REGENERATION STEERING GROUP

NOTICE OF MEETING

Date:	Monday 9 April 2018
Time:	4.00pm – 6.00pm
Venue:	Ruataniwha Kaiapoi Civic Centre Williams Street Kaiapoi

AGENDA

1. APOLOGIES

2. CONFIRMATION OF MINUTES from meeting of Monday 5 March 2018 Pg 1 - 6

3. MATTERS ARISING

4. DEPUTATIONS AND PRESENTATIONS

5. LINZ UPDATE

6. TE KŌHAKA O TŪHAITARA TRUST UPDATE

7. KAIAPOI TOWN CENTRE 2028 PLAN UPDATE

8. REPORTS

8.1 Regeneration Areas – District Plan Matters Pg 7 - 16

8.2 Murphy Park – Proposed Permanent Rowing Base Pg 17 – 26

8.3 Kaiapoi Wharf and Marine Precinct Floating Pontoons Design Update and Procurement Strategy Pg 27 - 39

9. COMMUNITY ENGAGEMENT

9.1 District Regeneration Communications Report – March 2018 Pg 40 - 42

10. MINUTES FROM PCG MEETINGS

10.1 Kaiapoi River Marine Precinct Project Control Group Meeting Minutes – Thursday 15 March 2018 Pg 43 - 45

11. CORRESPONDENCE

11.1 Menz Shed of Kaiapoi Pg 46 - 47

12. GENERAL

13. MATTERS TO BE CONSIDERED WITH THE PUBLIC EXCLUDED

Section 48, Local Government Official Information and Meetings Act 1987

RECOMMENDATION

THAT the public be excluded from the following parts of the proceedings of this meeting.

The general subject of each matter to be considered while the public is excluded, the reason for passing this resolution in relation to each matter and the specific grounds under section 48(1) of the Local Government Official Information and Meetings Act 1987 for the passing of this resolution, are as follows:

Item No.	Reason for protection of interests	General subject of each matter to be considered	Reason for passing this resolution in relation to each matter	Ground() under section 48(1) for the passing of this resolution
13.1	Minutes of the public excluded portion of the Regeneration Steering Group meeting Monday 5 March 2018	Confirmation of minutes	Good reason to withhold exists under Section 7	Section 48(1)(a)

This resolution is made in reliance on section 48(1)(a) of the Local Government Official Information and Meetings Act 1987, and the particular interest or interests protected by section 6 or section 7 of that Act which would be prejudiced by the holding of the whole or relevant part of the proceedings of the meeting in public are as follows:

Item No.	Reason for protection of interests	Ref NZS 9202:2003 Appendix A
13.1	Protection of privacy of natural persons	A2(a)

14. NEXT MEETING

The next scheduled meeting of the Regeneration Steering Group is on Monday 7 May 2018 commencing at 4.00pm.

STAFF BRIEFING - (To commence at the conclusion of the meeting)

- Kaiapoi River Dredging Update

WORKSHOP

- Nil

MINUTES OF A MEETING OF THE REGENERATION STEERING GROUP HELD IN THE RUATANIWHA KAIAPOI CIVIC CENTRE ON MONDAY 5 MARCH 2018 AT 4.00PM

PRESENT:

A Blackie (Chair), J Watson, P Redmond, S Stewart, C Greengrass, R Blair, J Meyer, M Pinkham, N Atkinson.

Te Kōhaka o Tūhaitara Trust (Chair) representative C McMillian; Environment Canterbury representative C McKay; D Ayers (Mayor); J Palmer (Chief Executive); C Sargison (Manager Community and Recreation); D Roxborough (Implementation Project Manager - District Regeneration).

IN ATTENDANCE:

M Flanagan, WDC
K Dwyer, WDC

1. APOLOGIES

An apology was received and sustained from H Crombie, and J Barr for absence.

An apology was received and sustained from J Watson, C McMillan and D Ayers for lateness.

CARRIED

2. CONFIRMATION OF MINUTES

Moved: J Meyer Seconded: P Redmond

THAT the Regeneration Steering Group:

Confirms as a true and correct record the minutes of a meeting held on Monday 29 January 2018.

CARRIED

3. MATTERS ARISING

The Kakaunui Reserve location map has been received from MKT and this will be circulated to the Regeneration Steering Group.

4. DEPUTATIONS AND PRESENTATIONS

Brent and Shirley Cairns – Kaiapoi Food Forest Update

B Cairns gave an update of the Kaiapoi Food Forest timeline.
On the 29 and 30 August 2017, Treetech were engaged to move some trees into the food forest. The Council provided $7.5K of funding for this. Treetech moved a total of 17 trees over the two days.
There was an Open Planting Day in which B and S Cairns donated 150 trees, another 27 trees were donated by Heritage Fruit Trees along with an additional 80 trees that were donated on the open planting day.
The first school visit by Clarkville School had 55 students and 82 strawberry plants. They are coming back to the food forest tonight with their parents for a picnic.
B Cairns advised that he has spent some time with G Byrnes from the Te Kōhaka o Tūhaitara Trust to get some advice on how they have been able to make such a success of the Te Kōhaka o Tūhaitara Trust.

UNCONFIRMED MINUTES

B Cairns noted that W Cook from the Corrections Department has been instrumental in moving almost 500 cubic metres of mulch, and currently they have spent just over 800 man hours in the Kaiapoi Food Forest. The Corrections Team are now specifically asking to come and work in the food forest.

There are 17 types of trees, over 50 types of plants and for the next planting day there will be more plants purchased that will be infill plants. These plants will be purchased from Woodend Nursery who are giving a very special deal. Some events are starting to be held in the food forest with the first one being held by You, Me, We, Us, the Amazing Race which was organised by C Greengrass and was a very successful event.
The Leithfield Pre-school have also been to visit the food forest.

B Cairns noted that the community are noticing the work that is being done by the Corrections Department and a member of the community recently brought down some morning tea for the workers.

B Cairns advised that the wharf timber that has been donated from the Council is being used for planting borders and looks amazing.

B Cairns advised that the Corrections Department are now using the food forest as part of an education programme that has been set up to teach about landscape gardening.

S Cairns noted that during the school visits, they have been teaching children how to graft and the Rangi Ruru students learnt about sustainable food.

B Cairns advised that nearly every week there are plants and trees that are being dropped off. There have also been some cranberries delivered yesterday from Waimate. A couple from the Solomon Islands came to visit to see what they could do in terms of replicating a food forest in their Island. We had Hannah and Len last week from the rubbish trip came to visit the food forest and were most impressed from a zero waste point of view, they loved the concept of a food forest has people can come in instead of buying the food in packaging, they can pick it off the tree.

B Cairns advised they have been approached by North Loburn as they would like to set up a community food forest in the North Loburn area. They had a visit from R Wallace representing the local Rūnanga. She came to visit the food forest and commented on how the food forest had a lovely feel about it. B Cairns said they would like to get the local Rūnanga involved in the food forest in terms of telling stories about Kaiapoi.

C Adams is looking at sourcing more funding from other sources in relation to co-ordinator fees and some more seating. N Leary who is also a Food Forest has a connection with the local Rūnanga.

B Cairns advised that he has met with Glen Foley who works for an international business who provide a lot of equipment for disability associations. We are going to look at setting up areas in the food forest that will allow for better access for disabled and the elderly.
B Cairns advised that the food forest is going to be used as a testing ground for growing mushrooms.

The next open day is scheduled for the 24 March – 10am – 12pm. There will be planting days and education days over the next few months.

B and S Cairns will provide a further greater detailed report in June.

5. LINZ UPDATE

C Sargison noted that the Draft Divestment Agreement is going before Council on Tuesday 6 March.

6. TE KŌHAKA O TŪHAITARA TRUST UPDATE

C McMillan gave an update and advised they have started talking with the residents in The Pines Beach and Kairaki about their areas.

C McMillan advised that a concept plan has been sent out for consultation and anyone is welcome to submit.

UNCONFIRMED MINUTES

C McMillan noted they have been talking with LINZ in regard to their Divestment Land Agreement.

7. KAIAPOI TOWN CENTRE 2028 PLAN UPDATE

C Sargison noted that there will be a workshop next month by Simon Hart.

8. REPORTS

8.1 Kaiapoi East Regeneration Area – outstanding roading repairs – Michelle Flanagan, Landscape Planner – District Regeneration, Ken Stevenson, Roading Manager, Duncan Roxborough, Implementation Project Manager – District Regeneration

D Roxborough advised that the purpose of this report is to cover the retained roads within the Kaiapoi East regeneration area. There are a number of roads that will be retained and will still play an integral part in accessing the existing land uses and activities in the Kaiapoi East regeneration area. The road that this report covers are the likes of Charles and Jollie Street. There are also the ongoing driveways and private access ways. Jones Street is another road that is yet to be attended to through the Infrastructure Recovery Programme, and is the last roading project left in the Infrastructure Recovery Plan.

The reason that these roads are not in the Infrastructure Recovery Programme is because at the time of establishing that programme the red zoning had just happened and there was some uncertainty around what was going to remain in the red zones.

For the work to be undertaken on the likes of Charles, Jollie and Cass Street, these are included within the regeneration programme and have been budgeted for. There is a budget of $1.8M included. That is the gross cost as these roads attract an NZTA subsidy.

Staff are seeking approval to progress to the next stage which will be developing the concept designs for those road based on the purpose that is summarised in the report. Staff will come back to workshop the designs.

Moved: A Blackie Seconded: C Greengrass

THAT the Regeneration Steering Group recommends:

THAT the Council:

(a) **Receives** report No. 180222019119(v02).

(b) **Approves** staff progressing the concept design of permanent repairs Charles Street with a primary purpose of providing vehicle access to Jollie Street and adjacent reserve and land uses and on-street parking.

(c) **Approves** staff progressing with the concept design of permanent repairs to Jollie Street with a primary purpose of providing vehicle access reserve and rural land uses and on-street parking.

(d) **Approves** staff progressing with the concept design of permanent repairs to Cass Street (from Jones Street to the Kaiapoi East sport and recreation reserve) with a primary purpose of providing vehicle access to the sport and recreation reserve.

(e) **Approves** staff progressing with the concept design of permanent repairs to Cass Street (from Jollie Street to Hall Street) with a primary purpose of providing vehicle access to the boat ramp in Askeaton Park.

(f) **Notes** that the preliminary concept designs and refined cost estimates for Charles Street, Jollie Street, Cass Street (from Jones Street to the Kaiapoi East sport and recreation reserve), and Cass Street (from Jollie Street to Hall Street) will be presented at a staff briefing to the Regeneration Steering Group later this year for feedback.

(g) **Notes** that there is currently a budget of $1,810,000 allocated for the repairs to Charles Street, Jollie Street and Cass Street.

UNCONFIRMED MINUTES

(h) **Notes** that the repair options for Jones Street will be presented in a separate workshop session; and subsequently a separate report will be presented.

CARRIED

9. COMMUNITY ENGAGEMENT

9.1 District Regeneration Communications Report – February 2018 – Cathy Batchelor, Communications Advisor – District Regeneration & Duncan Roxborough – Implementation Manager – District Regeneration

D Roxborough noted that the purpose of this report is to provide the regular Comm's update.

Clause 3.1.1. in regard to the consultation that has been undertaken around the street trees for the new Kaiapoi East Link road and also the rebuild of Courtenay Drive, there was only one submission received that was positive and favourable on the tree selection. The consultation closed last week.

In regard to the projects in the wharf and marine precinct area, staff issued an "Information Notice" late last week for the next projects that are due to commence. Environment Canterbury will be temporarily shifting the stop bank to make access to be able to start on the upgrades to the river wall which will be followed by the Riverview Terraces.

Moved: A Blackie Seconded: C McKay

THAT the Regeneration Steering Group:

(a) Receives report Nº 180214014896

CARRIED

10. MINUTES FROM PCG MEETINGS

10.1 Kaiapoi River Marine Precinct Project Control Group (PCG) Meeting Minutes – Thursday 8 February 2018

Received for information.

M Pinkham asked if the problems with the preferred contractor have been resolved.

C Sargison advised that this has been resolved.

M Pinkham asked if the contractor working on the private development site has the appropriate Health and Safety accreditation now.

D Roxborough advised that the contractor is now Site Wise approved.

10.2 Regeneration Project Control Group (PCG) Meeting Minutes – Wednesday 14 February 2018

Received for information.

11. CORRESPONDENCE

There was no correspondence.

12. GENERAL

There was no general business.

UNCONFIRMED MINUTES

13. MATTERS TO BE CONSIDERED WITH THE PUBLIC EXCLUDED

Section 48, Local Government Official Information and Meetings Act 1987

Moved: A Blackie Seconded: N Atkinson

THAT the public be excluded from the following parts of the proceedings of this meeting.

The general subject of each matter to be considered while the public is excluded, the reason for passing this resolution in relation to each matter and the specific grounds under section 48(1) of the Local Government Official Information and Meetings Act 1987 for the passing of this resolution, are as follows:

Item No.	Minutes/Report of:	General subject of each matter to be considered	Reason for passing this resolution in relation to each matter	Ground() under section 48(1) for the passing of this resolution
13.1	Minutes of the public excluded portion of the Regeneration Steering Group meeting Monday 29 January 2018	Confirmation of minutes	Good reason to withhold exists under Section	Section 48(1)(a)
13.2	Report by Duncan Roxborough (Implementation Project Manager – District Regeneration) and Roxanne Ramsay (Project Administrator – District Regeneration)	Licence to Occupy Agreements and Fencing at The Pines Beach	Good reason to withhold exists under Section 7	Section 48(1)(a)

This resolution is made in reliance on section 48(1)(a) of the Local Government Official Information and Meetings Act 1987, and the particular interest or interests protected by section 6 or section 7 of that Act which would be prejudiced by the holding of the whole or relevant part of the proceedings of the meeting in public are as follows:

Item No.	Reason for protection of interests	Ref NZS 9202:2003 Appendix A
13.1	Protection of privacy of natural persons	A2(a)
13.2	Protection of privacy of natural persons	A2(a)

CARRIED

CLOSED MEETING

The public were excluded from the meeting from 4.30pm.

Resolution to Resume Open meeting

Moved: N Atkinson Seconded: P Redmond

THAT the open meeting resumes and the resolution for item 13.2 be made public, but the discussion and report contents remain public excluded.

CARRIED

UNCONFIRMED MINUTES

OPEN MEETING

13.2 Licence to Occupy Agreements and Fencing at The Pines Beach – Duncan Roxborough, Implementation Project Manager – District Regeneration and Roxanne Ramsay, Project Administrator – District Regeneration

Moved: N Atkinson Seconded: S Stewart

THAT the Regeneration Steering Group recommends:

(i) **Receives** report No.171208133657.

(j) **Approves** staff to defer entering into new Licences to Occupy for the new private lease land in the regeneration areas, and continue with existing vegetation control and maintenance in the interim due to uncertainties about the viability of on-going leasing on the adjacent Rinaldi Reserve.

(k) **Notes** that a further report will be prepared which reviews options for a potential wetland area development in part of Rinaldi Reserve, which may have implications for allocation of new licences to occupy on WDC land in the wider Pines Beach area.

(l) **Circulates** a copy of this report to the Community and Recreation Committee.

CARRIED

14. NEXT MEETING

The next scheduled meeting of the Regeneration Steering Group commences at 4.00pm on Monday 9 April 2018 at the Ruataniwha Centre, Kaiapoi.

THERE BEING NO FURTHER BUSINESS THE MEETING CLOSED AT 5.04PM.

UNCONFIRMED MINUTES

WAIMAKARIRI DISTRICT COUNCIL

REPORT FOR DECISION

FILE NO and TRIM NO:	RGN-03 /180307023913
REPORT TO:	Regeneration Steering Group
DATE OF MEETING:	9 April 2018
FROM:	Trevor Ellis, Development Planning Manager Michelle Flanagan, District Regeneration – Landscape Planner
SUBJECT:	Regeneration Areas – District Plan matters

SIGNED BY: (for Reports to Council, Committees or Boards)

Department Manager

Chief Executive

1. SUMMARY

1.1 This report seeks approval to undertake any District Plan changes to implement the agreed land uses in the Kaiapoi, The Pines Beach and Kairaki Regeneration Areas (as part of the Waimakariri Residential Red Zone Recovery Plan (Recovery Plan)), through the Waimakariri District Plan Review.

1.2 The Recovery Plan includes agreed land uses for the regeneration areas but does not prescribe corresponding District Plan zones. The determination of appropriate zones to implement the Recovery Plan is to be determined by Council. The Recovery Plan identifies two pathways for making plan changes: via the Resource Management Act 1991 or the Greater Christchurch Regeneration Act 2016.

1.3 It is considered that the current District Plan zoning regime does not significantly impede the implementation of the Recovery Plan in general, and therefore advancing plan changes under the streamlined Greater Christchurch Regeneration Act is not necessary. Any required plan changes would be better advanced through the current District Plan Review.

1.4 Should consent be required for uses in the 'green space' regeneration areas prior to the District Plan Review, this would proceed via resource consent processes consistent with current practice.

Attachments:

i. Regeneration Area Maps (updated) (180322031288)

2. RECOMMENDATION

THAT the Regeneration Steering Group recommends:

THAT the District Planning and Regulation Committee:

(a) **Receives** report No.180307023913.

(b) **Approves** the retention of the existing Waimakariri District Plan zones for the implementation of the agreed land uses in the Waimakariri Residential Red Zone Recovery Plan until they are replaced by those in the Reviewed Waimakariri District Plan.

(c) **Approves** any changes to District Plan zones in the Regeneration Areas, affecting the reserve, rural, private lease, or private residential land uses, being advanced via the District Plan Review.

(d) **Notes** that the zoning approach for the mixed-use business areas will be considered through Kaiapoi Town Centre Plan refresh currently underway (Kaiapoi 2028).

(e) **Notes** that should consent be required for interim use of the regeneration areas referred to in (c) above, this would proceed via resource consent processes consistent with current practice.

3. BACKGROUND

3.1. The Waimakariri Residential Red Zone Recovery Plan (Recovery Plan) sets out the agreed long-term land uses for the five regeneration areas in Kaiapoi West, Kaiapoi East, Kaiapoi South, the Pines Beach and Kairaki. These land uses include mixed-use business, green space (reserves), heritage and mahinga kai, rural, private lease, coastal park, and utilities.

3.2. Council now has a lead role in implementing the Recovery Plan. This involves putting in place the new land uses and activities. While the Recovery Plan agreed land uses for the Regeneration Areas, it did not prescribe corresponding district plan zones. Council will determine these, through the implementation of the Recovery Plan.

3.3. The Recovery Plan makes three key statements relating to district planning matters. Firstly, the Recovery Plan requires that "*Any decisions on resource consents, notices of requirement, or changes to planning documents under the Resource Management Act 1991, must not be inconsistent with this Recovery Plan*" (Section 1, Background, p.6).

Secondly, the Recovery Plan includes a number of key actions to implement agreed land uses. One of the General Actions for each regeneration area is that:
"In the short term, the Council determines the most appropriate District Plan provisions and uses section 61(3) of the GCR Act to amend or vary the District Plan to give effect to the land uses for Kaiapoi West. The Minister will determine the appropriate public process required to give effect to the proposed amendments or variations".

Finally, the Recovery Plan states that "*All District Plan amendments are required to be completed prior to 30 June 2021 using the GCR Act or progressed as part of the Waimakariri District Plan review*" (Section 7.1, Implementation, p. 26).

In summary, all the above statements seek to ensure that the land uses agreed to in the Recovery Plan are implemented, and that the District Plan and other planning documents do not impede this.

3.1 Council therefore needs to consider whether the current Waimakariri District Plan supports the implementation of the Recovery Plan, or whether any changes to the current District Plan are necessary to give effect to the agreed land uses.

4. ISSUES AND OPTIONS

Recovery Plan compatibility with current District Plan zones.

4.1. The current District Plan zones in the Regeneration Areas are as follows:

Table 1: Current District Plan zones

REGENERATION AREA	CURRENT DISTRICT PLAN ZONE	RECOVERY PLAN LAND USES
Kaiapoi West	Residential 1	Mixed-use business Reserve
Kaiapoi South	Residential 1 Rural	Mixed-use business Reserve Rural
Kaiapoi East	Residential 1 Residential 2	Mixed-use business Reserve Rural
The Pines Beach	Residential 3	Reserve Private lease
Kairaki	Residential 3	Reserve (leased to Waimakariri Sailing and Power Boat Club)

4.2. Overall, it is considered that two of the agreed land uses in the Recovery Plan (reserves and rural) are compatible with the current residential and rural zones, i.e. there is a general 'fit' between the current zone objectives and the agreed land uses. Therefore, the current zoning regime is not considered an impediment to the implementation of these land uses. For mixed-use business there is less compatibility with the current residential zone which may create issues for implementation. These points are discussed further in the following sections.

Reserve land uses

4.3. Reserves are a common and anticipated feature of residential zones and are proposed in all the regeneration areas. Under the current District Plan, reserves take on the underlying adjacent zoning, typically a residential or rural zone. It is considered that the development of the reserves in the regeneration areas (sport and recreation, recreation and ecological linkage, heritage and mahinga kai, and memorial gardens) would not be inconsistent with the District Plan objectives for residential and rural zones. It is likely that resource consents would be required for specific land use matters relating to scale and use (e.g. earthworks, structures (bulk and location), car parking, signage, lighting noise etc.). It is considered that as the land use activities are compatible with the zone objectives there is an expectation such consents could be granted (subject to appropriate conditions).

Rural land uses

4.4. Rural land uses are proposed in both the Kaiapoi East and Kaiapoi South Regeneration Areas. Under the current District Plan, the establishment of rural land uses on residentially zoned land is not considered to be an issue. There is however, the potential that resource consent may be required for specific land use matters (e.g. access (formation, width and sight distance), earthworks, and structures (bulk and location) etc.). It is considered that provided there were no significant adverse effects, these consents could be granted (subject to appropriate conditions).

Mixed-use business activities

4.5. The proposed mixed-use business areas in the Kaiapoi West, East and South Regeneration Areas are adjacent to the current town centre. Future activities are anticipated to complement the town centre and should not significantly conflict with inner residential development. However, the residential zoning could impact on business operations. For example, any form of retailing (goods and/or services being offered direct to the public) will trigger a requirement for resource consent. Similarly, a residential zoning is more restrictive in terms of signage, noise and subdivision potential (i.e. the minimum lot size in the Residential 1 Zone is 300m^2).

4.6. The limitations of the current residential zone with respect to implementing and maximising opportunities in the mixed-use business areas is being considered through a refresh of the Kaiapoi Town Centre Plan (Kaiapoi 2028). The refresh of this Plan is looking at the future potential development of the mixed-use business areas and may recommend rezoning of these areas (to either a current district plan business zone or a new zone).

4.7. The zoning approach in the Town Centre Plan will need to consider the timing of development of the mixed-use business area. Should there be an opportunity to develop the mixed-use business area prior to the District Plan Review being completed, consideration could be given to advancing a plan change under the GCR Act.

4.8. Given the development of the mixed-use business areas is more likely to occur in the medium to long-term, letting the Town Centre Plan refresh complete its process with any subsequent plan changes via the District Plan Review, is not considered a major impediment to implementation of the Recovery Plan.

4.9. It is important to note however that should an interim mixed-use business activity wish to locate on these sites, prior to any zone change, there is the potential that this would be subject to a resource consent process.

Private residential properties

4.10. There are 29 private residential properties remaining across the Regeneration Areas. The Recovery Plan did not prescribe land use changes for these sites and therefore implementation of the Recovery Plan anticipates that these discrete sites will remain residential in the long-term. The retention of residential activities (albeit on discrete sites) does raise some matters for consideration in Recovery Plan implementation.

4.11. Firstly, there is the potential that current or future owners seek resource consent to subdivide or intensify residential development. The risk of this is considered low with only two properties (at 65A Cass Street and 21 Courtenay Drive) being of sufficient size to enable a complying subdivision under the current District Plan (resource consent would still be required). Similarly, the likelihood of a comprehensive residential development under the District Plan is also low as most sites are of a size that would negate a workable development. In addition to this are natural hazard and geotechnical considerations which would also need to be addressed.

4.12. Secondly, there is the potential that residential land uses impede the implementation of Recovery Plan land uses. Given the District Plan is an effects-based plan and residential land uses are considered the most vulnerable (and are therefore afforded the highest protection in terms of effects management), there is the potential that this could present a challenge to the introduction of other land uses. The risk of this is considered to be low and would only be an issue where land uses give rise to significant adverse effects. It is not anticipated that the reserve and rural activities would give rise to such adverse effects. Similarly, activities in the mixed-use business areas are anticipated to be compatible with

current town centre activities which already have a residential interface. Regardless of this, any Recovery Plan land uses in proximity to residential land uses will need to consider their impacts on that property.

4.13. While residential activities on discrete sites within the regeneration areas are not considered an impediment to Recovery Plan implementation, Council will need to consider in the future how residential opportunities and amenity is retained on these sites (given that the Recovery Plan signals the retention of this land use for the long-term).

4.14. Assessment of the options (and any other relevant options) for retaining existing residential land uses on discrete sites in the regeneration areas (i.e. where private residential properties remain) could be undertaken as part of the District Plan Review. Consultation will also need to be undertaken with affected land owners as part of this process.

Process for District Plan changes to implement the Recovery Plan

4.15. Council has two process options for District Plan changes considered necessary to implement the Recovery Plan. Both the Greater Christchurch Regeneration Act (2016) (GCR Act) and the Resource Management Act (1991) (RMA) enable District Plan changes. Under the GCR Act, the District Plan change process is streamlined, with the Minister for Greater Christchurch Regeneration determining the appropriate public process to give effect to the change. There are also no rights of appeal, with only the Minister having the ability to request a variation to any change.

4.16. Schedule 1 (Part 1) of the Resource Management Act (1991) (RMA) sets out the standard process for making plan changes. In addition to this, the Resource Legislation Amendments Act (2017) introduced two new options for developing, reviewing or changing plans under the RMA, a 'collaborative' plan making process and a 'streamlined' plan making process.

4.17. In the Recovery Plan, both plan change pathways appear open to Council. In the 'Key actions to implement agreed land uses' for each of the Regeneration Areas the Recovery Plan directs Council to utilise the GCR Act. Under Section 7.1 (Implementation), the Recovery Plan gives Council the option of utilising the GCR Act or RMA. Council therefore has two options for amending the District Plan to support implementation of the Recovery Plan:

- Option 1 – Plan changes via the GCR Act.
- Option 2 – Plan changes via the RMA (through the District Plan Review process).

4.18. The advantages of using the GCR Act to undertake plan changes to implement the Recovery Plan include:

- The District Plan would reflect the future state land uses as shown in the Recovery Plan, and clearly signal these land uses to community.
- It would give effect to the Recovery Plan outcomes and demonstrate implementation progress in the short-term.
- There is no right of appeal. This has time efficiencies and mitigates the risk of Council not being able to implement the Recovery Plan.
- Anecdotally, the Crown have indicated a preference for eligible parties to utilise the provisions of the GCR Act.

4.19. The disadvantages of using the GCR Act to undertake plan changes to implement the Recovery Plan include:

- Plan changes under the GCR Act, ahead of the full District Plan Review, would be in an effects-based format, whereas the review will result in an activities-based format. They will therefore need to be amended as part of the review.
- Any plan changes made under the GCR Act would be re-notified as part of the District Plan Review.
- Significant natural hazards research is currently being undertaken as part of the District Plan Review which might affect the plan provisions for the regeneration areas (especially The Pines Beach and Kairaki). Conclusions arising from this research may not be available in the short term if plan changes are progressed quickly under the GCR Act. This may result in suboptimal and inconsistent plan responses to natural hazards.

4.20. Despite the GCR Act offering a streamlined process for plan changes, staff recommend undertaking any necessary plan changes via the RMA, through the District Plan Review for the following reasons:

- Council resources are currently focussed on progressing the District Plan Review (to a tight schedule). Any changes in the interim would divert resources from this.
- Any changes would fit with the proposed activities-based format.
- Elements of the District Plan Review currently underway could influence provisions in the regeneration areas. Awaiting the results of this work will enable greater consistency and more informed plan changes.
- The refresh of the Kaiapoi Town Centre Plan is currently underway. This will provide direction on the future development of the mixed-use business areas, including potential District Plan zones. Awaiting the results of this work would result in a better outcome for the mixed-use business areas and town centre in general.
- The current District Plan zones are not considered to be a significant impediment to the implementation of the Recovery Plan in general.

Recovery Plan Implementation

4.21. While amendment of District Plan zones (to reflect the agreed land uses in the Recovery Plan) would demonstrate implementation progress, and provide additional direction to the community over what land uses are anticipated where; Council has other mechanisms to ensure the agreed land uses are implemented and appropriate controls on activities are maintained.

4.22. At the time of divestment from the Crown (via Land Information New Zealand), the Council will become the owner of the relevant regeneration area land. As land-owner, Council will have control over the land uses and activities on that land. Should Council wish then to lease or sell any of the land, prior to any district plan changes being in place, the conditions of any arrangement could reflect the agreed land use.

4.23. With respect to reserves (sport and recreation reserve, recreation and ecological linkages, heritage and mahinga kai and memorial gardens), the Recovery Plan requires that the Council declare this land as reserve, post divestment. Declaring this land as reserve, under the Reserves Act 1977, provides high-level direction on the protection, use, development and management of these reserves. Declaring the land signals that this land is for reserve, which supports the implementation of the Recovery Plan, irrespective of the underlying District Plan zoning.

4.24. The Management Team have reviewed this report and support the recommendations.

5. COMMUNITY VIEWS

5.1. Extensive engagement and consultation was undertaken with groups and organisations (including affected and interested parties) and the wider community during the development of the Recovery Plan. There is a general understanding and acceptance of the agreed land uses and activities and an expectation that these will be implemented.

5.2. Groups and Organisations

5.2.1. No consultation has yet been undertaken with affected parties or stakeholders on potential District Plan zone changes in the regeneration areas. Any proposals to undertake Plan Changes (via the District Plan Review) will require targeted consultation. This would need to include the Te Kōhaka o Tūhaitara Trust and other private property owners in, and adjacent to, the regeneration areas.

5.3. Wider Community

5.3.1. No consultation has yet been undertaken with the wider community on potential District Plan zone changes in the regeneration areas. This would be undertaken via the District Plan Review.

5.4. Engagement with Minister

5.4.1. The Waimakariri Residential Red Zone Recovery Plan: Implementation Framework (prepared by Land Information New Zealand in June 2017), sets out a number of implementation actions for Council. One of these actions is to prepare proposals for District Plan changes, under the GCR Act, for consideration by the Minister for Greater Christchurch Regeneration. Should Council wish to undertake District Plan changes via the District Plan Review (an option open to Council in the Recovery Plan) it would be courteous to advise the Minister of this decision.

6. IMPLICATIONS AND RISKS

6.1. Financial Implications

6.1.1. Undertaking District Plan changes via the GCR Act (Option 1) would have financial implications in terms of rework. Any plan changes undertaken in the short-term would need to be reworked and notified as part of the District Plan Review. The current District Plan, and therefore any plan changes would follow an effects-based format. This would need to be amended as the reviewed Plan will follow an activities-based format. In addition, work is currently being undertaken as part of the District Plan Review that could influence future provisions in the regeneration areas. Immediate plan changes would not be able to take into account this work and could therefore need reworking as part of the District Plan Review.

6.1.2. The Waimakariri Residential Red Zone Recovery Plan: Implementation Framework states that the Minister for Greater Christchurch Regeneration shall determine the appropriate public process to give effect to any proposed District Plan changes (in accordance with Section 61 of the GCR Act). If Council were to progress plan changes under the GCR Act (Option 1), it is likely that prior to submitting a proposal to the Minister for consideration, Council would undertake engagement with affected parties, groups and organisations and the wider community. This engagement would have a financial and time cost. It is considered that such engagement would need to be undertaken as part of the District Plan Review process, and there are potential financial and time cost savings in doing this (Option 2).

6.2. Community Implications

6.2.1. Under both Options 1 and 2, targeted consultation will be required with affected parties, including the Te Kōhaka o Tūhaitara Trust and other private property owners in, and adjacent to, the regeneration areas.

6.3. Risk Management

6.3.1. The current District Plan zones are not considered to be a significant impediment to the implementation of the Recovery Plan in general. Therefore, the preference to undertake District Plan changes via the RMA (and District Plan Review process, Option 2) is not considered a significant risk to implementation in general.

6.3.2. The implementation of non-residential activities in the mixed-use business areas, prior to a District Plan zone change, could be affected by the current residential zoning. Delaying plan changes until the District Plan Review may result in mixed-use business activities triggering resource consent requirements (including public notification). Should Council be approached by a developer to establish a mixed-use business area, prior to the District Plan Review, changes under the GCR Act could be considered to facilitate this. A proposal would be required to be put to the Minister for Greater Christchurch Regeneration at this time.

6.3.3. The GCR Act, in Section 60, requires Councils to not act inconsistently with a Recovery Plan. This means that until the repeal of the GCR Act at the end of June 2021 the Council must act consistently with the Recovery Plan when considering resource consent applications, notices of requirement and plan changes. While the current District Plan is not considered to be a significant impediment to the implementation of the Recovery Plan, it is currently supported by the GCR Act. As the reviewed District Plan may not be operative until mid-2022 there is potentially a 12-month period where applications for consent under the current District Plan will not have the support of the GCR Act. This risk is considered to be low and could be managed through adjusting projects in the regeneration programme.

6.4. Health and Safety

7. CONTEXT

7.1. Policy

This matter is not a matter of significance in terms of the Council's Significance and Engagement Policy.

7.2. Legislation

7.2.1. Greater Christchurch Regeneration Act (2016):

Section 60 Councils, etc., not to act inconsistently with Plan

(2) Any person exercising powers or performing functions under the Resource Management Act 1991 must not make a decision or recommendation relating to all or part of greater Christchurch that is inconsistent with the Plan on any of the following matters under the Resource Management Act 1991:

(a) an application for a resource consent for a restricted discretionary, discretionary, or non-complying activity (whether or not the application was first lodged after the Plan was gazetted):
(b) a notice of requirement (whether or not notice was given after the Plan was gazetted):
(c) an application to transfer a resource consent under section 135, 136, or 137:

(d) an application to change or cancel the conditions of a resource consent under section 127:
(e) a review of a resource consent under section 128:
(f) the preparation, change, variation, or review of an RMA document under Schedule 1.

Section 61 Councils to amend documents if required

(1) Despite anything to the contrary in Part 5 of the Resource Management Act 1991, a council must amend an RMA document (to the extent that it relates to greater Christchurch), if a Plan directs so,—

(a) to include any matter that the Plan identifies for inclusion; or
(b) to remove any matter in the document that the Plan identifies for deletion; or
(c) to change or vary any matter in the document to give effect to provisions of the Plan.

(2) A council must make the amendments referred to in subsection (1)(a) and (b) as soon as practicable after the Plan comes into effect without using the process in Schedule 1 of the Resource Management Act 1991 or any other formal public process.

(3) A council must make the amendments referred to in subsection (1)(c) within the time specified in the Plan or (if not specified) as soon as practicable after the Plan comes into effect, in accordance with a public process determined by the Minister.

(4) Despite clause 21 of Schedule 1 of the Resource Management Act 1991, only the Minister may request a change or variation to any amendment made under subsection (1).

(5) Nothing in section 85(2) to (7) of the Resource Management Act 1991 applies in respect of any amendment to an RMA document under this section.

7.2.2. Resource Management Act 1991

Section 73 Preparation and change of district plans

There must at all times be 1 district plan for each district, prepared in the manner set out in the relevant Part of Schedule 1.

(1A) A district plan may be changed in the manner set out in the relevant Part of Schedule 1.

(1B) A territorial authority given a direction under section 25A(2) must prepare a change to its district plan in a way that implements the direction.

(2) Any person may request a territorial authority to change a district plan, and the plan may be changed in the manner set out in Part 2 or 5 of Schedule 1.

(2A) A request for a plan change may be made jointly with an application to exchange recreation reserve land under section 15AA of the Reserves Act 1977 if the territorial authority—

(a) is also the administering body in which the recreation reserve land is vested; and
(b) agrees that the request and application may be made jointly.

(3) A district plan may be prepared in territorial sections.

(4) A local authority must amend a proposed district plan or district plan to give effect to a regional policy statement, if—

(a) the statement contains a provision to which the plan does not give effect; and

(b) one of the following occurs:

(i) the statement is reviewed under section 79 and not changed or replaced; or

(ii) the statement is reviewed under section 79 and is changed or replaced and the change or replacement becomes operative; or

(iii) the statement is changed or varied and becomes operative.

(5) A local authority must comply with subsection (4)—

(a)within the time specified in the statement, if a time is specified; or

(b)as soon as reasonably practicable, in any other case.

7.3. Community Outcomes

7.3.1. There are wide ranging opportunities for people to contribute to the decision making that effects our District.

- Undertaking any proposed plan changes to implement the Recovery Plan using the RMA (via the District Plan Review) enables public participation.

7.3.2. Public spaces and facilities are plentiful, accessible and high quality.

- Implementation of the Recovery Plan will provide new public spaces and facilities for the local community and District.

7.3.3. The distinctive character of our takiwā - towns, villages and rural areas is maintained.

- The Kaiapoi Town Centre Plan refresh and its consideration of a zoning regime for the mixed-use business areas will support the Kaiapoi Town Centre.

7.3.4. Businesses in the District are diverse, adaptable and growing.

- The Kaiapoi Town Centre Plan refresh and its consideration of a zoning regime for the mixed-use business areas will support businesses in the Kaiapoi Town Centre.

7.4. Delegations

7.4.1. The District Planning and Regulation Committee has the delegated authority to make decisions on District Plan Changes or variations.

WAIMAKARIRI DISTRICT COUNCIL

REPORT FOR DECISION

FILE NO and TRIM NO:	RGN-05-10 /180326032473
REPORT TO:	Regeneration Steering Group
DATE OF MEETING:	09 April 2018
FROM:	Michelle Flanagan, Landscape Planner – District Regeneration
SUBJECT:	Murphy Park – proposed permanent rowing base
SIGNED BY: (for Reports to Council, Committees or Boards)	Department Manager / Chief Executive

1. SUMMARY

1.1. This purpose of this report is to seek approval from the Regeneration Steering Group to undertake public consultation on a preliminary draft concept plan for a permanent rowing base at Murphy Park.

1.2. The St Margarets Rowing Club and Union Rowing Club are committed to having a training base on the Kaiapoi River at Murphy Park. The current base, near the Kaiapoi Croquet Club, is not suitable for long-term occupancy due to lack of manoeuvring space for vehicles (with large trailers), temporary and difficult launch access, and the Union Rowing Club shed is partially constructed on land owned by the Croquet Club (who wish to have this land for their use).

1.3. The preliminary draft concept plan shows a permanent rowing base upstream from the existing site on land previously occupied by the Riverside Bowling Club. The preliminary draft concept plan includes space for boat storage sheds, a central compound, floating pontoon and fixed boat ramp. The existing club sheds would be relocated to the proposed permanent base.

Attachments:

i. Preliminary draft concept plan – permanent rowing base, Murphy Park (180328033578)
ii. Consultation material content (180328033581)

2. RECOMMENDATION

THAT the Regeneration Steering Group:

(a) **Receives** report No. 180326032473.

(b) **Approves** the preliminary draft concept plan for the permanent rowing base at Murphy Park for consultation.

(c) **Notes** that the Council budget for the permanent rowing base at Murphy Park is $283,000.

(d) **Notes** that feedback will be sought on the preliminary draft concept plan in April/May 2018, including seeking feedback from the Northern Bulldogs Rugby League Club and Kaiapoi Croquet Club.

3. BACKGROUND

3.1 The St Margarets Rowing Club and Union Rowing Club currently have a base at Murphy Park. Both clubs have confirmed that they would like to continue using the Kaiapoi River for training and would like sheds to store their skiffs and appropriate launching facilities.

3.1. The current rowing area at Murphy Park is not considered suitable for long-term occupancy due to a lack of manoeuvring space for vehicles (with large trailers), and difficult launch access at the 'beach' area. The beach area also includes large concrete blocks which were placed (by a third party) without approval from Environment Canterbury and which are potentially a navigational hazard and require future removal. The Union shed is also partially constructed on land owned by the Croquet Club, and the Club have indicated that they wish to have this land available for their use.

3.2. In a report to the December 2017 Regeneration Steering Group meeting, staff sought approval to develop a concept plan for a permanent rowing base at Murphy Park (171127128285). At its December meeting the Steering Group made the following resolution:

That the Regeneration Steering Group:

(d) ***Approves*** *staff developing a draft concept plan for the redevelopment of Murphy Park to provide a permanent base for St Margarets and Union Rowing Clubs on the land formerly occupied by the Riverside Bowling Club at Murphy Park which is now owned by the Council.*
(171106120182)

3.2 In developing a preliminary draft concept plan, staff have made a number of assumptions:

- That Revell Street remains open for vehicle access to the rowing base.
- That there are no changes to the existing public toilet facility.
- That there are no changes to the layout of the rugby league fields or clubrooms.
- That the Croquet Club remains on their current site and there are no changes to the green or clubrooms.
- That the existing Waka Ama compound remains in its current location.

4. ISSUES AND OPTIONS

4.1. The permanent rowing base for Murphy Park is proposed upstream of its current location on land previously occupied by the Riverside Bowling Club.

4.2. In developing a preliminary draft concept plan, staff sought to:

- Create a permanent base for the St Margarets and Union Rowing Clubs.
- Set aside sufficient area for an additional croquet green.
- Avoid adverse effects on the River Rehabilitation works in the area.
- Maintain existing public access to the riverbank.

4.3. Prior to developing the preliminary draft concept plan, staff worked with the St Margarets Rowing Club and Union Rowing Club to identify the facilities the clubs would need at a permanent base. The Clubs identified the following:

- A floating pontoon (approx. 30m x 3m located approximately 6m into the river)
- A fixed boat ramp for the launch of support craft
- Space for storage sheds
- A hardstand area for rigging and wash down (could be gravel/crusher dust)
- Access to a power supply and water; and
- Parking for approx. 10-15 vehicles.

4.4. Based on the above, the preliminary draft concept plan (included as Attachment i) has the following key features:

4.4.1. A central compound:

This would consist of a gravel area that could be used for boat rigging and wash down and for the manoeuvring of vehicles and trailers. This central compound area includes an existing area of the old bowling club car park. The club storage sheds would be accessed from the compound. This ensures that the majority of vehicle movements are contained and are separate from the informal walkway along the riverbank.

4.4.2. Union Rowing Club shed:

The Union Club shed would be relocated to the north of the central compound. Access to the shed would be from the compound. There is sufficient space adjacent to the shed for a future shed (of the same dimensions) should the club expand.

4.4.3. St Margarets Rowing Club shed:

The St Margarets Rowing Club have indicated they would like to build a new large shed in the future. Space for this is shown to the south of the central compound. Access to the shed would be from the compound. Adjacent to the shed there is sufficient space for a future shed if needed. In the interim, this space could house the existing container/compound relocated from its current downstream site.

4.4.4. Car parking

Twelve formed car parks are proposed adjacent to the proposed St Margarets rowing shed. These car parks would be accessed from Revell Street. The car parks have been located to enable sufficient manoeuvring space onto Revell Street. Should additional car parking be required for the rowing activities there is the existing informal car parking around the rugby league clubrooms, and it is expected that at times vehicles may park within the central rowing compound area.

4.4.5. Floating pontoon

A floating pontoon is proposed adjacent to the rowing base, upstream of the 'island' in Kaiapoi River. The proposed pontoon is approximately 30m by 3m. The proposed location of the floating pontoon is where river rehabilitation planting has not been successful.

4.4.6. Fixed boat ramp

A new fixed boat ramp is proposed for the launch of coaching boats. While the existing ramp (near the Mandeville Bridge) would still be available for use, this would be approximately 250 metres from the storage shed. The Clubs advise that some coach boats are launched from hand pulled trailers and that walking these to the existing ramp is impractical.

4.5. In addition to the above key features the preliminary draft concept plan also includes space for an additional future croquet green should the Croquet Club wish to construct this.

4.6. The establishment of the permanent rowing base, floating pontoon and fixed ramp will require some tree removals in Murphy Park. To facilitate the rowing base entry, trees at the old bowling club entrance will require lifting. To facilitate the pontoon and ramp, three or four willow on the river bank will require removal as will some self-seeded large shrubs on the river bank. Some additional native planting is proposed in front of the proposed rowing sheds to provides some screening and to break up the long facades of the buildings.

4.7. The Management Team have reviewed this report and support the recommendations.

5. COMMUNITY VIEWS

5.1. Groups and Organisations

5.1.1. During the development of the preliminary draft concept plan, staff have been working the St Margarets Rowing Club and Union Rowing Club. As well as holding two meetings with each of the clubs, both were asked for feedback on the preliminary draft concept plan (included in Attachment i) in March 2018. Staff are currently awaiting a response from the clubs.

5.1.2. Staff also contacted the Waka Ama and KORE groups to make sure the proposed rowing base would not compromise their operation at Murphy Park. KORE responded, and advised that the permanent rowing base would not affect their operation.

5.1.3. Should the Regeneration Steering Group approve the preliminary draft plan for consultation, feedback from other key users of Murphy Park will be sought (namely the Rugby League Club and Croquet Club). This feedback will be presented to the Steering Group in a future report.

5.1.4. Staff met with an Environment Canterbury representative in February 2018 at Murphy Park in to seek preliminary feedback on the proposed permanent rowing base. No major issues were raised, however it was noted that the proposal would be subject to the standard resource consenting process.

5.1.5. Staff have submitted a project initiation brief to Mahaanui Kuritaiao Limited seeking advice on how Te Ngai Tūāhuriri Rūnanga wishes to be involved in the project. Staff are awaiting a response to this brief.

5.2. Wider Community

5.2.1. Should the Regeneration Steering Group approve the preliminary draft plan for consultation, staff will seek feedback from the wider community. This will include information being made available on the Council website and Facebook page, and in hardcopy in the library, a display advertisement in the Kaiapoi Advocate, and signage at Murphy Park. This information is included at Attachment ii to this report. This feedback will be presented to the Steering Group in a future report.

6. IMPLICATIONS AND RISKS

6.1. Financial Implications

6.1.1. Council has currently allocated $283,000 to the creation of a permanent rowing base at Murphy Park. This will not enable the implementation of the preliminary draft concept plan in its entirety.

6.1.2. Each Club will be responsible for the deconstruction and relocation of their own sheds, and the construction of any future sheds. Council will assist with this through obtaining the required resource and building consents (in accordance with Policy S-CP 0725). The cost of gaining consent for all the facilities at the permanent rowing base (floating pontoon, boat ramp, sheds, hardstand areas, and stormwater discharge) has been estimated at $10,000.

6.1.3. Staff are suggesting that Council be responsible for the design and construction of the proposed floating pontoon and fixed boat ramp as these facilities would be available for public use, as well as rowing club use. The cost of designing and constructing the floating pontoon and fixed boat ramp has been estimated at

$248,000 (approximately $198,000 for the floating pontoon and $50,000 for the fixed boat ramp).

6.1.4. The St Margarets Rowing Club and Union Rowing Clubs have been asked whether they would be willing to make any contribution to the permanent rowing facility (in addition to the relocation/construction of their sheds). Any contributions from the Clubs have not yet been confirmed. .

6.2. **Community Implications**

6.2.1. The proposed floating pontoon and boat ramp will be available for public use and will therefore benefit the local community.

6.2.2. The proposed permanent rowing base at Murphy Park will better enable the St Margarets Rowing and Union Rowing Clubs to utilise the Kaiapoi River for training. This has benefits for Kaiapoi in that it brings people to the area, and provides a sense of activity and vibrancy on the river.

6.2.3. The proposed permanent rowing base will not affect use of Murphy Park by the Kaiapoi Croquet Club. In the preliminary draft concept plan, space along the northern boundary of the Club has been retained for an additional green (should the Club wish to build this in the future). Relocation of the Union Rowing Club building will also enable the Club to have full use of the small section of their site previously occupied by the rowing shed.

6.2.4. The proposed permanent rowing base will not affect the Rugby League Club use of Murphy Park. The preliminary draft concept plan does not affect the current field layout, clubrooms, parking, or toilets/changing rooms.

6.2.5. The proposed permanent rowing base could affect use of a section of the Kaiapoi Riverbank by whitebait anglers through the floating pontoon making an area of riverbank inaccessible (although the pontoon could be used). However, as the rowing base is being relocated upstream from its current location it makes available other riverbank area.

6.3. **Risk Management**

6.3.1. Consents

Resource consent from Environment Canterbury and the Waimakariri District Council will likely be required for the construction of the floating pontoon, fixed boat ramp, storage sheds, and central compound. Approval will also be need from Environment Canterbury for the removal of any trees on the riverbank to facilitate the floating pontoon and boat ramp. Building consent is also likely to be required for the storage sheds.

It is expected that these consents would be granted (subject to appropriate conditions), however there are time and cost implications in gaining these consents.

6.3.2. Natural hazards

There are two key natural hazards that potentially affect the proposed permanent rowing base – land damage from a future earthquake, and flooding. Both these hazards are present at the current rowing site.

The proposed rowing base site is slightly higher than the current base downstream, therefore the flood risk may be potentially reduced. In addition, and sheds are only used for storage, and could be placed on piles to further mitigate flood risk. However, it should be noted that all proposed asset (either Council or club) would be located in an area subject to flooding.

6.4. Health and Safety

7. CONTEXT

7.1. Policy

This matter is not a matter of significance in terms of the Council's Significance and Engagement Policy.

7.2. Legislation

Reserves Act, 1977:

- The proposed permanent rowing base is consistent with the anticipated use of Recreation Reserves under the Act (Section 17).
- The proposed permanent rowing base is consistent with the Sport and Recreation Reserves Management Plan (Section 41).

Resource Management Act, 1991:

The proposed floating pontoon, fixed boat ramp, storage sheds and storage compound will likely require resource consent from Environment Canterbury and the Waimakariri District Council for works in or near a river.

Building Act, 2004:

The proposed storage sheds will likely require building consent.

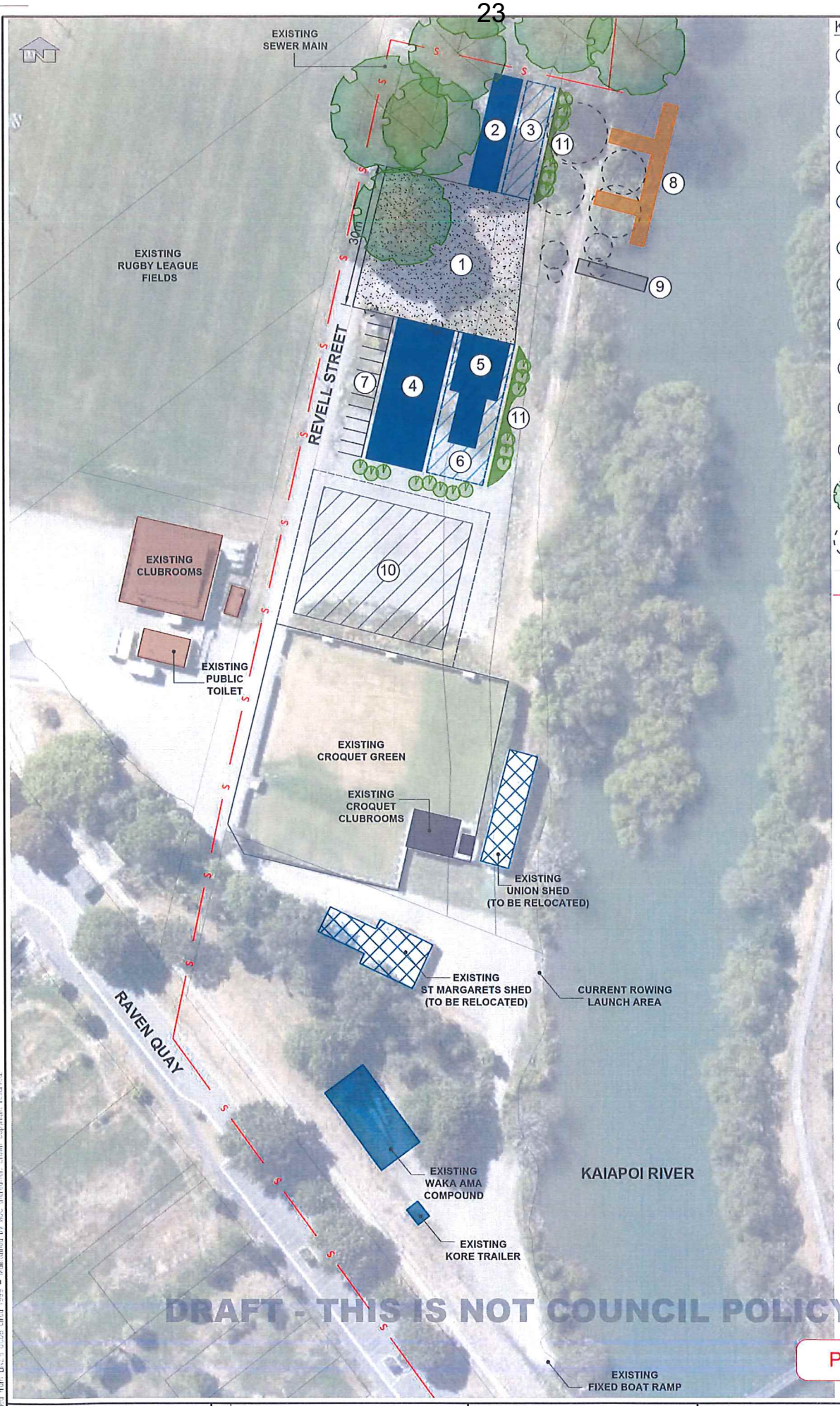
7.3. Community Outcomes

Public spaces and facilities are plentiful, accessible and high quality

- People enjoy clean water at our beaches, rivers and lakes.
- There is a wide variety of public places and spaces to meet people's needs.
- There are wide-ranging opportunities for people to enjoy the outdoors.
- The accessibility of community and recreation facilities meets the changing needs of our community.

7.4. Delegations

Under the Terms of Reference, the Regeneration Steering Group shall "*recommend approval of master plans, concept plans and strategies*" (refer Terms of Reference at 161129123269).



KEY

1. CENTRAL COMPOUND (HARDSTAND AREA (APPROX. 980m^2)
2. RELOCATED UNION ROWING SHED (24m x 6m)
3. SPACE FOR FUTURE ADDTIONAL SHED (24m x 6m)
4. PROPOSED ST MARGARETS ROWING SHED (30m x12m)
5. RELOCATED ST MARGARETS CONTAINERS & COMPOUND
6. SPACE FOR FUTURE ADDTIONAL SHED (REPLACING COMPOUND)
7. CAR PARKING (GRAVEL, 12 SPACES)
8. PROPOSED NEW FLOATING PONTOON & GANGWAY S (30m x 3m)
9. PROPOSED NEW FIXED BOAT RAMP
10. SPACE FOR ADDITIONAL FUTURE CROQUET GREEN (GREEN AREA 32m x 27m)
11. PROPOSED PLANTING TO SCREEN SHEDS

EXISTING TREES TO REMAIN

EXISTING TREES THAT WILL REQUIRE REMOVAL

CADASTRAL LINES

—S— COUNCIL SEWER MAIN

DRAFT - THIS IS NOT COUNCIL POLICY

PRELIMINARY

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WAIMAKARIRI DISTRICT COUNCIL

ISSUE	AMENDMENT
A	PRELIMINARY DRAFT
B	PRELIMINARY DRAFT (AMENDED)

PROJECT TITLE: MURPHY PARK ROWING BASE

SHEET TITLE: CONCEPT PLAN

PLAN No.: 0011

ISSUE: B

SHEET: 1

Let's Do... Regeneration Kaiapoi The Pines Beach Kairaki

APRIL 2018

Murphy Park – Proposed Rowing Base

The Council is planning a permanent rowing base at Murphy Park. We want to hear your feedback on the proposed concept.

Background

After the earthquakes, the St Margarets Rowing Club and the Union Rowing Club set up temporary training facilities at Murphy Park in Kaiapoi. Currently the clubs have storage sheds at the southern end of the park and launch at a 'beach' area near the croquet club.

There are issues with the current set up. There is not enough room to easily to turn and back a car and trailer, and the beach launching area is difficult to use and can cause damage to boats. The storage sheds are also affected by flooding.

Both clubs have confirmed that they wish to continue to use the Kaiapoi River for training and would like to have a more permanent base to launch and store their boats.

Proposed rowing base

It is proposed to create a permanent rowing base upstream, on land previously used by the bowling club (see the plan overleaf).

The rowing base could contain the following facilities:

- Storage sheds for the St Margarets Rowing Club and Union Rowing Club.
- A floating pontoon for launching rowing boats. This would be open for public use.
- A central gravel area for cars to turn, and for boat rigging and wash down activities.
- A new fixed boat ramp. This would also be open for public use.
- A small car parking area.
- Space for future sheds (if necessary).

Access to the proposed rowing base would be from Revell Street.

The proposed rowing base does not affect the use of Murphy Park by the rugby league club and croquet club. These groups can continue to use Murphy Park as they do now. The proposed rowing base also does not affect the informal walking track along the river bank, this will remain open.

What do I need to do?

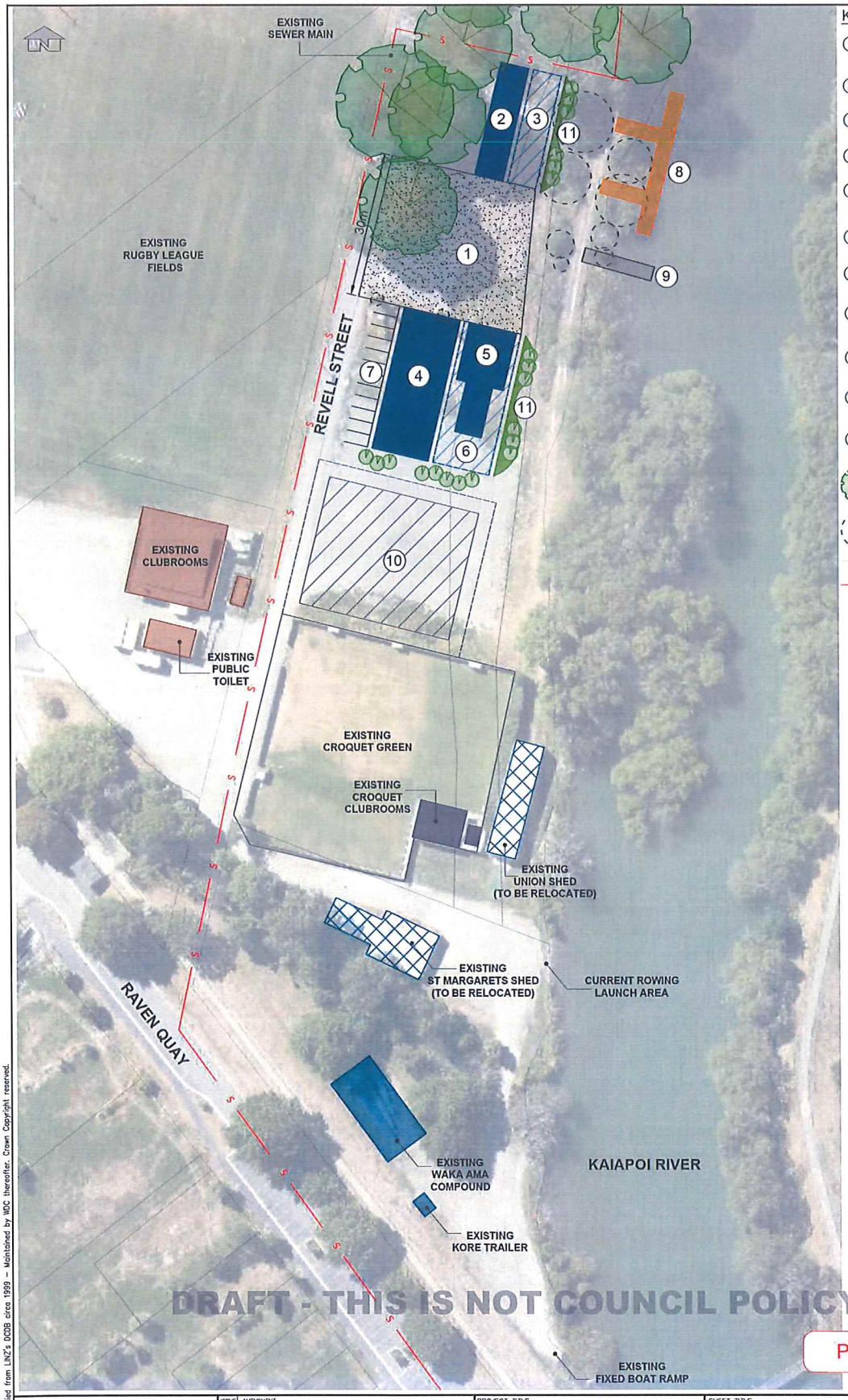
Council is keen to hear your feedback on the concept design for the proposed rowing base.

Fill in an online feedback form at waimakariri.govt.nz/regeneration

Email us at regeneration@wmk.govt.nz

Please make sure your comments reach us by 5pm, Friday 4 May 2018.

Please turn over



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WAIMAKARIRI DISTRICT COUNCIL

ISSUE	AMENDMENT
A	PRELIMINARY DRAFT
B	PRELIMINARY DRAFT (AMENDED)

PROJECT TITLE: MURPHY PARK ROWING BASE

SHEET TITLE: CONCEPT PLAN

PLAN No.: 0011

ISSUE: B

SHEET: 1

RGN-06 / TRIM NUMBER

Let's Do...

Regeneration Kaiapoi

The Pines Beach Kairaki

Rowing Base proposed for Murphy Park

Council want to hear from you about the proposal to establish a permanent rowing base in Murphy Park, Kaiapoi.

The rowing base facilities could contain:

- Storage sheds for the St Margarets Rowing Club and Union Rowing Club.
- A floating pontoon for launching rowing boats. This would be open for public use.
- A central gravel area for cars to turn, and for boat rigging and wash down activities.
- A new fixed boat ramp. This would also be open for public use.
- A small car parking area.
- Space for future sheds (if necessary).

The proposed rowing base does not affect the use of Murphy Park by the Kaiapoi Rugby Leaque Club, Kaiapoi Croquet Club or as a public event space. The informal walking track along the river bank is not affected, and will remain open for public use.

More information about this proposal and the concept design plan is available on the Projects web page on waimakariri.govt.nz/regeneration

What do I need to do?

Council is keen to hear your feedback on the concept design for the proposed rowing base.

Please make sure your comments reach us by 5pm, Friday 4 May 2018.

Fill in an online feedback form at waimakariri.govt.nz/regeneration

Email us at regeneration@wmk.govt.nz

WAIMAKARIRI DISTRICT COUNCIL

For further information on the Recovery Plan visit waimakariri.govt.nz/regeneration

WAIMAKARIRI DISTRICT COUNCIL

REPORT FOR DECISION

FILE NO and TRIM NO:	RGN-02-01 / 180321030331
REPORT TO:	Regeneration Steering Group
DATE OF MEETING:	Monday 9 April 2018
FROM:	Duncan Roxborough Implementation Project Manager, District Regeneration
SUBJECT:	Kaiapoi Wharf and Marine Precinct Floating Pontoons Design Update and Procurement Strategy
SIGNED BY: (for Reports to Council, Committees or Boards)	Department Manager / Chief Executive

1. SUMMARY

1.1 This report is to update on design progress on the proposed floating pontoons in the Kaiapoi Wharf and Marine Precinct, and to seek approval of the Level of Service for the Riverview and Boat ramp pontoons and approval of the proposed procurement method.

1.2 Separate reports will be prepared at a later date to cover the dredging works and proposed procurement of dredging contractors associated with the marine precinct development.

Attachments:

i. Draft Pontoon General Arrangement Plan (Trim: 180327032542)

2. RECOMMENDATION

THAT the Regeneration Steering Group recommends:

THAT the Council:

(a) **Receives** report No. 180321030331

(b) **Approves** the level of service for the Boat Ramp and Riverview Pontoons as detailed in Section 4.1

(c) **Approves** the proposed design configuration and general arrangement of pontoons

(d) **Approves** staff proceeding to procurement stage for the pontoon package via open tender on a price-quality method

(e) **Approves** staff negotiating a contract variation with Daniel Smith Industries under current contract 17/42 (Kaiapoi River Wall Upgrade) for undertaking the piling for the pontoon developments; up to a total variation cost of $200,000 for both the Riverview pontoon piling and the Boat-ramp pontoon piling.

3. BACKGROUND

3.1 The master-planned redevelopment of the Kaiapoi River Wharf and Marine Precinct has been a multi-year project. The current phase of works includes the following key projects and developments:

- Further stopbank repairs and reconstruction (by ECan)
- River wall (North bank) Upgrades
- Riverview terraces and boardwalk
- Floating pontoons and dredging

3.2 Allied to this; PLC developments are also privately developing the Riverview development on the former Bridge Tavern and Hansens Mall site. This facility is planned by the developer to open to the public in November 2018.

3.3 The two floating pontoons proposed are referred to respectively as:

- the 'Riverview pontoon', (located between the wharf and Williams St Bridge),and
- the 'Boat-ramp pontoon', (located adjacent to the Coastguard slipway).

3.4 An outline configuration and conceptual level of service for the pontoons was agreed at previous meetings of the Regeneration Steering Group, and this has informed the subsequent concept and detailed design stages. This was included in previous reports to Riverbanks Steering Group in February 2017 (Trim: 161209127292) and Regeneration Steering Group in July 2017 (Trim: 170705069411), and intervening workshops with the Regeneration Steering Group.

4. ISSUES AND OPTIONS

4.1. The outline level of service for the pontoons is shown in figure 1, replicated from the previous pontoon reports. This also shows the other current mooring/berthing options in the wharf and marine precinct area for completeness.

Level of Service	Existing wharf	Fore/aft moorings (existing)	Pontoon 1 – 'Riverview' area	Pontoon 2 – 'Boat Ramp' area
Total Berthing Length	28m Rafting of vessels is also possible	varies	Up to110m approx. (for preferred option)	20m approx.
Vessel type/size	No change. Same as existing, up to 6'9" (approx. 2m) draught	No change. Same as existing, up to 6'6" (approx. 2m) draught	Less than 15m length; up to 1.8m draught depending on position and duration [4]	Less than 6m length
Typical vessel proposed	Larger vessels / commercial	Varies (typically privately owned moorings)	Pleasure boats, motor cruisers / yachts, shallow draft houseboats, tourism operators	Pleasure boats, coastguard
Typical purpose	Berthing, load in/out, servicing	Long term mooring	Access to town centre, recreation	Temporary for Launching/retrieval
Typical duration	Medium/long duration	Long term	Medium duration	Very short term
Other uses	Public fishing	Mooring	Public fishing, walking	Coastguard lifeboat short term berthing

Structure Width	4.0m approx.	n/a	2.0m	1.8m (could possibly be reduced to 1.2m nominal if lower level of service required)
Means of Access	Level access from wharf side carpark	Tender/dinghy	Gangway each end	Single gangway
Trafficable (can it be driven on?)	No	n/a	No	No
Approx. minimum water depth (at MLWS in berth pocket)	1.1m (existing – note this varies along the river)	1.2 to 1.6m (existing – varies)	Varies 1.5m to 2.3m (proposed – subject to dredging)	1.5m proposed
Services provided	Shore Power Water Wastewater pump-out General area lighting	Nil	Shore Power Potable water (Wastewater dump-station adjacent) On-pontoon low-level lighting	General area lighting (no other services provided)
Appurtenances	Access ladders Lifebuoy Fender piles/bollards	Nil	Cleats, rings, fender strip, kick-rail, lifebuoy(s)	Cleats, fender strip
Accessibility	Pedestrian access	No accessibility	Pedestrian access One gangway will be an accessible route.	Pedestrian access (non-accessible route – i.e. not disabled access)

Figure 1

4.2. The general masterplan diagram for the wharf and marine precinct area is shown in figure 2.

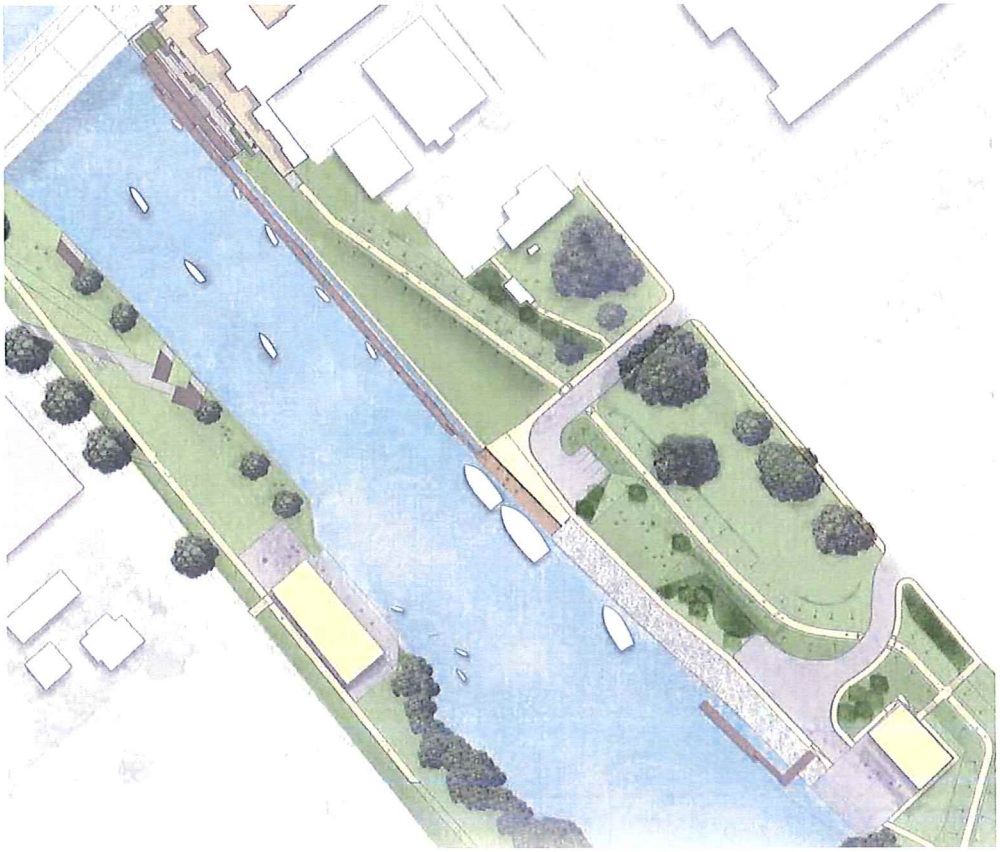


Figure 2. Marine Precinct Masterplan diagram

Figure 3. Riverview Terraces and Boardwalk with pontoon

4.3. An image of the Riverview Terraces and Boardwalk and pontoons to show context is shown in figure 3.

Progress to Date

4.4. OCEL Consultants were engaged to undertake the detailed design for the pontoons and associated dredging. This is based on general arrangement concepts developed by staff for the pontoons layouts.

4.5. In parallel to this, the design focus was on completing the design and procurement phases for the associated river wall upgrades, and Riverview terraces and boardwalk. Detailed design for both of these projects is now complete, and construction of the river wall commenced in late March 2018, with the Terraces and Boardwalk construction commencing in May 2018 (including off-site fabrication of some elements).

4.6. The critical path item is the obtaining of resource consents for the pontoons and dredging.

Pontoons General Arrangement

4.7. The general arrangement of the Riverview pontoon and cross-sections are shown in Attachment I (TRIM 180327032542)

4.8. Debris deflectors are proposed to be included in the scheme, to limit the chances for debris washed down the river (particularly during flood events) from snagging on the pontoons or accumulating behind them. It will not be possible to completely eliminate the risk of debris accumulation however and this will be an ongoing routine maintenance requirement, along with other regular maintenance items.

4.9. The pontoons guide pile heights are proposed to be set above the spring high tide level and at a sufficient level to accommodate the local flooding scenario of water level RL 2.6m (this water level is approximately 800mm above the existing river wall near the bridge), with the pontoons able to float up to this design flood level without de-coupling. In this localised flood scenario the pontoons would be unusable due to the gangways and other safety risks. In the 1 in 450 year scenario, the pontoons would float off the top of the guide piles and then be restrained by anchor chains attached to the pile bases, to prevent the pontoons from being taken away by the flood current. In this scenario the gangways would become de-coupled and would be damaged. This approach reduces the piling costs (due to length, and also to structural loading and geotechnical considerations) and avoids

having the guide piles protruding a long way out of the water and above the adjacent banks and terraces.

4.10. The pontoons specification sets out details such as:

- Design criteria
- Performance requirements – freeboard, durability, relevant standards, stability, slip resistance, safety features, loading and deflection requirements.
- Finishes and quality
- Contract scope and contractor responsibilities
- Contractor design elements
- Servicing provisions – e.g. the service pillars, ancillaries etc.
- Gangways, bank-seats and jetties
- Flood capacity.

4.11. Spare service connections and capacity was provided in the recently installed services to the fixed wharf area, to allow for ease of connecting potable water and electrical power to the new Riverview pontoon. The Riverview pontoon will have a service umbilical attached to the downstream gangway (attached to the wharf end). Ducts were pre-installed for this purpose at this location during the wharf upgrade.

4.12. The pontoon design will be future-proofed to allow for a possible servicing pad adjacent to the existing fixed wharf. This servicing pad could include a wastewater dump station point (the recently installed pumping station has a capped spare connection specifically for this) to serve vessel wastewater portable tanks/cassettes, as well as serving as a possible re-fuelling point for either tote tanks or small trailerable tanks for refuelling vessels. Suitable bunding and interceptor traps would need to be included in the serving pad. This has not been included in the current pontoon design scheme, but could be added subject to budget being available.

Riverview Pontoon Configuration

4.13. The pontoon position is set off the wall, with the berthing face approximately 4 metres off the new river wall face. This is done so:

i. Pontoon length is maximised; this allows for the gangways to articulate up and down with the expected tidal and flood height range without clashing with the floating pontoon.

ii. Optimal placement of the gangway access in the centre of the Riverview terraces structure where the main stairs terminate and the deck is at its widest, providing the most direct, convenient access to the pontoon. It also minimises pedestrian movement in front of the terraced seating areas and on the lower deck.

iii. Maintenance dredging frequency may be reduced, as more silt may be allowed to accumulate over time against the new river wall before maintenance dredging is required.

iv. Safety from falling is improved, since the river wall length is an unprotected edge, the 2m water gap reduces the risk of persons falling onto the rigid pontoon structure when the pontoon is at lowest tide (a fall height of up to 3 metres).

v. A gap is maintained between the pontoon and the wall to reduce the risk of persons attempting to jump from the wall across to the pontoon at high tides (especially important if ever in future there is a decision to change to controlled access to any part of the pontoon).

vi. The gap is wide enough to prevent entrapment, and is intended to reduce likelihood and removal difficulty of debris accumulating in a small gap (albeit somewhat mitigated by debris deflector).

vii. This configuration does allow a relatively easy means of providing additional floatation support to aid in carrying the weight of the gangway where it reaches the pontoon, aiding in stability and strength.

4.14. This pontoon set-out allows an internal fairway/channel clearance between the existing swing moorings and boats moored at the pontoon of approximately 9 metres. This is based on two vessels of 5m beam (width) berthed adjacent to each other, and includes allowance for vessels at the fore and aft mooring in the river centre to displace (drift) at mid to high tide levels (based on previous modelling done by OPUS). In previous feasibility reports it was estimated that this equivalent distance would be 8 metres, so the agreed criteria have been met. The river cross section is shown in figure 4.

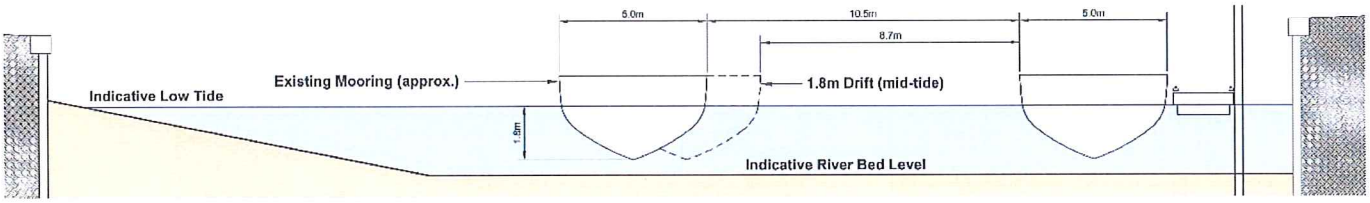


Figure 4. River cross-section

4.15. The alternative layout would have the pontoons closer to the new river wall. This would result in a shorter pontoon length being achieved, and would not achieve the other outcomes noted in section 4.13. This is not the proposed design option.

4.16. In the proposed configuration – vessels would need to turn around in the short reach upstream of the existing moorings in the centre of the river. The gap between the mooring buoy and the bridge pier is approximately 24 metres.

4.17. The pontoon will be accessed via gangways at each end, with the upstream access from the lower deck of the Riverview terraces, and the downstream access from the existing wharf. Both access locations will require a small fixed jetty type construction. The gangway access provided will not meet the requirements of 'accessible ramps' as defined in the building code, due mainly to the steeper ramp angle. However the gangways will be wide enough to allow for assisted access for wheelchairs & pushchairs, as well as trolleys for loading equipment onto vessels.

4.18. The pontoon and associated dredging allows for berthed vessels of up to 1.8 metres draught to avoid touching the bottom of the dredged basin, for the majority of the pontoon berthing length. The section closest to the bridge, upstream of the terraces gangway lower landing, will have a shallower berth pocket due to dredging depth constraints near the Williams Street Bridge.

Boat-ramp Pontoon Configuration

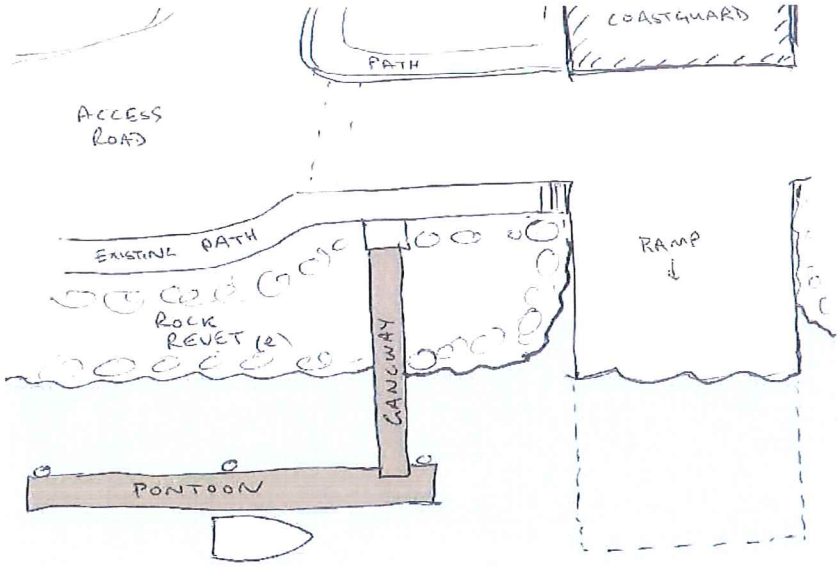
4.19. The boat ramp pontoon has a number of options for configuration. The three main options considered were:

A. Pontoon accessed from a gangway from the footpath near the top of the ramp. This is the preferred option.
B. Pontoon accessed from a gangway and fixed jetty immediately adjacent to the ramp.

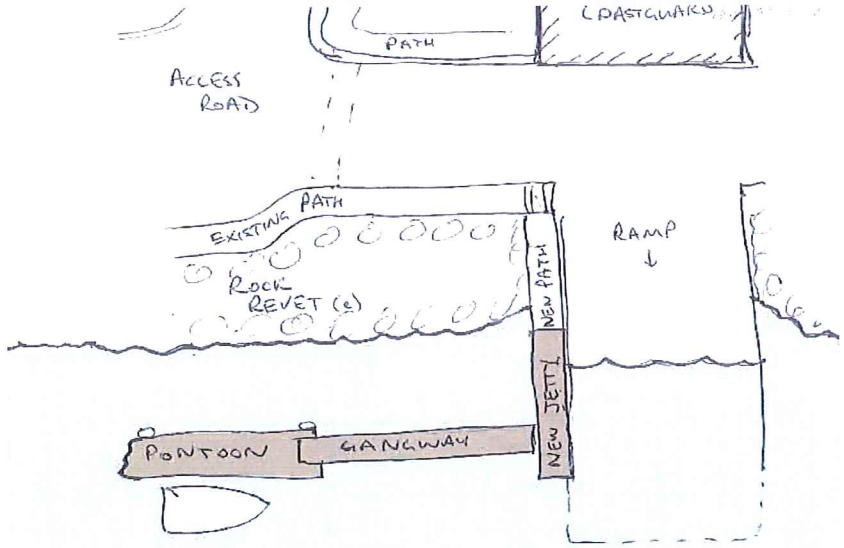
C. Pontoon located close to (and partially over) the ramp, based on a proprietary plastic articulating model.

4.20. These options are shown in concept in figure 5.

Option A



Option B



Option C

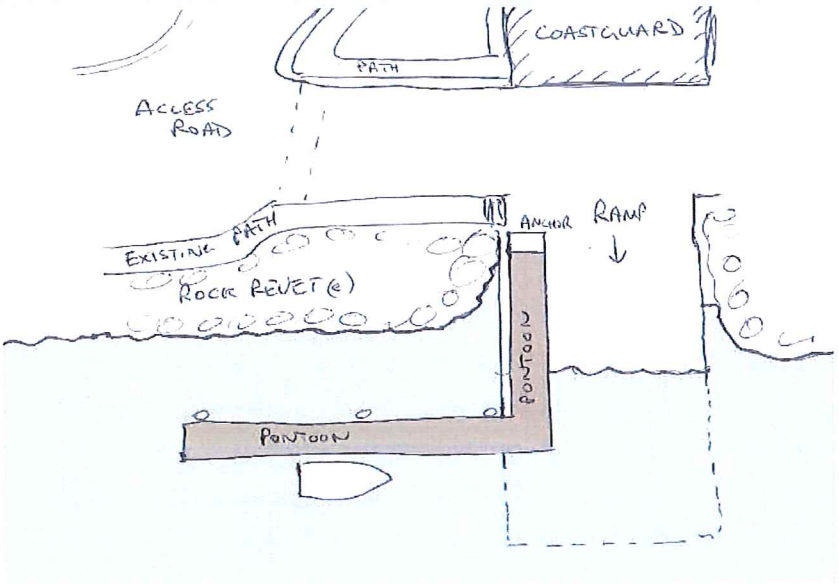


Figure 5. Boat ramp pontoon configuration options

4.21. Option A has the advantage of providing less of a debris trap, as there is no obstruction to the river flow in each direction. Option A also utilises a similar gangway to the gangways on the Riverview pontoon – so there will be economies of scale in construction/procurement.

4.22. Options A & B have the advantage of moving the pontoon further away from the launching ramp, which allows for a deeper berth pocket to be achieved, and avoids the risk of undermining the ramp (noting that scour is already occurring in this area since the ramp was installed). This will allow for use at greater range of tides, and reduces risk to adjacent structures. This also makes use of the existing deeper pocket at the old MV Tuhoe berth location (now removed).

4.23. Option C has the advantage of being able to launch singlehandedly and potentially hand-tow small boats to alongside the pontoon to tie up. This is not feasible with option A, and would still be difficult to achieve with Option B. Option A and B effectively require boats to be driven between the launching/retrieval ramp and the pontoon. Option C would likely have ongoing debris accumulation issues however due to the shape and nature of the floating units. Option C would not achieve the desired berth pocket depths without significant additional engineering works required near the edge of the boat ramp.

4.24. The proposed Boat-ramp pontoon configuration is based on option A. This is due to the feedback from the previous steering group workshops whereby it was noted that boats would be driven from the launching ramp to the pontoon (rather than hand-towed). This is also the configuration that was presented to the Coastguard during early concept meetings in November 2016.

4.25. Timing of construction of the Boat-ramp pontoon has been deferred to allow for concurrent construction with other pontoon. If the Riverview pontoon encounters delays due to the required dredging and the associated resource consenting risk, then consideration could be given to advancing the Boat ramp pontoon construction independently; although this is not the preferred option at present.

Design details and criteria

4.26. The design basis for the pontoons and associated dredging is based on the outline level of service (figure 1), and the guidelines from the applicable normative design standard which is AS 3962 – 2001: Guidelines for design of marinas, and other relevant standards. It was noted in previous reports that the pontoon configuration in the Kaiapoi River Marine Precinct will not achieve all of the recommended design criteria in the design standard, due to existing spatial constraints, and the design directives made at feasibility stage. Key examples of exceptions to the design guidelines from the standard are items such as under-keel clearance achieved, pontoon deck widths, and the internal navigable channel width (constrained by the existing river walls and central moorings).

4.27. The pontoon guide piles design is based on the known geotechnical information from the recent testing of the banks and the river bed, river hydrology information from ECan reports, and river bed bathymetry (depth profiles and cross-sections). The piles design includes for flood flows and allowance for wind and wake effects, the design vessel sizes, and factor-of-safety allowance for debris accumulation.

4.28. The Riverview pontoon is nominal 110 metres long and provides short to long term berthing. This pontoon has a nominal 2m wide deck, with jetty/bank-seat and ramped gangway access each end, with kick rails and service pillars for moored vessels, along with low level deck lighting for wayfinding. The berthing basin/pocket depth varies long

the upstream length of the pontoon, due to proximity to the Williams Street Bridge, as agreed in the feasibility stage definition. This is to avoid deep dredging from undermining the bridge piers and abutments, both of which have relatively shallow foundations. The design team have consulted with Stantec, who provide professional services under contract to WDC for our bridge assets.

4.29. The Boat-ramp pontoon provides short-term parking only, for launching and retrieval of boats up to 6 metres, and is un-serviced. Area lighting is provided only via spill-lighting from the adjacent wharf area lighting.

4.30. Both pontoons accommodate mooring cleats, fender rails, and safety devices and signage. Both pontoons are permanently open to the public, with no gated access. Other details are included in the level of service table 1. Safety access ladders will be included at the Riverview pontoon – on both sides of the pontoon.

4.31. Both pontoons are proposed to have timber decks. Examples of similar structures are shown in figures 6-9. The timber deck for the Riverview pontoon is intended to tie-in and complement the timber decking and features on the adjacent Riverview Terraces and Boardwalk. This implies a pontoon construction with a timber deck structure and supporting structure on top of the floating modules. Options for floating modules vary and include many types of proprietary plastic pontoon modules, plastic pipe and mussel buoy options, concrete modules, steel and aluminium to name a few. Most pontoon suppliers offer floating pontoons with alternative (if not their own 'standard') deck options to timber, including bare plastic, concrete, or other materials. The request for tender documents will allow for submission of alternatives to the timber decking, as long as the alternative is submitted along with a conforming (i.e. timber decking) tender option for comparison.

4.32. Kick-rails will be included on each side of the Riverview pontoon. This will stop objects rolling off the deck, help to delineate the edge, prevent wheelchairs or other wheeled items from rolling off, and avoids trip hazards by accommodating deck hardware like mooring cleats etc. The kick rail also helps strengthen the edge of the deck.

Figure 6. Timber decking (treated pine)

Figure 7. Timber decking (untreated hardwood decking)

Figure 8. Typical gangway

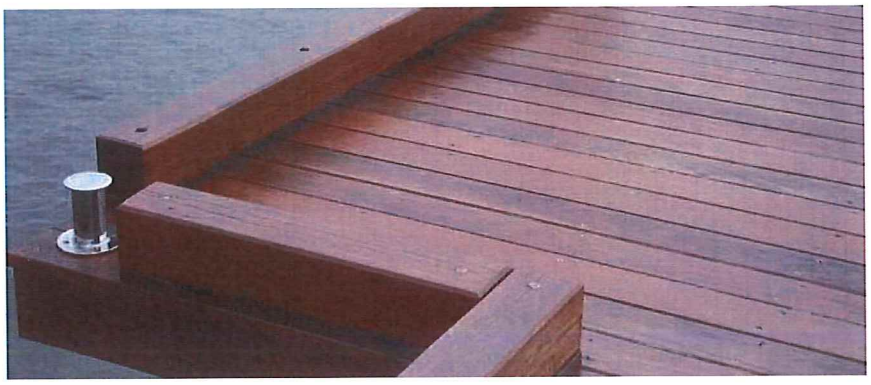


Figure 9. Typical kick-rail

Dredging Considerations

4.33. Three elements/phasing of dredging are proposed:

- Berthing basin dredging
- River channel dredging – navigability and river rehabilitation
- Maintenance dredging – both elements

4.34. The dredging operations have a number of constraints and considerations which will be the subject of a further report to the Regeneration Steering Group.

Procurement for Pontoons

4.35. The pontoons and dredging design will be broken into a number of works packages for procurement, being:

- Pontoon guide piles works
- Pontoon manufacture/supply and installation works
- Berthing basin Dredging works

4.36. The pontoon guide piles are proposed to be procured as an addition to the current river wall upgrade contract by way of variation, to make use of the piling rig while it is on site. This allows the piles to be installed from the river bank rather than necessitating a later deployment of piling rig on a barge within the river. This approach is however dependent upon the adoption of the design for the pontoons outlined in this report. OCEL are producing the pile details and specifications package.

4.37. OCEL are producing developed design drawings and performance specifications for the pontoons work package, to sufficient level of detail for suitably qualified contractors and pontoons suppliers to submit tenders. The pontoons construction will be sourced as a design and build, with the contractor to provide final design details to suit their own proposed pontoons systems where they have a proprietary pontoon system to offer.

4.38. This pontoon package procurement is proposed to be undertaken via open tender, to allow for local manufacture opportunities. Tenderers will however be required to show relevant experience and track record, which will be weighted heavily and will have a pass/fail component to the assessment. Assessment will be via a Price-Quality method. Alternative tenders will be allowed, as long as they are submitted along with a fully conforming tender as well. This will allow for innovation and for pontoon suppliers to offer proprietary systems that may still meet the overarching performance specifications.

4.39. The Management Team have reviewed this report and support the recommendations.

5. COMMUNITY VIEWS

5.1. Groups and Organisations

The Coastguard supports the need for more members of the public using the boat ramp.

5.2. Wider Community

The pontoons will be a public space with permanent public access (although will not comply to an 'accessible' standard).

Previous public consultation included the pontoons as part of the Marine Precinct Masterplan.

6. IMPLICATIONS AND RISKS

6.1. Financial Implications

The current budget for Riverview pontoons includes provisions of $450,000 for the pontoon (and piling) and dredging of $250,000. The Boat Ramp pontoon is funded from the CEAT funded ledger, with an assigned budget of $250,000.

The cost estimate for the piling component for both the Riverview and the Boat-ramp pontoon is in the order of $200,000 total. The piling costs would be funded from the above budgets.

There will be a separate report on the proposed dredging.

The Kaiapoi Wharf berthing policy/bylaw will need revision, with a new schedule of berthing options, and associated new fees and charges. This will be actioned prior to the completion of the pontoon.

6.2. Community Implications

Depending on timing of dredging (and ultimately the pontoons installation), there may be some disruption to the use of the Riverview Terraces during the construction of the upstream jetty and gangway for Riverview pontoon. There will be some restricted access periods to the existing wharf during the construction of the downstream jetty and gangway, and the connection of services to the pontoons.

Vessels currently tied up at wharf may be required to temporarily shift. Vessels at the central moorings may be required to temporarily shift during the dredging and pontoon installation phase.

6.3. Risk Management: Dredging and programme risk

Risk around dredging due to multiple constraints. Noted knock-on effect that the Riverview pontoon cannot be installed until the dredging is complete, due to the existing shallow nature of the channel. The pontoon would not be able to float at low tides and would ground on the muds.

Design confirmation and procurement strategy approval required as soon as possible in order to undertake procurement.

Pontoons installation proposed for late spring 2018; to ideally coincide with Riverview and terraces opening, but will be subject to the timing of dredging.

6.4. Health and Safety

The proposed works will be within the Kaiapoi River and will require specific and appropriate construction materials, equipment and methods to ensure person safety and minimise potential risk to the environment.

7. CONTEXT

7.1. Policy

This matter is not a matter of significance in terms of the Council's Significance and Engagement Policy.

7.2. Legislation

7.2.1. Maritime Transport Act 1994 S33I (i):

Territorial Authorities erect and maintain quays, docks, piers, wharves, jetties and launching ramps

7.2.2. Resource Management Act 1991

Requires resource consent from Canterbury Regional Council to erect structures within a riverbed.

7.2.3. Building Act 2004

All building work must comply with the Building Code

7.3. Community Outcomes

There is a wide variety of public places and spaces to meet people's needs.

There are wide-ranging opportunities for people to enjoy the outdoors.

7.4. Delegations

The Council has the delegation to approve these works.

WAIMAKARIRI DISTRICT COUNCIL

REPORT FOR INFORMATION

FILE NO and TRIM NO:	RGN-06 / 180328033503
REPORT TO:	Regeneration Steering Group
DATE OF MEETING:	9 April 2018
FROM:	Cathy Batchelor, Communications Advisor – District Regeneration Duncan Roxborough - Implementation Project Manager, District Regeneration
SUBJECT:	District Regeneration Communications Report March 2018

SIGNED BY:
(for Reports to Council, Committees or Boards)

Department Manager

Chief Executive

1. SUMMARY

1.1 This report provides a monthly update to the Regeneration Steering Group on the communications and engagement activities undertaken by the District Regeneration team during March 2018.

2. RECOMMENDATION

THAT the Regeneration Steering Group

(a) **Receives** report No. 180328033503.

3. BACKGROUND

3.1 The Waimakariri Residential Red Zone Recovery Plan was approved in December 2016. Participation in Recovery Plan implementation is being undertaken at a number of levels; district, local, strategic and operational, and involves varying communications and engagement activities with the intention of meeting Crown, Council and community outcomes.

4. ISSUES AND OPTIONS

4.1. Starts works works notices were delivered on 1 March 2018 for the stopbanks repairs and river wall upgrade works to the adjacent business operators, wharf users and marine berth holders, harbourmaster, and the affected river users.

4.2. A Regeneration video was released on 2 March 2018.

4.3. The Regeneration newsletter for March 2018 was distributed on 5 March 2018.

4.4. The March 2018 Waimakariri Recovery Plan Implementation Update was sent to the Minister for Greater Christchurch Earthquake Recovery on 14 March 2018.

4.5. Maps for the five regeneration areas have been updated and are available on the Regeneration map web page on Council's website.

4.6. Staff have met with the Kaiapoi Police for the purpose of addressing the unauthorised access and vandalism in the Kaiapoi East Regeneration Area. Trespass notice signs have been installed in the vicinity of Cass and Hall Streets.

4.7. Staff have informed the Pines Beach Kairaki Residents Association about the demolition and removal of the earthquake damaged Pines Beach Community Hall and reinstatement of the grounds, which is scheduled for early April 2018.

4.8. Information notices for the Dudley Drain repair and enhancement work were delivered to the residents in close proximity on Hilton, Rich and Black Streets on 20 March 2018 and emailed to Kaiapoi Borough School on 21 March 2018. Staff have worked with the contractor to produce the on-site project signboard.

4.9. A 'Regeneration News update – in brief' column advertisement was published in the Kaiapoi Advocate on 23 March 2018. This column follows on from an update published in February and will be a regular monthly column.

4.10. Staff provided an update on the Regeneration and Kaiapoi Marine Precinct projects at the annual Hui on 22 March 2018.

4.11. Staff have been in contact with the 'Dream Catcher' boat owner to arrange relocation of his boat from the river wall – due to impending construction activities on the stopbank and river wall. With the assistance of private mooring owners, this boat is now moored in the middle of the Kaiapoi River.

4.12. Staff have been in contact with Rev Sandy of the Anglican Parish Of Kaiapoi, St Bartholomew's Church, regarding the request to utilise an area of regeneration land on Cass and Jones Streets for a community event being held on 24 March 2018.

4.13. Staff are currently producing a Kaiapoi East New Road Link Information detailing the temporary detour for access to Bracebridge Street and Blackwell Crescent, to enable works on the new road link between Bracebridge Street and Oram Place. The notice will be delivered to residents in this area and distributed to the emergency services and NZ Postal delivery services in April 2018, prior to the detour being put in place.

4.14. The Management Team have reviewed this report and support the recommendations.

5. COMMUNITY VIEWS

5.1. Groups and Organisations

5.1.1. Information has been provided to relevant groups and organisations directly affected by the implementation of the Recovery Plan.

5.2. Wider Community

5.2.1. The wider community have been provided with information about the implementation of the Recovery Plan.

6. IMPLICATIONS AND RISKS

6.1. Financial Implications – not applicable

6.2. Community Implications

6.2.1. Informing the community is the primary purpose of the communications and engagement items 4.1 - 4.3, 4.5 – 4.13 of this report.

6.3. Risk Management – not applicable

6.4. Health and Safety

6.4.1. The considerations of health and safety have been the primary concern for communications and engagement items 4.1, 4.6 - 4.9, 4.11 - 4.13 of this report.

7. CONTEXT

7.1. Policy

7.1.1. This matter is not a matter significance in terms of the Council's Significance and Engagement Policy.

7.2. Legislation

7.2.1. The Greater Christchurch Regeneration Act, 2016.

7.3. Community Outcomes

7.3.1. There are wide ranging opportunities for people to contribute to the decision making that effects our District.

- The Council makes information about its plans and activities readily available.

7.3.2. There is a safe environment for all.

- Harm to people from natural and man-made hazards is minimised.
- Crime, injury and harm from road crashes, gambling, and alcohol abuse are minimised.

7.3.3. Public spaces and facilities are plentiful, accessible and high quality.

- There is a wide variety of public places and spaces to meet people's needs.
- There are wide-ranging opportunities for people to enjoy the outdoors.

7.4. Delegations – not applicable

KAIAPOI RIVER MARINE PRECINCT PROJECT CONTROL GROUP (PCG) MEETING

MINUTES

Date:	**Thursday 15 March 2018**	
Time:	1.00pm – 2.30pm	
Venue:	**Silverstream Room**	
Attendees:	Chris Brown Craig Sargison Duncan Roxborough Janet Fraser	Kevin Dwyer Lucy Eng Roxanne Ramsay
Chair:	Craig Sargison	
Minute Taker:	Roxanne Ramsay	
Purpose:	*The purpose of the Kaiapoi River Marine Precinct Project Control Group (PCG) is to oversee the implementation of the approved Kaiapoi River Marine Precinct Programme of Works. The PCG shall guide, enable and monitor the implementation of the programme. The PCG also provides asset management oversight and cross Council buy-in.*	

	ITEM	ACTION / RESPONIBLE
1.	**Apologies** Jeff Millward	
2.	**Previous Minutes** Nil.	
3.	**Project Managers Reports (milestones, programme, issues, budget, risk)** • **Project Managers Report** **WDC Decisions / Required Approvals** Lucy noted that the River Rehabilitation Group have already engaged Tonkin and Taylor as a variation to their existing contract. **Confirmation of the pontoon** Duncan advised that when the feasibility report was originally done it was indicated that the berthing place of the pontoon might be around 3.5 metres off the existing wall, now with the set-out exercise it looks like the face of the new wall at its worst point would be up to 1.8 metres off the existing wall setting the pontoon faces a further 4 metres beyond that. It will be more like 5.1 metres off the existing wall rather than 3.5 metres. To try and reduce this is to get the new wall as close to the existing wall as possible which would require the whaler beam to go on the outside. The other way is whether that 2 metre gap between the wall and the pontoon is actually necessary. To reduce this would mean a slightly different configuration of the pontoon and gangway and would result in a slightly shorter pontoon. The navigability widths now that we have completed the detailed design are consistent with what was discussed with the Regeneration Steering Group.	

	ITEM	ACTION / RESPONIBLE
	The design has been refined and put onto CAD and this has confirmed the layout and the navigability.	
	Kevin to add to the CAD drawing the size of the boats, to also include a drawing of a smaller boat and a dotted line showing the swing of the boats.	**Kevin**
	Need to confirm if the whaler beam can be on the outside.	
	Work Schemes	
	Kaiapoi River Wall	
	Lucy advised the revised price has been received from Daniel Smith yesterday for the Kaiapoi River Wall.	
	Duncan to send Lucy a copy of the word version of the contract document. This document will need to be signed by the CE.	**Duncan**
	Craig advised that before the tender goes out for the pontoons construction, the concept design needs to be approved by the RSG. A report will need to go to Council for approval for tendering on the basis of the concept design. This will need to include the engineers estimate and the available budget. This report will need to be public excluded.	**Duncan**
	Lucy advised that she has a price from Heron Construction on dredging.	
	Duncan to prepare a report to Management Team to advise how many firms are capable of doing the job. Duncan noted there are three – Heron, South Water and Daniel Smith.	**Duncan**
	Duncan to prepare a report to Management Team on the procurement being approved by Management Team to go for selected tender because of the limited number of rigs that can do the functions such as pumping etc.	**Duncan**
	Craig suggested that the budget summary shows a separate line for the contingency.	
	One report to be prepared that is for the procurement strategy for dredging and also for the pontoon to the Management Team. The River Wall will need to be a separate report to ask for Jim's approval to sign the contract.	**Duncan**
	Programming	
	Lucy noted for the Terraces due of the revised designs from Kirk Roberts this has pushed the commencement and completion dates out.	
	The revised package will be coming back tomorrow (Friday 16 March).	
	Craig suggested that AECOM peer review the schedule from Hazeldines.	
	Dredging Consents	
	Janet will need to be sent the design for the dewatering and the dredging designs for the river.	
	Janet to arrange for Ecan to take some river samples.	**Janet**

	ITEM	ACTION / RESPONIBLE
	Key Constraints Salt and Water - best time June to 15 August Spawning - White baiting - June – 15 August Fish passage (TB) - Best time June – August Consent Applications - AEE / APPN / Dewatering design / Dredging design Dredging Procurement Timeframe and Equipment Latest start is 1 July Janet to check with Ecan to see if the consent will need to be notified or not. There will need to be a briefing session to the Regeneration Steering Group.	**Janet**
4.	**Community Participation Review** Nil.	
5.	**Reports to Steering Group, Council, Committee or Community Board** Nil.	
6.	Documents Pending Oversight Nil.	
7.	**General Business** Nil.	

Meeting Closed: 2.30pm

Next Meeting: Thursday 19 April 2018 – 1.00pm – 2.30pm – Silverstream Room

MENZ SHED OF KAIAPOI

Address: Dale Street, Kaiapoi.
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9 March 2018
Waimakariri District Council
Parks and Recreation
Rangiora

Attention: Michelle Flanagan

Dear Michelle,

Following up on your conversation with Councillor Al Blackie on 29 January, I would like to take the opportunity to explain the Menz Shed of Kaiapoi's Long Term Plan for our Shed our set-up and a bit of what we do.

Presently our Shed is located on Patience and Nicholson's (Suttons Ltd) factory site in Dale Street Kaiapoi. We have a small workshop with extension and covered deck along with a 20' container for our metal working facility and a 40' container for our perishable timber and paint shop including an area for storing our products. We are open Tuesdays and Thursdays and because of the increase in members we intend to open on Wednesdays as well. Membership stands at approximately 40 and growing. The facilities have become somewhat cramped and ideally we need a larger facility. We are also restricted using machines to periods outside the factory morning teas, lunch times and afternoon teas. This tends to stunt our productivity. On the plus side we are well looked after by the factory with regards to rates, rent and power usage and of course the added important feature of security within the factory environs.

The perfect set-up for our Trust would have been a facility akin to the Kaiapoi Fire Station which has the floor space, kitchen and ablution amenities and storage capacity to suit us, plus off street parking.

A piece of land in the regeneration area of approximately 1000 sq m would be a minimum starting point. The relocation and placement of a building would be the next step.

Benefits of having a Menz Shed in the community. Research in Australia and papers written in New Zealand show that there is a growing population of retired males in Australasia with more time on their hands and who are at a loose end when filling in their time. Boredom and health issues are inclined to precipitate if intervention isn't addressed. Health and Well Being have come on board and use us regularly with the maintenance of their IHC homes in Rangiora and Woodend. We have regular work given to us by Pre-schools, Playcentres, Primary Schools, and Kaiapoi High School, that keeps us very busy and also regular work with the Department of Conservation e.g. Pre release cages for endangered parrots. Other work we carry out is for churches and individuals in our District.

MENZ SHED of KAIAPOI

The mission statement of the Menz Shed of Kaiapoi is very much like our national organisations . Ours is “To provide an environment for the health and well-being of men”. New Zealand , I must add, have been somewhat slow to take advantage of this retired male resource with the exception of the large facility at Henley in Masterton. The Mayor of the South Wairarapa District Council has taken positive steps with Sheds and her area is now showing the benefits of having such an “institution” in the community. There are approximately 70 Menz Sheds in New Zealand while in Australia they have reached about 1200 sheds. The Australian state governments have embraced the ethos of Mens sheds and provide regular funding to sheds to carry out their work. In Australia new sheds must commit themselves to State projects ie. Looking after reserves, providing effective assistance to indigenous peoples, assisting health services etc. Once this commitment is made funds and facilities (buildings) are provided.

The Menz Shed of Kaiapoi has gravitated to assisting the educational scene as is apparent by the projects we have worked on.

I have really only touched on the “good” we achieve in our district. We have attained a high profile in the district and the guys in our Shed love coming down and enjoying the company of other guys.

Below is our website which by my own admission needs updating again, but is well worth looking up and browsing through. My Chairman (Mr John Foster) and I have a Keynote presentation we could show your council, and are more than happy to attend any meetings you might suggest.

Regards,

Frank N Overend

F N Overend

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MENZ SHED of KAIAPOI