red Zone Plan has some significant flaws and should be amended as detailed in the various parts of the submission above.

Martin Pinkham

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17 October 2014

LURP Action 28 Comment  
Waimakariri District Council  
Private Bag 1005  
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### LURP Action 28

It is with some pleasure that I saw the Land Use Recovery Plan (LURP), gazetted by the Minister for Canterbury Earthquake Recovery on 6 December 2013, contained a number of actions that need to be completed and provided to the Minister by a specified dates.

It was even more pleasing to see that Action 28, reproduced below, recognised the need to redevelop the Kaiapoi and Rangiora town centres in a planned manner following the impacts of the 2010 and 2011 earthquakes.

*Action 28 enables the Waimakariri District Council to prepare and provide to the Minister for Canterbury Earthquake Recovery, by 6 December 2014, comprehensive precinct-based redevelopment plans, based on the adopted Town Centre Strategies for Kaiapoi and Rangiora to enable the recovery and rebuilding of the centres. A request by Waimakariri District Council may be made to the Minister for Canterbury Earthquake Recovery to use interventions under the CER Act to overcome barriers to addressing recovery and rebuilding issues that cannot be resolved through usual processes.*

However, it is immensely disappointing to see the Waimakariri District Council has "kicked for touch" in relation to Kaiapoi, and is proposing not to take the opportunity that is available under LURP Action 28. The report of 16 September 2014 to the Resource Management and Regulation Committee notes:

*3.9 With regard to the Kaiapoi town centre it is considered at present that the complexities of issues, particularly over fragmented land ownership and long, thin site configurations do not exist in Kaiapoi to the extent they are present at Rangiora. Given this the impediments to redevelopment are considered far less and development to date is proceeding in accordance with the direction set in the Council's non-statutory Kaiapoi Town Centre Plan. As such it is considered no comprehensive redevelopment plan is required for Kaiapoi town centre, nor any intervention under Action 28 to support recovery at this time.*

This proposed inaction has failed to recognise the following:

- 1 The Kaiapoi Town Centre Plan is very limited and focuses only on a relatively narrow area of land either side of Williams Street, an arterial road with the primary function of conveying large volumes of traffic.
- 2 The Kaiapoi Town Centre Plan is based on an outmoded concept of what the public wants in a Town Centre. The recent success of the Rolleston Town Centre Plan has highlighted that the needs of the public have changed in the last 50 years. The public have expectations of good pedestrian and cycle access, courtyards and pleasant surroundings, not sharing an area used by 15,000 to 20,000 vehicles per day.

- 3 The Kaiapoi Town Centre Plan is based on the concept that customers want to stop outside a specific shop, but this is extremely difficult on an arterial road used by 15,000 to 20,000 vehicles per day. There was an expectation that the Kaiapoi Town Centre would die once the Northern Motorway was constructed. In fact the opposite happened and now the Town Centre is being strangled due to the arterial road through it.
- 4 The Kaiapoi Town Centre Plan has failed to attract new significant businesses to the Town Centre due to high level of congestion on Williams Street, and no comprehensive precinct-based plan. The nationwide chains have specific requirements, and clearly do not find the current plan to have any appeal.
- 5 There are potential opportunities to incorporate red zoned land to create a modern, attractive Town Centre by utilising the provisions of the CER Act.
- 6 Current land ownership, including red zoned land, should not be an impediment to producing a long term Town Centre Plan, that provides certainty for all stakeholders.

While there is still some uncertainty over the future of the red zoned land it would be naïve not to recognise that red zoned land adjacent to the existing town centre can be remediated to be available for commercial use. The Kaiapoi New World and Kaiapoi Service Centres are examples of what can be achieved.

LURP Action 28 is an opportunity that should not be dismissed.

In summary, I am requesting that the recommendation to the Minister regarding LURP Action 28 includes the following:

- A request that the implementation of Action 28, in relation to Kaiapoi, be extended until 30 June 2015.
- A request that the future of the red zoned land, in the vicinity of the Kaiapoi Town, be considered in conjunction with LURP Action 28.
- A request that CERA undertake a design process similar to that used to develop the Christchurch City Blueprint Plan by 30 June 2015.

I would appreciate it if the Council would consider these matters when it collates the responses, prior to the Council reporting back to the Minister.

Thank you for your assistance.

Yours faithfully

*M J Pinkham*

Martin Pinkham

**Appendix B     Riverside Church, 45 Charles Street, Kaiapoi**



**Photo 1             Riverside Church as viewed from south with skatepark behind.**



**Photo 2     Riverside Church as viewed from north east with skatepark behind.**





Photo 3 Riverside Church as viewed from northeast. Note commercial building on right that complies with Design standard.



Photo 4 Riverside Church as viewed from northwest, skatepark to right.



**Appendix C Charles Street East, Kaiapoi**



**Photo 5** Charles St East as viewed from Williams Street. The Kaiapoi River is on the right.

**Appendix D Williams Street parking**



**Photo 6** Williams Street east side as viewed from north



Photo 7 Williams Street east side as viewed from north



Photo 8 Williams Street east side as viewed from south



**Martin Pinkham**

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**From:** Martin Pinkham <martin.pinkham@ihug.co.nz>  
**Sent:** Saturday, 6 February 2016 2:14 p.m.  
**To:** 'sandrajamescontracting@gmail.com'  
**Cc:** 'David Ayers'  
**Subject:** RE: Let's Discuss  
**Attachments:** All Kaiapoi Draft -Recovery-Plan.pdf

Hi Sandra, and thanks for the reply.

I concur with the comment below that the current stage is not looking at specific proposals, but there is nothing wrong with some concepts, and how they may fit into the bigger picture, being put on the table. This is what the first Canvas exercise was all about. The draft has already noted some of these.

I have a different view on the matter of the expertise within the local agencies. I still believe that the partners should have engaged an independent recognised expert (preferably from Europe) on urban design to have a look the wider issues regarding the form and function of Kaiapoi, in the context of considering the red zones. I continue to be astounded that the Council believes that a healthy retail sector can exist with an arterial road through the middle of it. This is 2016, not 1916.

While the drawings in the Draft plan, published yesterday, are clear enough they are all at different scales, and it is difficult to see the whole picture.

I, and I am sure many of the residents of Kaiapoi, would appreciate it if the Council could prepare, and publish on the website, one drawing that shows the proposed land uses. See attached drawing for the extents of the requested drawing. It is likely that there is already one in your system, and if not it would be able to be produced very easily.

Secondly, the Kaiapoi East drawing has a couple of sections of Williams St missing (between the river and Cass St) Could this drawing please be amended and republished on the website.

Kind regards

.....  
 Martin Pinkham

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Email [martin.pinkham@ihug.co.nz](mailto:martin.pinkham@ihug.co.nz)  
 .....

**From:** Sandra James [mailto:sandrajamescontracting@gmail.com]  
**Sent:** Wednesday, 13 January 2016 3:37 p.m.  
**To:** martin.pinkham@ihug.co.nz  
**Subject:** RE: Let's Discuss

Hi Martin,

Happy New Year! I hope you've had a lovely break over Christmas with friends and family.

3 What is the 2015/16 budget for preparing the Plan, and how much has been spent to date on the project?

The project budget is a cost share arrangements between WDC and CERA. WDC share is being funded from the \$7 million reserved in our long term plan for Red Zone Future Use. At this stage we anticipate committing around 5% of that amount to investigations, preliminary planning and community engagement.

Many thanks for your assistance.

Kind regards

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Martin Pinkham  
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.....

**From:** Jess Reynen [<mailto:jess.reynen@wmk.govt.nz>]  
**Sent:** Tuesday, 17 November 2015 11:19 a.m.  
**To:** [martin.pinkham@ihug.co.nz](mailto:martin.pinkham@ihug.co.nz)  
**Subject:** Let's Discuss

Good morning Martin

Thank you for your feedback on the Let's Discuss engagement held in October 2015. Your thoughts and ideas will be considered as part of the development of the Draft Recovery Plan for the Waimakariri Residential Red Zone, along with those received last year in the Canvas engagement. The Preliminary Draft Recovery Plan will be sent out in February 2016 for consideration and feedback, and we encourage you to comment on the options presented in that document.

Please find attached the summary of the feedback received from the Let's Discuss engagement for your information. Once again, we would like to thank you for your time in contributing to the Draft Recovery Plan, and we look forward to continuing to work with you through the process.

If you have any questions, please do not hesitate to contact me.

Kind regards  
Jess

**Jess Reynen** | Project Administrator | Mobile 022 067 5581

E [jess.reynen@wmk.govt.nz](mailto:jess.reynen@wmk.govt.nz)

Waimakariri District Council | [waimakariri.govt.nz](http://waimakariri.govt.nz)



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# Kaiapoi Red Zone - Development Feasibility Analysis Area E

## Gross Realisation

All areas 31300 @ 400 \$12,520,000

## Less Selling Costs

Sale commission 2% \$250,400  
Legal 4 @ 5000 \$20,000 \$270,400

**Net Realisation \$12,249,600**

Less profit and risk 25% \$3,062,400

**Outlay \$9,187,200**

## Less Development Expenses

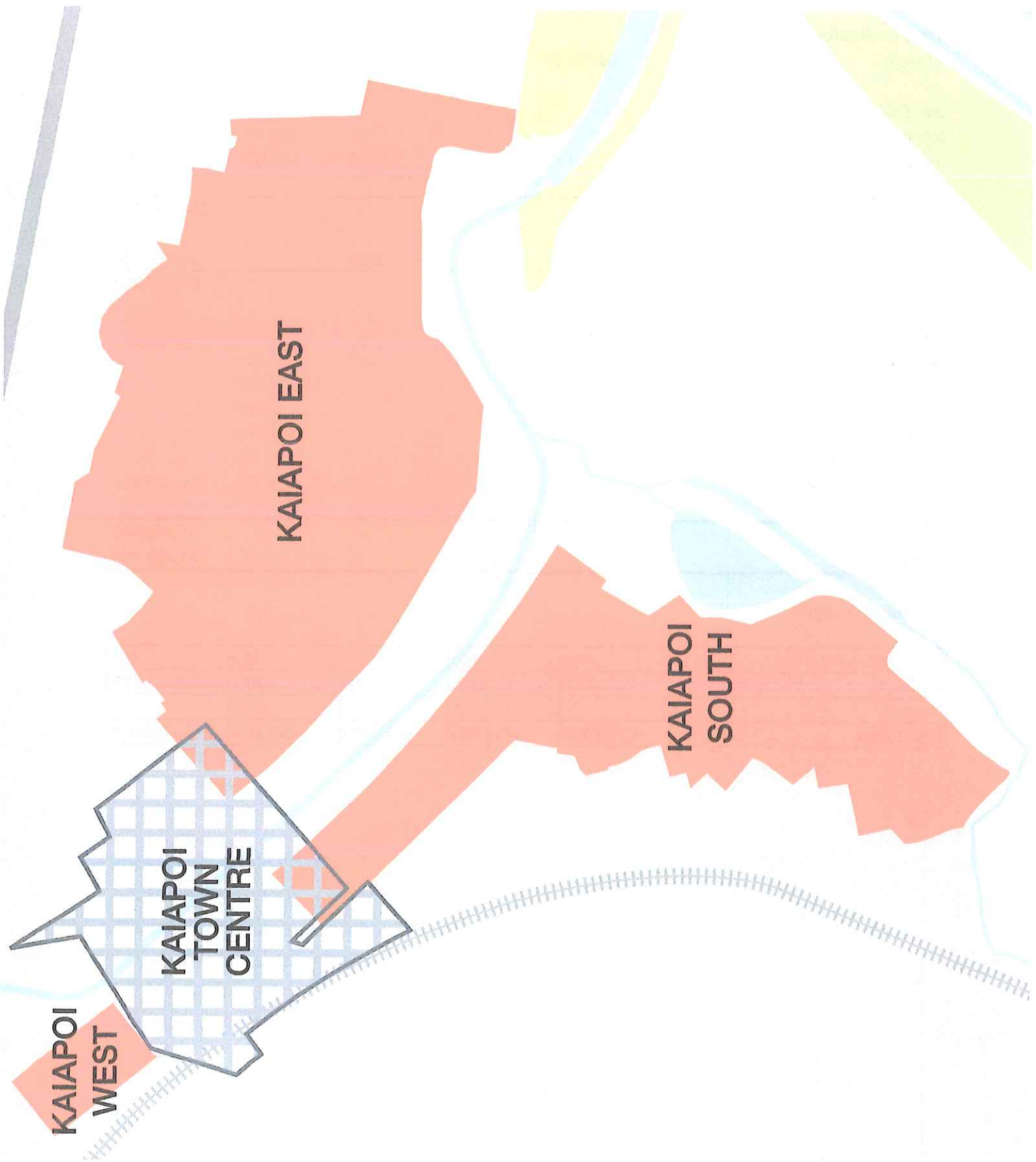
Construction 31300 @ 12.5 \$391,250  
Geotech remediation \$8,800,000  
Advertising \$20,000  
Overheads \$91,000  
Development levy \$0  
Interest on outlay 3.5 7% 0.5 \$1,125,432 \$10,427,682

**Net Outlay -\$1,240,482**

**Adopt -\$1,250,000**

## Sensitivity Analysis

Gross Realisation /m2	400	400	400	400	450
Profit	25%	20%	20%	20%	20%
Interest	7%	7%	6%	5%	7%
<b>Net Outlay</b>	<b>-1,250,000</b>	<b>-710,000</b>	<b>-550,000</b>	<b>-360,000</b>	<b>760,000</b>



KAIAPOI  
WEST

KAIAPOI  
TOWN  
CENTRE

KAIAPOI EAST

KAIAPOI  
SOUTH

App G

# Kaiapoi Red Zone - Development Feasability Analysis

## Area C High Density Residential

### Gross Realisation

Lots average size of 300m2 67 @ 130,000 \$8,710,000

### Less Selling Costs

Sale commission 2% \$174,200  
Legal 4 @ 5000 \$20,000 \$194,200

**Net Realisation \$8,515,800**

Less profit and risk 25% \$2,128,950

**Outlay \$6,386,850**

### Less Development Expenses

Construction 67 @ 20000 \$1,340,000  
Geotech remediation (assumed to be constant) \$3,500,000  
Advertising 67 1500 \$100,500  
Overheads 500 \$52,000  
Development levy \$0  
Interest on outlay 2 7% 0.5 \$447,080 \$5,439,580

**Net Outlay \$947,271**

**Adopt \$950,000**

### Sensitivity Analysis

Gross Realisation / lot	130,000	130,000	130,000	130,000	140,000
Profit	25%	20%	20%	20%	25%
Interest	7%	7%	6%	5%	7%
<b>Net Outlay</b>	<b>950,000</b>	<b>1,300,000</b>	<b>1,400,000</b>	<b>1,450,000</b>	<b>1,400,000</b>



## Appendix H Kaiapoi South Business Land Requirements (from Property Economics Report)

TABLE 9: KAIAPOI ADDITIONAL HIGH SCENARIO BUSINESS LAND REQUIREMENTS 2015 - 2043

Kaiapoi High Scenario	2018	2023	2028	2033	2038	2043	Total
Industrial	5.6	5.1	6.1	5.1	6.0	5.1	33.0
Retail	0.1	0.3	0.4	0.5	0.6	0.7	2.5
Commercial Office	0.3	0.4	0.4	0.4	0.7	0.5	2.6
Commercial Service	0.1	0.2	0.2	0.3	0.4	0.5	1.7
<b>Total</b>	<b>6.0</b>	<b>6.0</b>	<b>7.1</b>	<b>6.2</b>	<b>7.7</b>	<b>6.7</b>	<b>39.8</b>

TABLE 10: KAIAPOI BUSINESS LAND REQUIREMENTS (PER CAPITA APPROACH)

Kaiapoi Per Capita Scenario	2018	2023	2028	2033	2038	2043	Total
Industrial	3.7	2.7	2.1	1.9	3.2	4.2	17.8
Retail	0.1	0.2	0.2	0.3	0.3	0.4	1.5
Commercial Office	0.2	0.2	0.1	0.1	0.3	0.4	1.4
Commercial Service	0.1	0.2	0.1	0.2	0.2	0.3	1.0
<b>Total</b>	<b>4.0</b>	<b>3.3</b>	<b>2.5</b>	<b>2.5</b>	<b>4.1</b>	<b>5.3</b>	<b>21.7</b>



**Appendix I      Kaiapoi East**



**Photo 11**      The suggested location of the camper van park. The Kaiapoi River is behind the photographer.



**Photo 12**      The suggested location of the camper van park. The Kaiapoi River is behind the photographer.

