

Comment form

Preliminary Draft Waimakariri Residential Red Zone Recovery Plan

<p>Yes, I would be available to present to the Hearing Panel</p>
<p>Do you agree with the Vision & Goals? (Section 1.1 and 1.2 of Let's Plan) If no, what do you suggest is considered?</p>
<p>I believe market forces should drive development of residential opportunities in the Kaiapoi East catchment in particular. Services are already there. In medium term for example it may be financially attractive for a developer to remediate/ raise the level as has been elsewhere in the town as land becomes more desirable/valuable. It is already zoned appropriately.</p> <p>There is too much "green space" set aside in this area.</p> <p>A green buffer Charles to Cass St or toward area 12 for sporting/ retention etc is plenty</p> <p>There should be encouragement for retirement village/ condensed retiree housing in the central township area as this group does not want/cannot drive as they age.</p> <p>For many years an alternative route through the township has been investigated and not developed. As the town has and continues to grow, it is long term essential. This is a one-time opportunity while land is available to designate for this. I believe this alternative route should link the northern township development with southern end of the township through to the city. This would also involve a second bridge. Now there is no boat there is one least argument against it. The route could have laterals for Cass St/Beach Rd. The ideal route would be Courtenay to Jollie to Beach Rd across into the developing land near Ferry Rd.</p> <p>The condensing of the commercial area of the township between the railway line/ river with centralised parking would of most sense.</p>
<p>Do you agree that the main issues to be addressed have been identified or do you have other concerns? (See Section 3 of Let's Plan)</p>
<p>Don't fixate on cost of land remediation. Market forces will dictate that. Just zone appropriately.</p>
<p>Kaiapoi West (refer to Section 4.2 of Let's Plan)</p> <p>Do you agree or disagree with the land use proposals for Kaiapoi West?</p> <p>Are there other land use options for these areas that you think should be further considered?</p>
<p>I believe provision should be made now in this area for Park/ride and a railway station location perhaps even move the old one back.</p> <p>The commuter rail will happen.</p>
<p>Kaiapoi South (See Section 4.3 of Let's Plan)</p> <p>Do you agree or disagree with the land use proposals for Kaiapoi South?</p> <p>Are there other land use options for these areas that you think should be further considered?</p>
<p>Developing land for business/carparking adjacent to the civic centre and down Hilton is logical. Could it also be a location for a community Hall?</p>

<p>Yes, I would be available to present to the Hearing Panel</p>
<p>Kaiapoi East (See Section 4.4 of Let's Plan)</p> <p>Do you agree or disagree with the land use proposals for Kaiapoi East?</p> <p>Are there other land use options for these areas that you think should be further considered?</p>
<p>The Kaiapoi East plan would take in an alternative route and bridge (with cycleway)</p> <p>I don't believe expansion of the business area beyond the Sewell St line is a good idea. The Hub needs to be tighter so one stop parking and shopping can be done (Northwood example)</p> <p>Boat parking as 16 why, boats are launched at Askeaton</p> <p>Cass St should be maintained as a lateral link road</p> <p>Proposed cemetery and reserves should be pushed out more into the proposed rural area</p>
<p>Pines Beach (See Section 4.5 of Let's Plan)</p> <p>Do you agree or disagree with the land use proposals for Pines Beach?</p> <p>Are there other land use options for these areas that you think should be further considered?</p>
<p>I don't support the proposals for Pines Beach in that there should be the allowance for some residential return</p>
<p>Kairaki (See Section 4.6 of Let's Plan)</p> <p>Do you agree or disagree with the land use proposals for Kairaki?</p> <p>Are there other land use options for these areas that you think should be further considered?</p>
<p>I don't support the proposals for Kairaki Beach in that there should be allowance for some residential return the services are there</p>
<p>Roading options – Kaiapoi East (See Section 4.4.9 and Appendix 5 of Let's Plan)</p> <p>Four roading options have been considered for Kaiapoi East. Which option do you prefer and why?</p>
<p>The Kaiapoi East plan needs to include an alternative route north /south and a Bridge with two laterals of Cass St and Beach Rd</p> <p>This ALT route would also be a natural development barrier</p> <p>Maintain Cass St as a major link</p>
<p>Roading options – Kaiapoi South</p>
<p>The Kaiapoi East plan needs to include an alternative route north /south and a Bridge (with cycleway using Courtenay)</p>
<p>Any further comment:</p>
<p>Keeping the Township in a tighter Hub with ample parking should be the focus. Successful models like Northwood are an example. Customers <u>will</u> park once and shop. Look toward the river from both sides. Plant the river banks; create walkways/cycleways to link township/schools/new subdivisions. Planting of large palms etc to give the area the Riviera feel</p>

Jess Reynen

From: webmaster@wmk.govt.nz
Sent: Friday, 4 March 2016 10:58 a.m.
To: Jess Reynen
Subject: Preliminary Draft Waimakariri Residential Red Zone Recovery Plan

Details

Date: 4 Mar 2016

Details public?
 Wish to present?

Comments

Visions and Goals:
 Sounds great!

Main issues:
 Yes.

Kaiapoi West:

Yes - I am a bit concerned that the business district may become a bit disjointed.... Consultation with private land owner must be made.

Kaiapoi South:

Great!!! Consultation with private land owners is a must.

Kaiapoi East:

Yes. Consultation with private land owners needs to be considered, especially effected land owner in proposed business area.

Pines Beach:

Yes. Further clarification needs to be discussed in regards to the intended use of land by the Tuhaitara Trust. Private land owners must be kept informed.

Kairaki:

Yes. Clarification in regards to intentions of the Tuhaitara Trust needs to be discussed especially with private land owners. I agree that no permanent buildings are to built on possible leased land. Leases needs to be issued in a fair manner with consultation with effected private land owners in regards to what can or cannot be done on or with these sections. Preferance to sailing club to lease section next to club for the purpose of parking and rigging would be beneficial for the kids who sail

Roading options - Kaiapoi East:

Option 1 seems most feasible and cost effective.

Roading options - Kaiapoi South:

Option 1 seems most feasible and cost effective.

Further comments:

Consultation with private land owners must continue. I would like to thank WDC for keeping land owners and the General public informed. What a great place to live :)

Jess Reynen

From: webmaster@wmk.govt.nz
Sent: Friday, 4 March 2016 11:01 a.m.
To: Jess Reynen
Subject: Preliminary Draft Waimakariri Residential Red Zone Recovery Plan

Details

Date: 4 March 2016

Details public?
 Wish to present?

Comments

Visions and Goals:
 Yes

Main issues:
 Yes I agree

Kaiapoi West:

Kaiapoi South:

Kaiapoi East:

Pines Beach:
 I agree with land use proposals and those outlined by the Pines Kairaki Beaches Assn

Kairaki:
 Agree with the direction of the proposals. However there needs to be further consultation with private landowners adjacent to the now vacant sections. Any leases need to have clear conditions. There needs to be more clarity around the care of the land that's destined for Tuhaitara Trust Reserve e.g. can they afford to keep to the current standard. Again, private landowners need to be consulted. We are proud of and happy with the current well cared for state of Featherston Ave.

Roading options - Kaiapoi East:

Roading options - Kaiapoi South:

Further comments:

Jess Reynen

From: webmaster@wmk.govt.nz
Sent: Friday, 4 March 2016 12:13 p.m.
To: Jess Reynen
Subject: Preliminary Draft Waimakariri Residential Red Zone Recovery Plan
Attachments: Waimakariri-DC-Red-Zone-Recovery-Plan-March-2016.pdf

Follow Up Flag: Follow up
Flag Status: Completed

Categories: Red Category

Details

Date: 04 March 2016

Details public?

Wish to present? Yes, I would like to present to the Hearing Panel.

Comments

Visions and Goals:

Main issues:

Kaiapoi West:

Kaiapoi South:

Kaiapoi East:

Agree/Support - please see attached submission for further information.

Pines Beach:

Kairaki:

Roading options - Kaiapoi East:

Roading options - Kaiapoi South:

Further comments:



New Zealand Motor Caravan Association Inc.

04 March 2016

Waimakariri District Council
Private Bag 1005
Rangiora 7440

By email to: info@redzoneplan.nz

SUBMISSION ON THE PRELIMINARY DRAFT WAIMAKARIRI RESIDENTIAL RED ZONE RECOVERY PLAN

INTRODUCTION

1. The New Zealand Motor Caravan Association Inc. (NZMCA) thanks the Waimakariri District Council (Council) for the opportunity to submit on the Preliminary Draft Red Zone Recovery Plan (the plan). This submission relates specifically to the 'Regeneration Area – Kaiapoi East' proposed motorhome park (site 15). We commend the consultative approach and level of community engagement in the making of the plan.
2. The NZMCA was established in 1956 to foster and advance the growing motor caravan movement in New Zealand by providing relevant services and information, promoting fellowship, vehicle safety, road courtesy and protection of the environment. Today, over 63,500 New Zealanders are members of the Association and share a passion for exploring our country at leisure in their purpose-built motor caravans. Motor caravanning is a passive recreational activity that enables people to provide for their social and economic well-being. Travelling in a certified self-contained (CSC) vehicle allows people and the communities they visit to provide for their health and safety, while minimising adverse effects on the environment.
3. The NZMCA is an experienced land manager, currently operating 33 (and growing) private motorhome parks nationwide. The Association is a strong advocate for responsible camping in CSC motorhomes and caravans.

SUMMARY

4. We SUPPORT the proposed 1.0ha Motorhome Park (site 15) within the Kaiapoi East Regeneration Area, managed by the NZMCA.
5. If deemed appropriate by the Crown, we also SUPPORT the revised boundary lines for 'site 15' as submitted by the NZMCA's Canterbury Area Committee.

GENERAL COMMENTS ON THE PROPOSED MOTORHOME PARK

6. The NZMCA currently operates 33 private motorhome parks nationwide, including one at the former Parnassus School site on 78 Sisters Road, Parnassus, and another at 286 Jones Road, Rolleston. NZMCA Parks are not “American-style trailer parks” nor are they public camping-grounds – access is restricted to NZMCA financial members only. Canterbury is a popular destination for NZMCA members visiting the region and we regularly field enquiries as to when a park just north of Christchurch will be available for their use. The proposed site in Kaiapoi East is ideally situated to meet this demand.
7. When acquiring land to establish an NZMCA members’ only motorhome park, we are open to both lease and purchase opportunities (with purchasing the preferred option). In a lease situation, the Association covers all legal costs associated with the preparation of a lease agreement, all resource consent-related costs, and all site development costs. In other words, we do not require nor do we seek any Council or government funding to establish a new park. In this case, we would only require the Crown’s formal approval to use the land.
8. With a purchase opportunity, we would recommend entering into a sale and purchase agreement conditional on the NZMCA receiving both land-use resource consent and approval to operate under the Camping-grounds Regulations 1985. This approach is beneficial for both parties as it provides (if necessary) an opportunity for the Association and the Crown to agree on the land use and operation of the park, including any specific consent conditions.
9. A motorhome park at Kaiapoi East would permit NZMCA financial members traveling in CSC vehicles to temporarily park overnight (therefore no provisions for semi-permanent or permanent residents). Depending on the availability of services, the Association would provide rubbish and recycling bins regularly emptied by a local contractor, access to potable water and (in a purchase situation) a wastewater dump station constructed NZ Standard 5465:2001 building specifications. The Association will cover all installation and maintenance costs.
10. Many of the NZMCA’s other motorhome parks across New Zealand are located within a mixture of rural, urban/residential, business, recreational, commercial and industrial zoned areas. The passive recreational nature of our activity enables these parks to operate in harmony with neighbours and other nearby activity types. We believe the proposed site in Kaiapoi East can also operate in harmony with the neighbouring land-use activities. The Association and its members would also support the planned recreation and ecological link activities (site 9), in particular tree planting and community gardens, and the recreation reserve (site 10) as part of our commitment to sustainability and giving back to communities.

BENEFITS OF AN NZMCA MOTORHOME PARK – KAIAPOI EAST

Economic benefits

11. The campervan industry (private and rental companies included) is worth over **\$650 million** to New Zealand's economy. In 2012, the NZMCA commissioned an independent market research report to better understand the value of our Murchison motorhome park to local businesses. The results of this research indicated the average NZMCA couple visiting the site spent on average \$117 per day in the local shops.
12. Following the December 2014 CERA report canvassing public opinion on the future of the red zoned areas in Waimakariri District, we note some commercial camping-ground operators may oppose the Kaiapoi East motorhome park proposal, and if so we make the following comments:
 - NZMCA Parks are privately run and restrict access to financial members travelling in CSC vehicles only. Commercial operators will therefore continue to receive full custom from international visitors and the general public – the bread and butter of their industry;
 - Unlike conventional public camping-grounds, NZMCA Parks provide limited services to cater for CSC vehicles, e.g. rubbish and recycling bins, potable water and a dump station. Members planning on staying in an area longer than our parks can accommodate them have the option of moving to a commercial premise. Therefore, an NZMCA Park provides another opportunity for commercial operators to advertise to members wanting to stay longer or who would otherwise bypass an area altogether;
 - Protecting trade competition is an invalid reason to object to or decline a proposal assessed under the Resource Management Act 1991. We would also argue such an objection is considered anti-competitive behaviour under the Commerce Act 1986 (if indeed NZMCA Parks were in direct competition with commercial operators). Parliament promotes the public's freedom of choice and competition with the market place. An NZMCA Park simply provides another option for members to consider when visiting Kaiapoi, therefore upholding their freedom of choice.

Social benefits

13. NZMCA Parks promote camaraderie amongst motorhomers and enable members to enjoy camping alongside their friends and other like-minded people. Areas that permit CSC camping generally suffer less from vandalism and other undesirable social behavior as CSC campers provide security for the area. Members love giving back to the communities who welcome them and so there are opportunities for the Association to work alongside the Council and Kaiapoi community groups to a) support local initiatives and b) future regeneration efforts that enhance community social well-being.

Environmental benefits

14. Members regularly volunteer their time to tidy up public areas and plant trees. A dedicated NZMCA Park provides members with a prime opportunity to support local environmental initiatives, e.g. projects within the recreation and ecological link. The Association is open to landscaping the site in a way that protects local amenity values and enhances the overall attraction of the area. A dedicated site also helps to reduce pressure on local communities and public infrastructure from visitors who may otherwise choose to freedom camp.
15. The NZMCA would appreciate the opportunity to present our views at the April 2016 public hearing.

Yours faithfully

THE NEW ZEALAND MOTOR CARAVAN ASSOCIATION INC.

Jess Reynen

Tēnā koe,

Please find **attached** the formal joint response from Te Rūnanga o Ngāi Tahu and Te Ngāi Tūāhuriri Rūnanga on Preliminary Draft Waimakariri Residential Red Zone Recovery Plan.

If you require any further information, please do not hesitate to contact me directly.

Ngā mihi,



Te Rūnanga o Ngāi Tahu



Whakaarohia a Papatūānuku i mua i te tātanga mai i tēnei tīmera.
Please consider the environment before printing this email.

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4 March 2016

Preliminary Draft Waimakariri Residential Red Zone Recovery Plan
Waimakariri District Council
Private Bag 1005
Rangiora 7440

Tēnā koe,

“Let’s Plan – Te Mahere Whakarauora mō te Whenua Rahui o Waimakariri”

We refer to the Preliminary Draft Waimakariri Residential Red Zone Recovery that was released by the Waimakariri District Council in February 2016 and the invitation that was extended to comment on the future use of the Residential Red Zone within the Waimakariri District.

This response is made on behalf of Te Rūnanga o Ngāi Tahu (Te Rūnanga) and Te Ngāi Tūāhuriri Rūnanga (Ngāi Tūāhuriri).

Te Rūnanga and Ngāi Tūāhuriri participated in the “Canvas” public engagement that took place in 2014, further information was provided to CERA in April 2015 and a response was provided to the “Let’s Discuss” public engagement. Te Rūnanga o Ngāi Tahu is both a Treaty partner with the Crown, and a strategic partner with CERA, Waimakariri District Council, Environment Canterbury and the Christchurch City Council. The perspective and values of Ngāi Tahu for the area are important considerations in the future use of the residential red zone. In a high quality Recovery Plan that reflects the views of the community, the Council must consider a number of important matters including Mana Whenua and Ngāi Tahu values.

Our response is as follows:

1. **Kaikanui/Kaiapoi South** There are significant Mana Whenua and Ngāi Tahu values identified in the south of the area, and adjacent to the Kaiapoi River, particularly in relation to access to Mahinga Kai areas and past occupation. There are opportunities to further advance significant Mana Whenua/Te Ngāi Tūāhuriri Rūnanga and Ngāi Tahu values of the area, in particular, in areas where access to Mahinga Kai and taonga plant species can occur. Te Rūnanga and Ngāi Tūāhuriri generally supports the inclusion of a Heritage and Mahinga Kai area within the draft recovery plan. However, Te Rūnanga and Ngāi Tūāhuriri oppose the inclusion of a Business zone identified as area 3 on the plan (page 29) which has been identified alongside the proposed Heritage and Mahinga Kai area. Te Rūnanga and Ngāi Tūāhuriri would like to note that

this area should be viewed as significant in its entirety. Providing for Mahinga Kai areas and adjoining water bodies can contribute significantly to improving water quality due to the reduction in impervious surfaces in close proximity to waterways. Accordingly this use is consistent with the Land and Water Regional Plan. The inclusion of the proposed business area within this area will have a significant adverse effect on the proposed adjacent Heritage and Mahinga Kai area. Te Rūnanga and Ngāi Tūāhuriri propose that area 3 which has been set aside for commercial development is replaced with a proposal for a Heritage and Mahinga Kai area.

2. **Pines Beach and Kairaki.** This area has significant Mana Whenua/Te Ngāi Tūāhuriri Rūnanga and Ngāi Tahu values. A traditional name for this area is Tāhuna-roa (extended sand-dune). It was a rich Mahinga Kai resource for local Māori. The adjacent Tūhaitara Coastal Reserve is acknowledged as strong significance to Mana Whenua and Ngāi Tahu. The Tūhaitara Coastal Reserve Management Plan states that these include Ngāi Tahu, recreation, community and education values. There are opportunities to further enhance significant Mana Whenua/Te Ngāi Tūāhuriri Rūnanga and Ngāi Tahu values of the area. Te Rūnanga and Ngāi Tūāhuriri supports the proposal as outlined in the draft plan of amalgamation of the red zoned areas into the Tūhaitara Coastal Park.
3. **Kaiapoi West and Kaiapoi North.** Te Rūnanga and Ngāi Tūāhuriri support the inclusion of environmental enhancements to this area as they will contribute to supporting Mana Whenua and Ngāi Tahu values and will provide a positive response to the flood risk within the area.
4. **Kaiapoi East.** Option 4 proposes a District Cemetery. Te Rūnanga and Ngāi Tūāhuriri would like to highlight the sensitivities with this proposal and its location in an urban environment. Should this proposal proceed in its current form, Ngāi Tūāhuriri would like to engage with the Council further on this matter.
5. **Ngāi Tūāhuriri and Te Rūnanga o Ngāi Tahu** strongly supports the inclusion of Mana Whenua and Ngāi Tahu values in the draft Recovery Plan. Further, we support the approach that Council will work in partnership with Ngāi Tūāhuriri and Te Rūnanga for the implementation of the recovery plan to ensure that decision making reflects the aspirations of Ngāi Tahu and the cultural presence of Ngāi Tahu is visible and enhanced, shared cultural and natural heritage is respected and key public spaces can be designed and named in collaboration with Ngāi Tūāhuriri. We look forward to continuing to work together on the basis of this understanding.
6. **Planning for the future use of the residential red zones within the Waimakariri District** represents a positive step forward for the communities affected by the earthquakes. Ngāi Tūāhuriri and Te Rūnanga share the vision that any future use of the red zone will recognise the importance of our ancestral lands, of the Kaiapoi Pā site, once a major capital and trading centre for Ngāi Tahu and the importance of the Waimakariri River and traditional Mahinga Kai sites.

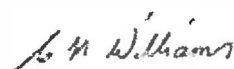
7. Finally we support the respect and recognition given by the draft recovery plan of the Ngāi Tahu Claims Settlement Act 1998 and consideration to the Mahaanui Iwi Management Plan.
8. In summary, Te Rūnanga and Ngāi Tūāhuriri strongly support the inclusion of the significant Mana Whenua and Ngāi Tahu values that have been identified in the draft recovery plan. We look forward to creating exciting new opportunities for our communities together with you. Mō tātou, ā, mō kā uri ā muri ake nei – for us and our children after us.

We wish to speak to this response at the upcoming hearing on the draft recovery plan for the Residential Red Zone for Waimakariri.

Nāhaku noa, nā



Kara Edwards
General Manger – Te Ao Tūroa
Te Rūnanga o Ngāi Tahu



Clare Williams
Chair- Te Ngāi Tūāhuriri Rūnanga

Comment form

Preliminary Draft Waimakariri Residential Red Zone Recovery Plan

Do you agree with the Vision & Goals? (Section 1.1 and 1.2 of Let's Plan) If no, what do you suggest is considered?
<p>The vision is admirable. However, considerable parts of the draft Plan are not consistent with this Vision.</p> <p>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."</p>
Do you agree that the main issues to be addressed have been identified or do you have other concerns? (See Section 3 of Let's Plan)
<p>There are many issues in Section 3 that are irrelevant to the development of a Red Zone Recovery Plan and should play no part in the assessment of options, and in particular:</p> <p>Many of the Social issues noted in section 3.1 should have little weight. The properties of the Red Zone "stayers" should be taken under the Public Works Act in order that the redevelopment of the Red Zone can be undertaken in a coordinated and cost effective manner. Providing services to the "stayers" has been a burden to the other residents of Kaiapoi.</p> <p>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.</p>
Kaipoi West (refer to Section 4.2 of Let's Plan)
<p>Do you agree or disagree with the land use proposals for Kaiapoi West?</p> <p>Are there other land use options for these areas that you think should be further considered?</p>
<p>The development of a reserve between Black Street and Rich St would be of considerable benefit to the Kaiapoi community.</p> <p>However, the establishment of Business Use on the west side of Black Street is incompatible with the proposed reserve, and inconsistent with the council's own Safer Communities objectives and the Council's 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. 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.</p> <p>I disagree that the establishment of a Business Zone in this 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 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.</p> <p>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.</p>
Kaipoi South (See Section 4.3 of Let's Plan)
<p>Do you agree or disagree with the land use proposals for Kaiapoi South?</p> <p>Are there other land use options for these areas that you think should be further considered?</p>
<p>I support the overall concept for Kaiapoi South but with the following comments.</p> <p>The proposed Business Zone should be focussing on the establishment of a properly designed, compact and</p>

<p>attractive town centre between Williams St, Bowler St, Kaipoi River and Railway line, leaving Williams St as the existing arterial road.</p> <p>In addition, the Kaipoi South plan should be making provision for a bridge over the Kaipoi River, linking Courtenay Drive, in the vicinity of the old NCF Reserve, and Jollie Street.</p> <p>For these reasons the Kaipoi South Roading Option 1 should be adopted.</p>
<p>Kaipoi East (See Section 4.4 of Let's Plan)</p> <p>Do you agree or disagree with the land use proposals for Kaipoi East?</p> <p>Are there other land use options for these areas that you think should be further considered?</p>
<p>I generally support the proposed concepts for Kaipoi East but with the following comments.</p> <p>The proposed expansion of the Business Zone into Areas 17 is flawed, and will further spread out the Kaipoi 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.</p> <p>The focus should be on the establishment of a properly designed, compact and attractive town centre between Williams St, Bowler St, Kaipoi River and Railway line, leaving Williams St as the existing arterial road.</p> <p>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.</p> <p>It is recommended that the proposed campervan area 15 be relocated to the area 17 on the west side of Jones Street.</p> <p>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.</p> <p>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.</p> <p>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 Kaipoi East that rely on this link. The downgrading of this link is incompatible with the proposed cemetery and reserves, and inconsistent with the council's own Safer Communities objectives and the Council's 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.</p>
<p>Pines Beach (See Section 4.5 of Let's Plan)</p> <p>Do you agree or disagree with the land use proposals for Pines Beach?</p> <p>Are there other land use options for these areas that you think should be further considered?</p>
<p>I generally support the proposals for Pines Beach but the properties of the Red Zone "stayers" should be taken under the Public Works Act in order that the redevelopment of the recreation areas is not compromised. In addition, providing services to the "stayers" has been a burden to the other residents.</p>
<p>Kairaki (See Section 4.6 of Let's Plan)</p> <p>Do you agree or disagree with the land use proposals for Kairaki?</p> <p>Are there other land use options for these areas that you think should be further considered?</p>
<p>I generally support the proposals for Kairaki Beach but the properties of the Red Zone "stayers" should be taken under the Public Works Act in order that the redevelopment of the recreation areas is not compromised. In addition, providing services to the "stayers" has been a burden to the other residents.</p>

<p>Roading options – Kaiapoi East <i>(See Section 4.4.9 and Appendix 5 of Let's Plan)</i></p> <p>Four roading options have been considered for Kaiapoi East. Which option do you prefer and why?</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>For these reasons a modified Kaiapoi East Roding Option 1 should be adopted.</p> <p>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.</p>
<p>Roading options – Kaiapoi South <i>(See Section 4.3.6 and Appendix 5 of Let's Plan)</i></p> <p>Two roading options have been considered for Kaiapoi South. Which option do you prefer and why?</p> <p>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, and linking to the existing Feldwick Drive.</p> <p>For this reason, the Kaiapoi South Roding Option 1 should be adopted.</p> <p>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.</p>
<p>Any further comment:</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>As noted in the comments above 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.</p>

However, the consultant concluded that even given this confusion additional parking to the east of Williams St would be the most sensible.

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.

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 Kaipoi 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 Kaipoi would truly be an honourable way of acknowledging the pain that has been suffered by the Kaipoi community as a result of the 2010 earthquake.

Naku te rourou nau te rourou ka ora ai te iwi
(With your basket and my basket the people will live)

Jess Reynen

From: webmaster@wmk.govt.nz
Sent: Friday, 4 March 2016 3:13 p.m.
To: Jess Reynen
Subject: Preliminary Draft Waimakariri Residential Red Zone Recovery Plan
Attachments: prelim-draft-plan-submission-PKBA.pdf

Follow Up Flag: Follow up
Flag Status: Completed

Categories: Red Category

Details**Date:**

Details public?

Wish to present? Yes, I would like to present to the Hearing Panel.

Comments

Visions and Goals:
 See attachment

Main issues:

Kaiapoi West:

Kaiapoi South:

Kaiapoi East:

Pines Beach:

Kairaki:

Roading options - Kaiapoi East:

Roading options - Kaiapoi South:

Further comments:

04/03/2016

Submission to the Waimakariri Preliminary Draft Red Zone Recovery Plan

This submission is regarding the preliminary draft recovery plan and refers to the plan documents and plans. The section numbers and plan areas refer to those documents.

Kairaki

4.6.1 Area 23

Crown decide whether to sell or lease land. with permanent structures restricted in the terms of the lease, but removable structures (including removable baches) permitted.

Discussion:

- Identified Issues:
 - There is concern that, with 'removable structures only', appearance could turn into a 'shanty town' with the social problems as well.
 - Maintenance and mowing to mitigate fire risk.
 - Maintenance and mowing for visual appearance.
- Discussion:
 - It is noted that the restriction to removable buildings being contained within the lease agreement addresses the concerns of the TAPS report without interfering with the district plan.
 - It is noted that the existing building code and the present district plan zoning of residential 3 will control many of the concerns people have.
 - Caravans are potentially the easiest removable structure.
 - Multiple caravans and camping would make it like living in a campground. The real potential for a slum or shantytown exists with caravans.
 - that could affect the viability of the camp ground.

Submission:

I support this recommendation. Only with the following conditions.

If it were leased then it would need conditions on the lease,

- No sub-leasing
- Must keep grass mowed to less than 150 mm and section maintained.
- A restriction on camping to a total of 1 week..
- Land retains Residential 3 zoning.

4.6.2 Area 24

The plan proposes that this area be incorporated into the Te Kohaka o Tuhaitara Trust coastal park.

Discussion:

- Identified Issues:
 - Funding and Maintenance .
 - Future Plans
- Discussion:
- Funding and Maintenance .
 - Concerns have been raised regarding the Trusts financial ability to maintain this area to an acceptable level for the community that live there as well as the wider community. It is noted that the land , especially in Kairaki has private residences located within it and bordering it. Because of the recent spate of fires in the trust land in our area it is essential that the area is kept constantly mowed and maintained to mitigate the very real risk of fire. We understand that the trust would require additional funding to do this. Even a

small lapse in this maintenance would present an unacceptable risk to property and life. It is important for the community to be able to see a clear and constant source of funding to do this.

- Residents want assurance that the current swales and drainage that is on this land is maintained as they affect privately owned property.
- The PKBA have requested written information on how the Te Kohaka o Tuhaitara Trust intend to maintain this area and how they intend to fund it.
- **Future plans**
 - While some verbal discussion has been had around the trusts potential uses for the land, concern has been expressed around what else might or might not happen on that land. How the land is handled in terms of the reserve act, the trusts powers and governance is unclear. Again because private residences are located within and bordering this land it is important that their level of amenity is maintained. This also makes it quite different from other areas in the park. Potentially appropriate planting would be suitable and could be supported but other uses may not.
 - Residents would like to have input relative to any plantings around their properties.
- The PKBA has requested written information the Te Kohaka o Tuhaitara Trust future plans.
- This land could be subject to the same conditions as Area 23 regarding maintenance.

Submission:

- **I cannot support this proposal without further information on the Trusts plans and how they are going to fund them.**

4.6.2 Area 24A

The plan proposes that this area be incorporated into the Tuhaitara Park.

Discussion:

- Identified Issues:
 - This is not part of red-zone land. Why would this be part of the plan?
- Discussion:
 - The directive to come up with this plan clearly states that it should not involve other land.
 - This is ratepayers land.

Submission:

Area 24A should be deleted from the plan.

4.6.3 Area 25

Plan proposal to amalgamate this area to Kairaki Beach Car Park Reserve

Discussion:

- Identified Issues:
 - For this area to be useful to the Yacht Club, must have exclusive use for rigging. This would not be possible if part of general parking.
 - Dust from existing carpark, creates a **major** dust nuisance to residents.
- Notes:
 - Map on page 57 indicates that the current Kairaki playground is included in existing Kairaki Beach Car Park Reserve. It is assumed that this is an error versus part of proposal. If this is part of the Proposal, we are extremely OPPOSED to this becoming car park.

Submission:

I submit that this area should NOT be amalgamated to existing Kairaki Beach Car Park. We submit that it should be leased to the Yacht club for Yacht Club use.

- **Fenced off**
- **Grass to be planted; to be maintained by Yacht Club.**

The Pines

Due to the time frame we have not had to opportunity to re-consult with the wider Pines Beach community. However we recognize that those residents have had opportunity to submit through the WDC process and that we have consulted well earlier in the year. Therefore we may wish to add to this submission.

4.5.1 Area 19

WDC leases as for area 23 or option 2 rural uses leases.

Discussion:

- The discussion relating to area 23 applies.
- The western block would be suitable for Rural lease.
- The north eastern block would be suitable for area 23 type leases.

Submission:

I submit that the western block would be suitable for Rural lease. The north eastern block would be suitable for area 23 type leases with the same conditions.

4.5.2 Area 20

The plan proposes that this area be incorporated into the Te Kohaka o Tuhaitara Trust coastal park.

Discussion:

- The discussion relating to area 24 applies.

Submission:

- **I cannot support this proposal without further information on the Trusts plans and how they are going to fund them.**

4.5.3 Area 21

Recreational and ecological linkage

Submission:

- **The PKBA supports this proposal.**



Preliminary Draft Waimakariri Residential Red Zone Recovery Plan

Feedback Submission from Sport Canterbury

About Sport Canterbury

Sport Canterbury is one of 17 Regional Sports Trusts currently operating throughout New Zealand.

Our vision is to have **'More People, More Active, More Often'** and everything we do is about getting and keeping people engaged in sport and physical activity. We do this by leading, enabling and delivering sport and active recreation opportunities for the people of Canterbury and the West Coast.

We are an independent, not-for-profit Charitable Trust governed by a Board. We have been operating for 27 years and currently employ 39 people in Christchurch, Ashburton, Timaru and Greymouth with our head office in Brynley Street, Christchurch. Our region includes the area covered in the Preliminary Draft Waimakariri Residential Red Zone Recovery Plan.

Caveat

Whilst Sport Canterbury works with many sporting bodies across the region each year and we often take an advocacy role for sport, the comments presented in this submission have not been reviewed or approved by any sporting body and therefore do not necessarily represent any individual or sporting group.

Preamble

Sport Canterbury congratulates the Waimakariri District Council on its leadership in the development of the Preliminary Draft Waimakariri Residential Red Zone Recovery Plan to date and appreciates the opportunity to provide feedback to the Draft Plan.

Sport Canterbury recognises the immense value of sport and recreation to the individual, the community and the economy. There is much evidence in the form of research and data readily available to support this – summarising or repeating this information is not the primary purpose of this submission but it is useful to have some understanding of the size and scope of the sector¹:

Sport and recreation activities are highly valued by people in Canterbury/West Coast

- Nearly 9 out of 10 (89.3 per cent) young people (5-17 years) in the region spend at least three hours per week in organised or informal sport and recreation activity.
- These are supported by 110,000 volunteers.

¹ The Economic Value of Sport and Recreation to the Canterbury West Coast Region, AERU Lincoln University 2015.



Sport and recreation industries provide employment for people in Canterbury/West Coast

- Nearly 5,500 people (5,430) work in sport and recreation industries (based on the 2013 Census).

Sport and recreation industries contribute to the Canterbury/West Coast economy

- The sport and recreation sector (narrowly defined) is estimated to have contributed \$382.3 million to regional GDP in 2012/13, or 1.3 per cent.

Sport and recreation occupations provide income to people in Canterbury/West Coast

- Over 4,000 (4,014) people work in sport and recreations occupations.

Sport and recreation volunteers contribute valuable services to Canterbury/West Coast

- Volunteers contributed 7.0 million hours to sport and recreation in 2013/14.
- The estimated market value of these volunteered services is \$107.3 million at 2013 values.

Sport and recreation are an important economic sector in Canterbury/West Coast

- The contribution of sport and recreation to GDP (including volunteered services) in 2012/13 is estimated to have been \$593.2 million, or 2.0 per cent.

Along with the undeniable hardship that the earthquakes have brought to the people of the region also comes a great opportunity to rebuild ourselves and our communities better and stronger than ever before.

Absolutely critical to the ability of people to participate in their chosen activity is the need to have fit-for-purpose places and spaces in and on which to participate. The planning for the re-use of the Waimakariri Residential Red Zone provides a huge opportunity to provide some of these spaces and places.

Feedback

1. General:

In general, Sport Canterbury supports the provision of the areas designated for active sport and recreation. This includes the proposed new and additions to all sports, coastal, district and neighbourhood parks and reserves including associated access-ways and car parking, walkways, playgrounds and other linkages, boat ramps and other proposed sport and recreation assets.

It is assumed that the relevant Waimakariri District Council Sports, Parks and Greenspace Planners have had input into the plan and are satisfied that the proposed space set aside for formal sports parks (particularly in Kaiapoi West and Kaiapoi East) are sufficient for the expected growth in the need in the area.



Where at all possible, access to sport and recreation areas should be as easy as possible including providing ample parking nearby, good public transport routes nearby, ample walkways to and around areas.

Where there is proximity to major waterways, public access to and along these waterways should be maintained as much as possible. Orientation and frontages of sport and recreation areas should maximise use of this asset.

As a principle, Sport Canterbury supports the development of fewer, larger sport and recreation areas as opposed to multiple smaller sports parks. Generally, this allows for:

- Facilitation of sports hubs;
- A critical mass of participants creating a more inclusive feel;
- Increased flexibility, adaptability and re-configuration of spaces;
- Economies of scale for capital development of spaces and places;
- A more cost-effective maintenance regime;
- Efficient delivery of programmes for sport and recreation.

2. Vision and Goals.

We generally agreed with the Vision and Goals except that there should be more explicit reference to use of the land for active sport and recreation purposes.

3. Master planning considerations:

We believe most effective design of spaces and places will occur where the following exists:

Flexibility of space to accommodate any long term changes in sport and recreation trends, needs and demands.

Complimentary spaces and types within designated sport and recreation areas (e.g.: 'noisy' sports with other 'noisy' sports or complimentary seasonal or other time scheduling).

Complimentary spaces and types between sport and recreation areas and adjacent areas e.g. a sports park immediately adjacent to a cemetery may not be complimentary (i.e. a relatively noisy, fun-orientated space adjacent to a space usually associated with quiet reflection).

There are numerous documents available that provide guidance and best practise examples when planning sport and recreation spaces and places. Fundamental to virtually all of these are the following principles:

- A participant-focussed approach.
- Hubbing and co-location of facilities.
- Accessibility
- Affordability and sustainability.
- Fit-for-purpose.

Throughout the process from master planning to design and operation it is essential these principles are applied.



Where re-zoning of land is required, consideration should be given to the opportunity to re-zone proposed sport and recreation space with sufficient flexibility to allow future development of buildings should the opportunity or need arise. Zoning as Recreation Reserve may preserve the area for future open space but may restrict future development of built spaces (buildings).

4. Specific Feedback

Consideration should be given to provision of some formal or informal sport or recreation areas in the Kaiapoi South Regeneration Area. Apart from some designated access ways and a small neighbourhood park there does not appear to be any provision in the plan. This may be especially important if there is a perception that the Kaiapoi river is a 'barrier' to access to the sport and recreation areas on the north side of the river by those residents on the south side of the river.

It is understood the existing boat ramp further down the river is coming to the end of its useful life and there is discussion regarding development of a new ramp adjacent to the Coast Guard building opposite the existing rowing club for all users. A ramp in this area could create access and congestion issues and may compromise safety for users particularly given the mix of powered and non-powered craft using that section of the river.

Rowers from the nearby rowing club currently access that part of the river to put in, put out set-up and prepare for training. There are often many crews on the river at this point and many are junior or novice rowers who may not have full control of their craft. It is essential that users have a safe space to manoeuvre.

Sport Canterbury encourages communication with existing river users including the rowing club, kayakers, fishers, Coastguard and motorised craft users regarding this possibility and an assessment of the impact of any decision on placement of the boat ramp.

5. Other Feedback

It would seem there is an opportunity to create a public open-air amphitheatre type space for community events of all sorts. As it is likely there will be significant earth works to be undertaken to deliver this plan over time it would take be much additional investment create such a space. This could be incorporated into one of the areas adjacent to the business districts in Kaiapoi East or South. This could be used for all types of events including:

- Concerts
- Community events
- Have-a-go days
- Sports events
- Public gatherings
- Commercial displays and shows
- Rallies
- Buskers
- General recreation

Sport Canterbury wishes to request speaking rights at the Hearings Panel.



Signed on behalf of Sport Canterbury:

A handwritten signature in black ink, appearing to be "JF", written over a horizontal line.

Name: Julyan Falloon

Position: Chief Executive Officer

Date: 4 March 2016

Jess Reynen

From: webmaster@wmk.govt.nz
Sent: Friday, 4 March 2016 2:21 p.m.
To: Jess Reynen
Subject: Preliminary Draft Waimakariri Residential Red Zone Recovery Plan
Attachments: Waimakariri-District-Council-Submission-to-Preliminary-Draft-Waimakariri-Residential-Red-Zone-Recovery-Plan-March-2016.pdf

Follow Up Flag: Follow up
Flag Status: Completed

Categories: Red Category

Details

Name:
Phone: 03 373 5060
Organisation: Sport Canterbury
Postal Address: PO Box 2606, Christchurch
Postcode: 8140
Email: admin@sportcanterbury.org.nz
Date: 4 March 2016

Details public?

Wish to present? Yes, I would like to present to the Hearing Panel.

Comments

Visions and Goals:

Main issues:

Kaiapoi West:

Kaiapoi South:

Kaiapoi East:

Pines Beach:

Kairaki:

Roading options - Kaiapoi East:

Roading options - Kaiapoi South:

Further comments:

A separate submission document is attached.

Jess Reynen

From: webmaster@wmk.govt.nz
Sent: Friday, 4 March 2016 3:03 p.m.
To: Jess Reynen
Subject: Preliminary Draft Waimakariri Residential Red Zone Recovery Plan

Details**Date:**

Details public? I do not wish my contact details to be made public.
 Wish to present?

Comments

Visions and Goals:

Main issues:

Kaiapoi West:

I agree that land banking around the town centre is important for future town expansion.

Kaiapoi South:

Kaiapoi East:

As my submission does not fit the space allowed regarding the area to the east, it has been drafted in hard copy format and lodged at the Council Offices at the Civic Centre in Kaiapoi. You will need to marry up the two submissions.

Pines Beach:

Kairaki:

Roading options - Kaiapoi East:

See S

Roading options - Kaiapoi South:

Why was the preferred option that was promoted in the public submission when it was not the preference of the residence. Why bother and even ask the question, spending large amounts of money in the process, if you are not prepared to adopt the outcomes that resulted. It must be really frustrating for those that were canvassed who gave up their time to prepare a submission only to have it ignored. See further comments....

Further comments:

Road option Kaiapoi South Continued ...The other option, the residents choice, may be slightly more expensive but as it is a more direct route over time it's lesser maintenance costs should negate any extra initial expense.

Jess Reynen

From: webmaster@wmk.govt.nz
Sent: Friday, 4 March 2016 3:22 p.m.
To: Jess Reynen
Subject: Preliminary Draft Waimakariri Residential Red Zone Recovery Plan

Details

Name:
Phone:
Organisation:
Postal Address:
Postcode:
Email:
Date:

Details public?
Wish to present?

Comments

Visions and Goals:

Main issues:

Kaiapoi West:

Kaiapoi South:

Kaiapoi East:

Don't agree with the proposal to site a cemetery in Feldwick Drive. I lived in this area for 25 years. After a good rain it is under water. Does rural (excluding intensive farming) mean 'a number of 4ha blocks'.

Pines Beach:

Kairaki:

Roading options - Kaiapoi East:

Roading options - Kaiapoi South:

Further comments: