

# REGENERATION STEERING GROUP

## NOTICE OF MEETING

Date:	Monday 4 February 2019
Time:	4.00pm – 6.00pm
Venue:	Ruataniwha Kaiapoi Civic Centre Williams Street Kaiapoi

## AGENDA

### 1. APOLOGIES

### 2. CONFIRMATION OF MINUTES

Pg 1 - 8

#### 2.1 Minutes of the Regeneration Steering Group – 3 December 2018

##### *RECOMMENDATION*

**THAT** the Regeneration Steering Group:

- (a) **Confirms** the circulated minutes of the Regeneration Steering Group meeting, held on 3 December 2018, as a true and accurate record.

### 3. MATTERS ARISING

### 4. DEPUTATIONS AND PRESENTATIONS

### 5. TE KŌHAKA O TŪHAITARA TRUST UPDATE

### 6. REPORTS

- |     |   |    |         |
|-----|---|----|---------|
| 6.1 | District Regeneration Communications Report – December 2018 | Pg | 9 - 11  |
| 6.2 | District Regeneration – Progress Report to December 2018    | Pg | 12 - 33 |
| 6.3 | Kaiapoi East Regeneration Area Road Upgrades                | Pg | 34 - 91 |

### 7. CORRESPONDENCE

### 8. MATTERS REFERRED

- |     |   |    |         |
|-----|---|----|---------|
| 8.1 | Kaiapoi East Regeneration Area retained roads, proposed reallocation of Earthquake Infrastructure Recovery programme budget – For information | Pg | 92 - 99 |
|-----|---|----|---------|

### 9. GENERAL

### 10. NEXT MEETING

The next scheduled meeting of the Regeneration Steering Group is on Monday 4 March 2019 commencing at 4.00pm.



**MINUTES OF A MEETING OF THE REGENERATION STEERING GROUP HELD IN THE RUATANIWHA KAIAPOI CIVIC CENTRE ON MONDAY 3 DECEMBER 2018 AT 4.00PM**

**PRESENT:**

A Blackie, J Watson, P Redmond, C Greengrass, J Meyer, M Pinkham, S Stewart, N Atkinson.

Te Ngāi Tūāhuriri representative A Reuben, Environment Canterbury representative C McKay, Te Kōhaka o Tūhaitara Trust representative G Byrnes, D Ayers (Mayor), J Palmer (Chief Executive), C Brown (Manager Community and Recreation), D Roxborough (Implementation Project Manager - District Regeneration).

**IN ATTENDANCE:**

K Dwyer, (WDC), M Flanagan, (WDC), C Sargison, (WDC).

**1. APOLOGIES**

An apology was received and sustained from C McMillan and R Blair for absence.

Moved: A Blackie

Seconded: N Atkinson

**CARRIED**

**2. CONFIRMATION OF MINUTES**

Moved: N Atkinson

Seconded: P Redmond

**THAT** the Regeneration Steering Group:

Confirms as a true and correct record the minutes of a meeting held on Monday 5 November 2018.

**CARRIED**

**3. MATTERS ARISING**

A Blackie noted that a question was raised at the previous meeting as to who was the continuing representative from Te Ngāi Tūāhuriri Rūnanga. A Blackie advised that R Wallace is officially standing down and the Runanga will appoint a permanent replacement. A Reuben will be attending in the interim as acting representative.

P Redmond noted that S Stewart was an apology at the previous meeting and he asked if a response had been received from Piet Oudolf to the letter that was sent to him. The reply was that staff have not yet received a response to the letter. P Redmond requested that a follow-up letter be sent to Piet Oudolf.

#### 4. DEPUTATIONS AND PRESENTATIONS

##### 4.1 Kairaki Leases – Tim Stephenson

A deputation was received from T Stephenson in regard to the building restrictions on the Kairaki Regeneration land. T Stephenson spoke on the following items. (Referring to the document that was included with the Regeneration Steering Group agenda).

- Permanent Structures definition
- Removable Structures
- Removal time frames
- Length of leases.

of N Atkinson commented that the Te Kōhaka o Tūhaitara Trust is the one that deals with this area. Most of these matters would be dealt with by the Trust as opposed to the Regeneration Steering Group.

J Palmer replied there are a number of elements in terms of the land that has been passed onto the Trust to manage that flows from the Recovery Plan. There is also a District Plan matter which comes to the council in terms of the underlying zoning which will need to be addressed through the District Plan Review ensuring that the zoning of that land from the District Plan perspective has been thought about. Whether it is the status quo, or if it is a different zone, that is a matter for the District Plan. The council wears a different hat in terms of infrastructure provision; this is a separate matter necessarily to what happens on the reserve land that the Trust is responsible for and in terms of the Kairaki community they are the other types of considerations that come from the council.

P Redmond asked what is happening with the TKTT Reserve Management Plan.

G Byrnes replied that one of the conditions for the Trust was to consult with the community and come up with a concept plan for the area which has been done. While T Stephenson quite rightly points out about non-permanent structures, it is clear that it says that “non-permanent buildings including but not limited to”, this is the bit that the Trust is very interested in. That notes caravans and garden sheds’ but again non-permanent ‘but not limited to’. G Byrnes noted that in the concept plan there are some really neat opportunities that potentially exist given the community talked all the way through about the need for vibrancy and the fear that the community would be left as it was. G Byrnes noted the Trust is limited as to moving towards including it into the Reserve Management Plan. The Trust is looking to get some clarity with the council about interpretations of both the Recovery Plan and some other associated documents with the way that the Trust runs, and as how the council operates, so that they are very clear going forward as to both what the expectations from the Trust, Crown, Council and the community is. At this stage the Trust are currently in a holding pattern. A meeting is scheduled with the Trust and the Council in two week’s time and hopefully this meeting will progress these matters and the Trust will then look to the new year as to starting to talk with other people as well.

T Stephenson added that in terms of the District Plan and the Natural Hazard plan change that it doesn’t mention any change to Kairaki and said that if you are thinking about that you would have to be thinking about doing this to everywhere that is the same because the ground is not an issue and if you are saying that sea-level rise is an issue then Council need to be looking at Kaiapoi and that is what the natural hazard plan has looked at.

J Palmer advised that there is work to be done on the natural hazards that will come as part of the District Plan Review process and we are still trying to understand what the effects of different sea-level rise scenarios are both in terms of effective sea-level rise, storm surge and ground water rises. In terms of the underlying zonings they are from the residential properties that rest within the beach settlements. J Palmer advised he is not aware of any proposal at this stage of change to any of the underlying zoning and they are still residential 3, As part of this district plan he does not anticipate any of those existing residents being concerned about the underlying zoning status but there is other land that is currently residential for example at the Pines Beach that becomes Coastal park this has an underlying residential zoning; that may not be the right zoning for the future.

D Ayers asked in terms of zoning and district plan, is it conceivable that you could have residential 3 zoning in Kairaki but at the same time have specific rules for new buildings there that relate just to Kairaki and while the existing building owners would retain existing use rights for current buildings.



J Palmer replied that this is possible but whether that is seen as appropriate response to say natural hazard risk this might be something which a future council may need to address; possibly not in this current district plan review but one in generations to come as our knowledge increases about the environment.

P Redmond asked T Stephenson if T Stephenson is contemplating a residential use for some of the TKTT reserve.

T Stephenson replied that there people interested in that for a residential use.

P Redmond asked if he has thought about the previous owners of those properties and what they might think about that.

T Stephenson replied they have been still in contact with a large number of the previous owners and a large number have moved on and built other things. T Stephenson views were that people are more interested in seeing the community go ahead and don't think there would be any resistance, however there might be some that would like to come back.

## 5. **TE KŌHAKA O TŪHAITARA TRUST UPDATE**

G Byrnes noted it would be fair to say that in terms of the commitments the Trust have to make in order to meet its obligations under the transfer of the land that the Trust has gone as far as they can at this stage. The Trust have included in their statement of intent the work that the Trust have been carrying out this year and that they would like to include these lands into the Reserves Management Plan. G Byrnes noted this may end up being a bigger task than first thought at the start, and this is dependent on the discussions with the council.

## 6. **REPORTS**

### 6.1 **Kaiapoi East Community BMX Track – Concept Design – Kevin Dwyer (Landscape Architect – District Regeneration)**

K Dwyer noted the purpose of the report is to seek the Regeneration Steering Groups approval of the proposed concept design. K Dwyer advised that this BMX track is not a racing track. The BMX track has been designed to fit into the space available and to be within the budget allowance. The concept plan will be reviewed by members of the North Canterbury BMX Club. Further consultation would not be required. The concept plan has been designed by Trent Jones (Trent's Tracks).

J Watson asked if community BMX tracks are common.

K Dwyer replied that yes they are common in other areas.

M Pinkham asked if there is any chance that there may be requests for competitions to be held on the BMX track.

K Dwyer replied that the BMX track is not designed for competitions. The track has no start gate and is only wide enough for 4 bikes.

N Atkinson asked if the price of clay is very expensive.

C Sargison replied that clay can be expensive and that it is sensible to have the 30% contingency available.

It was agreed to amend the recommendations so that the Regeneration Steering Group recommends that the Community and Recreation Committee approves the recommendations (a) to (f).

Moved: A Blackie

Seconded: D Ayers

**THAT** the Regeneration Steering Group recommends:

**THAT** the Community and Recreation Committee:

- (a) **Receives** report No. 181115134608.
- (b) **Approves** the Concept Design for the BMX track.
- (c) **Notes** the concept design will be reviewed by appropriate North Canterbury BMX Club members.
- (d) **Approves** staff progressing the detailed design and tendering for construction of the BMX track, with incorporation of any suggestions from the North Canterbury BMX Club review, where these are consistent with the Reserves Master Plan, are minor in nature and do not change the scope, level of service, or budget.
- (e) **Notes** that staff will enter into a sole-source contract negotiation with Trent Jones (Trent's Tracks) for the design and construction observation of the BMX track.
- (f) **Notes** the preliminary whole project cost estimate is within the budget available.

**CARRIED**

**6.2 District Regeneration Communications Report – December 2018 – Sarah Lodge - (Communications Advisor – District Regeneration), Duncan Roxborough (Implementation Project Manager – District Regeneration)**

D Roxborough advised the purpose of the report is to provide an update on the communication activities over the last month. D Roxborough referred to Clause 4.5 noting the next video update is due for release in December. This video will cover the Enabling earthworks project. Clause 4.7 notes that additional project information boards are planned to be displayed on the relevant Enabling works site fences in December. The District Regeneration department had a display at the Kaiapoi Carnival and received a good level of interest from the community.

Moved: N Atkinson

Seconded: J Meyer

**THAT** the Regeneration Steering Group:

- (a) **Receives** report No. 181119135328.

**CARRIED**

**6.3 Regeneration Steering Group Continuation and Meeting Dates for 2019 – Roxanne Ramsay (Project Administrator – District Regeneration), Duncan Roxborough – (Implementation Project Manager – District Regeneration)**

D Roxborough noted this report is seeking to extend the term of Regeneration Steering Group function. The current terms of reference have a duration noted until December 2018. The recommendation is to extend the term of the Regeneration Steering Group to the October election process with the last meeting proposed for September 2019. The other item for approval is the schedule of the proposed meeting dates. The timings of the meetings follows the same schedule that has been held for the two years that the steering group has been functioning to date.

N Atkinson commented he thought this was going onto the agenda as a workshop item so that this could be continued on through the Community Board.

J Palmer commented there are a couple of options the Council could take; they could hold it over and resolve to have a workshop on it. The recommendation from the report to the Regeneration Steering Group is that it is on the Council's agenda tomorrow for Council consideration. J Palmer noted that if the Steering Group wants the Council to do something other than approve the extension, that is within the power of the Steering Group. In terms of the forum to have the discussion J Palmer noted he does not remember a view of a workshop around the matter; although he sees that is a way that this matter could have been addressed, however it would have needed a workshop of both the Council and the Steering Group to canvas the views of both parties and if this was to have happened it would have been needed a month ago.

N Atkinson replied that he did raise this matter and he was advised it would be go to the Regeneration Steering Group as a workshop in December. N Atkinson noted he is uncomfortable with this and advised he has always had some views around the committees and what is happening with them and whilst he believes the Steering Group has been needed up until now, it is not usual for Community Boards to be making decisions on plans that go forward that have already been approved.

N Atkinson noted he accepts that currently ECan, the Trust and the Runanga are currently around the table but it would be normal for the Community Board to have the Runanga etc attend if they wish.

J Palmer commented that the Steering Group can resolve to suspend the meeting and go into a workshop mode if it would like to consider this matter further.

The meeting was adjourned and entered workshop session from 4.50pm to 5.05pm to discuss the Regeneration Steering Group meeting structure.

Moved: A Blackie

Seconded: D Ayers

**THAT** the Regeneration Steering Group recommends:

**THAT** the Council:

- (a) **Receives** report No. 181024124235.
- (b) **Approves** the extension of the term of the current Regeneration Steering Group to the end of September 2019, with no other changes to the Terms of Reference.
- (c) **Approves** the meeting schedule for 2019 as per Section 4.2, commencing at 4pm, in the Ruataniwha Kaiapoi Civic Centre of the Kaiapoi Service Centre.

**CARRIED**

N Atkinson voted against this recommendation.

#### **6.4 Kaiapoi East, Sport Field Area Development Options – Michelle Flanagan (Landscape Planner – District Regeneration)**

M Flanagan noted the purpose of this report is to seek a recommendation from the Steering Group on the development options for the new sport field area in Kaiapoi East. The development options in the report relate to the sports fields, softball diamonds, toilets and changing rooms, clubrooms, car parking, pathways and park furniture.

With respect to the key users of the sport field area, the Kaiapoi Softball Club have confirmed they wish to be based at the new sport reserve. The club has no home ground and is currently based at Kaiapoi Park with the rugby club. The Club are very keen to be based at the new reserve.

The Northern Bulldogs Rugby League Club were invited to be based at the new reserve. They have advised they wish to remain based at Murphy Park, but would like to use the new fields in addition to the Murphy Park fields.

Based on the softball club and league clubs potential usage of the new reserve it is proposed to build two senior grass fields and two softball diamonds. The layout is as shown in the Reserves Master Plan and included as Attachment i to the report.

Staff are working with a sport field specialist on the design of the sports fields and it is proposed to construct grass fields with subsoil drainage and slit-drains. These drains will connect to a wider drainage network around the sport field area. This field design is considered suitable for the potential usage. The sport fields have a preliminary cost estimate of \$385,000, including a provision for irrigation.

The softball diamonds would have an artificial surface for the diamond area and a grass outfield. Behind the diamond there would be significant fencing. The diamonds have a preliminary cost estimate of \$520,000, a significant portion of which is the required diamond fencing.

To enable effective use of the sports fields and reserve, changing rooms and public toilets are required. Current facility design suggests that four changing rooms (with showers and toilets), and officials changing rooms, storage and public toilets is appropriate. The preliminary cost estimate for this type of facility is in excess of the budget available.

It is therefore suggested that the implementation of changing room facilities be staged at the reserve. The first stage could involve the development of two changing rooms, officials' room, and storage and public toilets. As usage of the reserve increased over time additional changing rooms could be added, subject to funding.

From a club perspective, another key component at the reserve will be storage. Both the softball club and rugby league club currently use containers for storage. It is suggested that some storage be provided as part of the changing room/toilet building. This is unlikely to be enough to fully serve the clubs needs therefore it is suggested that staff work with the clubs to relocate containers to the site. In the preliminary cost estimate, some funding has been suggested for external amenity improvements.

As well as changing rooms and toilets, clubrooms are important to the successful operation of sports clubs. Typically, under current Council policy, it is the responsibility of the clubs to provide meeting or function spaces for their exclusive use. Council typically partners with clubs to provide external access toilets and changing rooms and parking facilities.

Providing clubrooms at the new sport ground is challenging. Council encourages the sharing of clubrooms by codes as this has a number of positive benefits. However, at the new reserve in the short-term, only the Kaiapoi Softball Club will be based there. The rugby league club are retaining their base, and clubrooms, at Murphy Park. It would be extremely challenging for the softball club to provide a sole use clubroom, which would potentially be unused for half the year.

Staff have looked at options for the physical provision of a clubroom facility. The preliminary estimate for a small clubroom is in the order of \$650,000. There is currently no budget to cover this. Rather than looking at a clubroom as an exclusive sport facility, it is suggested that staff explore the potential for the clubroom to be a multi-purpose clubrooms/community facility. This would be a multi-use space for sport, recreation, hobby and community activities.

The exploration of the clubroom to be a multi-purpose facility would also entail looking at potential funding and ownership models. There are a number of options or models for funding and ownership as outlined in section 4.40 and Attachment iii to the report. The report suggests that a business case be developed looking into potential community use of such a facility, including working with both current and potential users. Any business case would also consider the most appropriate funding and ownership model based on the users and how they want to use the facility.

Another significant asset at the new reserve is car parking. Based on the current Waimakariri District Plan 250 spaces are required to support the sports fields. There is sufficient space for this included in the Reserves Master Plan. The preliminary cost estimate for the construction of the full 250 space car park in a sealed state is over one million dollars, and in excess of the budget allocated for this.

The suggested option is to stage the construction of the car park with an initial stage having 100 sealed spaces, with a preliminary cost estimate of \$457,000. This is considered adequate to cater for the early use of the reserve, as only the softball club will be based at the reserve with the rugby league club continuing to be based at Murphy Park. In addition, there will be significant on-street parking provided on Cass Street, Charles Street and Jollie Street. Should either the softball club, or rugby league club, or other event wish to increase the use the sport reserve, there is also the opportunity to open up some temporary parking on the rural land or memorial gardens area for events.

Pathways and furniture are key assets that contribute to the use and enjoyment of the reserve. It is proposed to have a wide, sealed shared path through the centre of the reserve connecting Feldwick Drive to the reserve and onto Cass Street. A sealed footpath is proposed around the eastern edge of the reserve along the old Feldwick Drive alignment. These paths create direct links into the reserve and create a couple of loops for walking and have a preliminary cost estimate of \$176,000.

The park furniture proposed is consistent with what would typically be provided in a sport reserve and would include seats, picnic tables, drinking fountains, rubbish bins, signage and bollards. The preliminary cost estimate for this is \$150,000.

All of the assets included in this report is consistent with the Reserves Master Plan, which was recently approved after community consultation.

A provisional allocation of \$2.7 million has been made for the development of the sports fields as outlined. A separate one million dollars has been allocated to the development of the sport field earthworks platforms through the enabling site works.

The preliminary cost estimate for the assets suggested in this report fits within this budget. Within the budget is an inclusion for design fees and a contingency allowance.

S Stewart asked in regard to the irrigation and acknowledged that it would be problematic to sink a new well and asked how the fields will be irrigated.

M Flanagan advised staff have not done the detailed design work in that area yet. One of the options was looking at a new well, and the other option would be to install tanks that can be trickle-fed into from Council water supply restricted supply network.

C Brown advised that the Council currently use the restricted supply tanks on some of the other reserves where there is a limited restricted water supply.

A Reuben noted that there is no mention of mobility parking spaces.

M Flanagan replied that mobility parking will be provided as required.

Moved: J Watson

Seconded: D Ayers

**THAT** the Regeneration Steering Group recommends:

**THAT** the Community and Recreation Committee:

- (a) **Receives** report No. 181012119151.
- (b) **Approves** the development of two senior grass fields with subsoil drainage and slit draining with preliminary cost estimate of \$395,000.
- (c) **Approves** the development of two softball diamonds with an artificial diamond and grass outfield with a preliminary cost estimate of \$520,000.
- (d) **Approves** the development of two changing rooms and three public toilets with a preliminary cost estimate of \$565,000.
- (e) **Approves** the relocation of key user storage containers to the reserve with some external improvements for amenity purposes with a preliminary cost estimate of \$20,000.
- (f) **Approves** Council not providing clubrooms at the reserve for exclusive use by the key users.
- (g) **Approves** staff undertaking a business case, in partnership with key users to consider the potential for a combined community facility/clubrooms at the reserve.
- (h) **Approves** staging the development of the car park at the reserve with a preliminary cost estimate of \$457,000.

- (i) **Approves** the development of the path network with a preliminary cost estimate of \$176,000.
- (j) **Approves** the installation of park furniture with a preliminary cost estimate of \$100,000.
- (k) **Notes** that key user clubs will be responsible for providing field lighting in the sport field area.
- (l) **Notes** that the Regeneration budget allocation for development of the sport field area is \$2,700,000. This is separate to the \$1,000,000 currently allocated for the enabling site works that form the foundation for the sports fields and diamonds.
- (m) **Notes** that the preliminary cost estimate for the recommended sport field area development options (within this report) is within the Regeneration budget allocation.
- (n) **Notes** that the preliminary cost estimate will be refined in the next stage of the design process.

**CARRIED**

**7. CORRESPONDENCE**

There was no correspondence.

**8. GENERAL**

A Blackie advised that the contract has been awarded for the small pontoon by the Coastguard ramp. The contract has been awarded to Engineering Solutions (SI) Ltd who are a Blenheim based company. This will be ready for the River Carnival in February 2019.

**9. NEXT MEETING**

The next scheduled meeting of the Regeneration Steering Group commences at 4.00pm on Monday 4 February 2019 at the Ruataniwha Centre, Kaiapoi.

THERE BEING NO FURTHER BUSINESS THE MEETING CLOSED AT 5.30PM.

9  
WAIMAKARIRI DISTRICT COUNCIL

REPORT FOR INFORMATION

**FILE NO and TRIM NO:** RGN-02-01 / 190115003383

**REPORT TO:** Regeneration Steering Group

**DATE OF MEETING:** 4 February 2018

**FROM:** Sarah Lodge, Communications Advisor – District Regeneration  
Duncan Roxborough - Implementation Project Manager, District Regeneration

**SUBJECT:** District Regeneration Communications Report December 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 December 2018/January 2019.

**2. RECOMMENDATION**

**THAT** the Regeneration Steering Group

- (a) **Receives** report No. 190115003383.

**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. During December 2018 the Regeneration Team carried out or participated in the following tasks/events:
- 4.2. On the 1 December 2018 members of the Regeneration team spent a day in the Council tent at the Kaiapoi Christmas Carnival. A steady stream of people approached us to study the Regeneration zone map, quiz us about future projects and reminisce about where they once lived.
- 4.3. The BMX track design and a 'What's coming up in 2019' slides have been created and uploaded to the community digital screen in the Ruataniwha service centre and other district digital display screens.
- 4.4. Christmas shutdown notices with reminders to keep off construction sites, were advertised in the Kaiapoi Advocate and Facebook prior to the Christmas break.

- 4.5. A time lapse camera has been purchased for long-term recordings of the Regeneration areas. This will be mounted in February to capture construction progress.
- 4.6. The Frequently Asked Questions have been updated and uploaded to the Council website.
- 4.7. The Regeneration e-newsletter for December 2018 was distributed on the 21 December 2018. The January e-newsletter was distributed on 28 January 2019.
- 4.8. There was a great response to the Regeneration video released in December probably due to the popularity of the BMX track plans. Plans for the next regeneration update video are underway with videographer bookings and plans being made for the filming of the dredging and terraces opening. The next video is scheduled for release at the start of March 2019.
- 4.9. Project information boards detailing plans for the BMX track, Honda Forest, Softball diamonds and dog park have been affixed to the enabling works site fences in the relevant areas.
- 4.10. The 2018 Regeneration programme summary has been completed, reviewed and uploaded to the Council website.
- 4.11. A timeline of 2019 projects have been listed in the Chatter magazine.
- 4.12. The public have been informed, via Facebook, about the upcoming dredging of the Kaiapoi River.
- 4.13. An opening ceremony for the Riverview Terraces and Boardwalk is planned to coincide with the Kaiapoi River Carnival on 17 February 2019. The ceremony plans are in progress.
- 4.14. The Management Team have reviewed this report and support the recommendations.

## **5. COMMUNITY VIEWS**

### **5.1. Groups and Organisations**

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

### **5.2. Wider Community**

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**

Informing the community is the primary purpose of the communications and engagement items 4.1 - 4.12 of this report.

### **6.3. Risk Management – not applicable**

### **6.4. Health and Safety**

The considerations of health and safety are applicable and will be addressed in this report.



7.1. **Policy**

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

7.2. **Legislation**

The Greater Christchurch Regeneration Act, 2016.

7.3. **Community Outcomes**

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

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

- 7.4.1. In accordance with their Terms of Reference, the Regeneration Steering Group has a key role of ensuring the effective flow of information and the implementation of the Recovery Plan.

WAIMAKARIRI DISTRICT COUNCILREPORT FOR INFORMATION

**FILE NO and TRIM NO:** RGN-02-01 / 190124007788

**REPORT TO:** Regeneration Steering Group

**DATE OF MEETING:** Monday, 4 February 2019

**FROM:** Duncan Roxborough, Implementation Project Manager – District Regeneration

**SUBJECT:** District Regeneration – Progress Report to December 2018

**SIGNED BY:**

(for Reports to Council,  
Committees or Boards)

\_\_\_\_\_  
Department Manager

\_\_\_\_\_  
Chief Executive

## 1. SUMMARY

- 1.1 The purpose of this report is to provide a regular activity summary to those parties overseeing the District Regeneration programme, to allow for monitoring of progress. This report covers progress to end of December 2018 (Q2 of 18/19 WDC financial year).
- 1.2 At present; of the 61 projects in the combined programmes, approximately 1/3 are complete, 1/3 are underway, and 1/3 are yet to start.
- 1.3 Total expenditure to date (as at Dec 2018) on the District Regeneration activity is approximately \$2.7M. The current approved budget is \$17.7M (excluding the Memorial Gardens project).
- 1.4 Total expenditure to date (as at Dec 2018) on the Kaiapoi River Wharf and Riverbanks activity is approximately \$6.7M. The current approved budget is \$9.0M.

### Attachments:

- i. 2017 Regeneration Calendar Year end summary
- ii. 2018 Regeneration Calendar Year end summary (Trim 181210145530)
- iii. Implementation Structure (Trim 170221016575[v2])
- iv. Projects summary sheet
- v. Regeneration Project Timeline (summarised)

## 2. RECOMMENDATION

**THAT** the Regeneration Steering Group recommends:

**THAT** the Council:

- (a) **Receives** report No. 190124007788.
- (b) **Circulates** this report to Land Information New Zealand, as agents on behalf of the Crown, for the purposes of monitoring the implementation of the Recovery Plan.

### 3. BACKGROUND

- 3.1 The District Regeneration programme covers the Implementation of the land uses and activities identified within the Waimakariri Residential Red Zone Recovery Plan (the 'Recovery Plan'). The District Regeneration programme also includes the delivery of:
- Kaiapoi River Wharf and Marine Precinct programme (including Riverbanks)
  - Murphy Park and Rowing Precinct project
  - Adjoining Council Reserves projects
- 3.2 The draft Recovery Plan was developed by Waimakariri District Council and presented to the Minister supporting Greater Christchurch Regeneration in August 2016, following extensive consultation with the community and strategic partners. The final Recovery Plan was issued by the government in December 2016 and adopted by Council in February 2017. The Waimakariri District Council is the key implementing party for the activities on the land identified to be divested to Council.
- 3.3 A requirement of the Recovery Plan was for the Waimakariri District Council to develop an Implementation Plan to outline how and when the land uses and activities from within the plan would be implemented. The Implementation Plan is a key document which contains key planning items and supplementary information, and is referred to throughout this report.
- 3.4 The District Regeneration programme delivery is overseen at a governance level primarily by the Regeneration Steering Group, and at an operational level by the by the District Regeneration Project Control Group (PCG) and the Marine Project Control Group. The membership of these groups is outlined within the Implementation Plan.
- 3.5 The District Regeneration programme includes coordination with other allied council projects such as:
- Kaiapoi Town Centre Plan Review
  - District Development Strategy
  - District Plan Review
  - Walking & Cycling Strategy
  - Kaiapoi River Rehabilitation
  - Policy Development

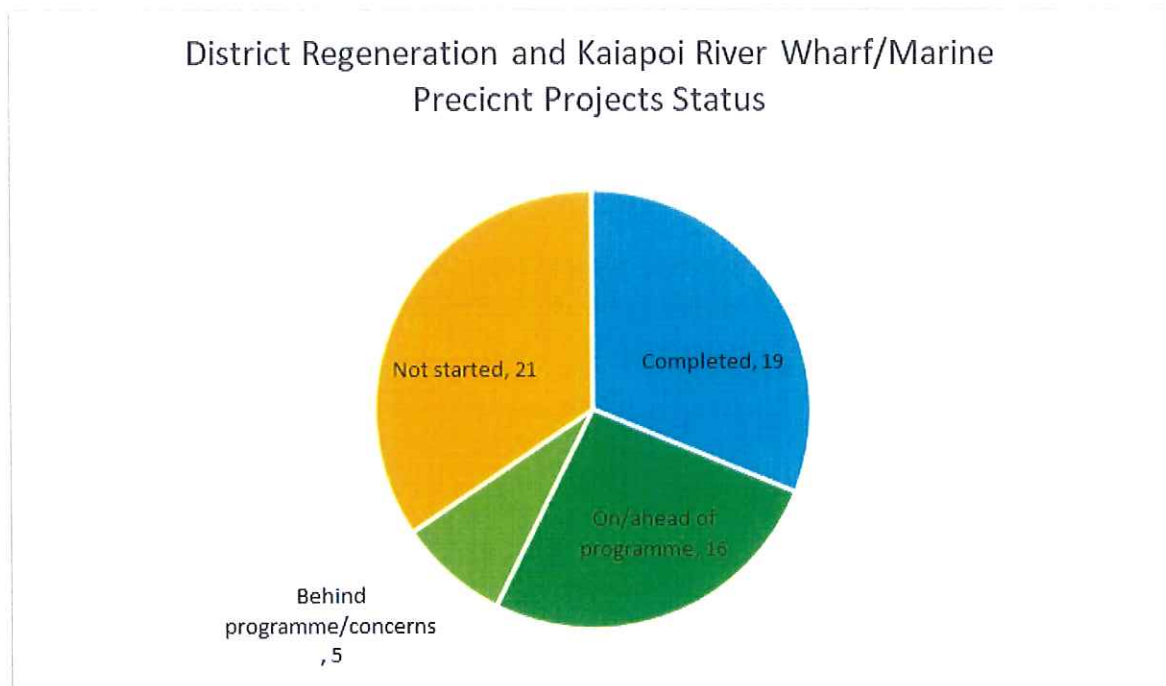
#### 4. ISSUES AND OPTIONS

##### Programme Summary

- 4.1. A summary of projects current status and progress for the whole programme is shown in Table 1 and Figure 1 below.

*Table 1: District Regeneration programmes summary of current project progress/status*

	Total	Completed	Ongoing/ recurring	On/ahead of programme	Behind programme/ concerns	Not started
Operational Projects	9	4	3	1	1	0
Capital Projects (Regen)	36	6	2	7	3	18
Capital Projects (Marine)	16	9	0	3	1	3
<b>Total</b>	<b>61</b>	<b>19</b>	<b>5</b>	<b>11</b>	<b>5</b>	<b>21</b>



*Figure 1: District Regeneration programmes summary of current project progress/status*

Refer to attachment iv) for the full project list.

4.2. Clarifications and endorsements to the preceding summary table and figures are as follows:

- a) For the purposes of management and tracking, the overall Programme Management and General Operations management is treated as an ongoing project, as is the monitoring and reporting (including development of monitoring plan), and the land management and administration. The development of the Recovery Plan (from 2016) is included as a project, since the project costs are realised under the Regeneration activity budget.
- b) The sports facility development in Kaiapoi east is treated as one large project even though this is comprised of a number of individual developments and associated construction contracts and design commissions.
- c) Rural areas is treated as a project; to allow for some investment in development of these areas to enable future land uses, and assess options and proposals for use of this land.
- d) The Kaiapoi East Retained roads upgrades are treated as one large project, as all of these roads are anticipated to be designed and built under common contracts.
- e) The above summary does not cover the Earthquake Infrastructure Recovery Programme projects, which are covered under separate reports from the Senior Engineering Advisor overseeing that programme.
- f) Mixed use business areas development projects are not included in the summary at this stage, but will be added to the programme and project list as these arise over future years. The ongoing activation of the Town Centre and mixed use business areas, and oversight and management of the arising development projects, are not yet included in the District Regeneration programme; but are overseen primarily by the Kaiapoi Town Centre PCG who will report to the Kaiapoi-Tuahiwi Community Board and Council.
- g) The development of the revised 'Kaiapoi Town Centre Plan – 2028 and Beyond', is not included in the above regeneration projects summary, as this was led by the Business and Centres Unit.

4.3. Key projects completed in the last reporting period include:

- 1) Kaiapoi River wall upgrade
- 2) Kaiapoi Wharf side Civil works
- 3) Kaiapoi River Library Steps and Decks
- 4) Reserves Master Plan
- 5) Implementation Plan
- 6) Kaiapoi Town Centre Plan
- 7) Dudley Drain enhancement
- 8) Feldwick Drive construction
- 9) Courtenay Drive rebuild, and utilities
- 10) Development of land and establishment of leases and licences to occupy to Kaiapoi Food Forest, Waimakariri Sailing and Power Boat club, and AA Bees Club.

4.4. Key projects currently **under construction** include:

- 1) Riverview Terraces and Boardwalk
- 2) Boat ramp pontoon and interim dredging
- 3) Kaiapoi East Enabling Works (site clearances, utilities and roads decommissioning, bulk earthworks, stormwater management area and drainage)

4.5. Key projects currently at **procurement stage** include

- 1) Honda Forest (stage 1)
- 2) Riverview Pontoon, and river capital dredging
- 3) Jones Street upgrade
- 4) Community BMX track

4.6. Key projects currently at the **design stage** include:

- 1) Sports turfs
- 2) Softball diamonds
- 3) Sports Changing facilities
- 4) Recreation and ecological linkages – South of Cass
- 5) Dog Park
- 6) Kaiapoi East retained roads
- 7) Kaiapoi South/Raven Quay drainage
- 8) Feldwick catchment drainage & SMA
- 9) Signage strategy

4.7. Key projects currently **on hold or delayed**:

- 1) Murphy Park Rowing Precinct
- 2) Charles St WWPS viewing platform
- 3) Feldwick drain land exchange and linkage
- 4) Reserves naming process
- 5) The Pines Beach Entrance reserve
- 6) Land divestment transactions process

4.8. The diagrammatic summary schedule of planned key project completion dates is attached to this report, and is included in the Implementation Plan and published on the Regeneration website.



- 4.9. Key current capital projects scheduled to be completed in the current financial year are shown in Table 2.

Table 2: Summary of current year capital projects

Project	Status
Enabling works and Beswick SMA	On track
Community BMX	On track
Dog Park	On track
Jones Street Upgrade	On track
Boat ramp Pontoon and interim dredging	On track
The Pines Beach Entrance	Behind Programme
Honda Forest (stage 1)	On track
Charles Street Viewing Platform	Behind programme (deliberately deferred)
Rowing Precinct	Behind programme

### Key Actions or Items Requiring Resolution

- 4.10. Other than the above; key items requiring resolutions are:
- Heritage & Mahinga Kai co-governance establishment and project plan
  - Rural land uses establishment
  - Project scoping for:
    - Landscaping of War Memorial Area
    - Landscaping of Williams Street Bridge corner (Riverside Church & 131 Williams St area)
  - Rowing precinct
  - Sports fields clubrooms business case
  - Retained Roads upgrades – potential budget shortfall (separate report)
  - Development of Kaiapoi River Wharf & Marine Precinct Operations Plan and Policy

### Financial

- 4.11. A summary of current budget is shown below.

District Regeneration current programme value (all years)	\$17.7M (excl. Memorial Gardens)
District Regeneration programme value (all years)	\$19.5M (incl. Memorial Gardens)
Kaipoi River Wharf & Marine Precinct programme value (all years)	\$9.0M

- 4.12. Recent additions to regeneration budgets (since 2018-2028 LTP) are shown in Table 3.

Table 3: Summary of additions to District Regeneration activity budget since 2018 LTP

Amount	Purpose
\$50,000	Pines Beach Hall demolition
\$210,000	Honda Forest (multi-year, externally funded)
\$100,000	Charles Street Viewing platform (transfer from EQ Recovery – Wastewater)
\$600,000	Kaiapoi East Retained Roads Upgrades (transfer from EQ Recovery – Roding)

- 4.13. Overall Regeneration programme expenditure vs budget is tracking behind. This is due largely to the initial front-loading of planned expenditure arising from budgets established before the recovery plan was completed (2015 LTP) and before the District Regeneration full programme planning and budgeting was complete. Actual expenditure is expected to catch up to planned expenditure in the second half of 18/19 financial year as more physical works get underway and contracts payments begin to increase.
- 4.14. An updated summary of Kaiapoi River Wharf and Marine Precinct programme financial tracking has not yet been completed and is not included in this report. This will be included in the next report, and will include updates of estimates for the key outstanding projects such as the Riverview pontoon and the Kaiapoi River Capital dredging. The current Riverview Terraces and boardwalk project is forecast to be delivered on budget. The current Boat-ramp pontoon project is forecast to be delivered on budget.
- 4.15. A summary of the District Regeneration activity expenditure to date compared to budget, for all years to date (including current part year) is shown in Table 4.

Table 4: District Regeneration Activity Summary of Expenditure to date vs Budget (figures in \$000's)

	16/17	17/18	18/19	18/19 YTD	Cumulative to date
<b>Operational Budget</b>	<b>768</b>	<b>610</b>	<b>643</b>	<b>321.5</b>	<b>1699.5</b>
Operational Expenditure (to date)	734	673		334	1741
	(96%)	(110%)		(104%)	(102%)
<b>Capital Budget (incl carryovers)</b>	<b>0</b>	<b>1503</b>	<b>4470</b>	<b>2235</b>	<b>3738</b>
Capital Expenditure (to date)	0	176		820	996
	(100%)	(12%)		(37%)	(27%)
<b>Total Budget</b>	<b>768</b>	<b>2113</b>	<b>5113</b>	<b>2556.5</b>	<b>5437.5</b>
Total Expenditure	734	849		1154	2737
	(96%)	(40%)		(45%)	(50%)



- 4.16. Current year expenditure compared to full year and year-to date budget is shown in Table 5. This also shows the current planned carryovers at year end to the 19/20 financial year budgets. The proposed carryover includes forecast unspent/underspent amounts at financial year end, as well as carryover of full budget for any multi-year projects that aren't planned to complete in the current year (per Finance department principles).

*Table 5: District Regeneration Activity Summary of current year expenditure (figures in \$000's)*

	Budget	Exp YTD	Forecast exp at year end	Planned carryover to 19/20
Operational	643	334	654	n/a
Capital Projects	4470	820	3140	2771
Total	5113	1154	3794	n/a
Year to date figures	2557	1154	n/a	n/a

- 4.17. Some of the projects listed in the District Regeneration activity are currently un-funded / un-budgeted. These are:
- Memorial Gardens (beyond the term of the current Long term Plan so not in current approved programme budget)
  - Cycle Training Track
  - Community Studio Spaces
  - Maritime Heritage Precinct
  - Historic Railway Station Precinct
  - Earthquake Memorial
  - Petanque Court and jetty

## Regulatory

- 4.18. The delivery of the programmes require a number of regulatory approvals and authorities. These will potentially increase as more projects are delivered or new land uses and activities arise (e.g. in the rural areas and mixed use business areas). The summary of current resource consents are shown in Table 6.

*Table 6: Summary of Resource Consents (quantity)*

	Total	Surrendered / complete	Issued- Active	Applied- in processing	Yet to apply
Regeneration - ECan	8	0	8	0	0
Regeneration - WDC	3	0	1	1	1 (sports)
Marine - ECan	20	7	8	5	0
Marine - WDC	7	4	2	1	0
<b>Totals</b>	<b>38</b>	<b>11</b>	<b>19</b>	<b>7</b>	<b>1</b>

The table above summarises only the resource consents WDC hold for District Regeneration programme, and excludes other Earthquake Infrastructure Recovery programme consents, or other bylaws / authorities.

- 4.19. WDC currently hold global archaeological authorities for the development works in the regeneration areas.
- 4.20. A cultural values report has been received, to inform the development projects. Cultural impact assessments and/or project reviews are also commissioned with Mahaanui Kurataiao Ltd for specific projects.

### **General Operational Matters**

#### **4.21. Land Management**

- 4.21.1. The regeneration areas land is currently owned by The Crown. Land Information New Zealand (LINZ) act as agents for the Crown in Waimakariri regeneration matters.
- 4.21.2. WDC currently hold an interim lease on all of the regeneration areas identified for eventual divestment from the Crown to WDC (approximately 80 hectares). This allows WDC to begin to implement the land uses and activities; and facilitates commencement of survey, investigation and construction activities, in advance of the land divestment.
- 4.21.3. WDC currently undertake the greenspace maintenance on this leased land. This includes the general vegetation control, security patrols, fencing, spraying and dealing with rubbish etc. From the 17/18 year onwards the vegetation control is undertaken as part of the Greenspace Activity. The general maintenance day-works are funded from the District Regeneration Activity budgets.
- 4.21.4. A number of one-off events have utilised the regeneration area lands for events:
  - Kaiapoi Christmas Carnival
  - Kaiapoi River Carnival (forthcoming – February 2019)
  - St Bartholomews Church carnival

Permission for these interim uses is sought from LINZ under the terms of the WDC interim lease.
- 4.21.5. A number of sub-leases or Licences to occupy have been established by WDC under the terms of the WDC/Crown interim lease, to community groups:
  - Waimakariri Sailing and Power Boat Club
  - Kaiapoi Food Forest Trust
  - All About Bees Club (North Canterbury)
- 4.21.6. In addition there have been a number of unsolicited expressions of interest received for lease of land in the Private Lease areas at the Pines Beach, and the Rural areas in Kaiapoi. The Regeneration Steering Group has deferred decisions on granting leases until further decisions are made on the preferred land uses and activities in these areas.

## **Communications & Engagement**

- 4.22. Communications and engagement activities are covered in the regular monthly report to the Regeneration Steering Group, which are included in the agendas and minutes circulated to Strategic Partners as well as being made available on the Regeneration website.
- 4.23. The regeneration core project team are responsible for the District Regeneration related communications and engagement matters, and maintain the Regeneration website.
- 4.24. The Management Team have reviewed this report and support the recommendations.

## **5. COMMUNITY VIEWS**

### **5.1. Groups and Organisations**

- 5.1.1. Views of key stakeholder groups and organisations are sought as applicable on specific projects, in line with the Participation Strategy and as referred to in the ongoing specific project design reports to the Regeneration Steering Group.

### **5.2. Wider Community**

- 5.2.1. Community views were sought through the extensive consultation undertaken during the development of the Recovery Plan. Further consultation was undertaken on the regeneration activity proposals and budgets within the 2018-2028 Long Term Plan special consultative procedure.
- 5.2.2. Ongoing community consultation on specific projects is undertaken in line with the principles outlined in the Participation Strategy, and as directed by the Regeneration Steering Group.
- 5.2.3. Summaries of monthly communications and community engagement activity are included in the Monthly communications report to the Regeneration Steering Group.

## **6. IMPLICATIONS AND RISKS**

### **6.1. Financial Implications**

- 6.1.1. District Regeneration is a distinct Activity and Cost Centre in the Council Long Term Plan and management systems, sitting within the wider Significant Activity of 'Earthquake Recovery'.
- 6.1.2. The Kaiapoi River Wharf Riverbanks and Marine Precinct programme is included under the 'Earthquake Recovery – Recreation' Activity and Cost Centre in the Council Long Term Plan and management systems, sitting within the wider Significant Activity of 'Earthquake Recovery'.
- 6.1.3. Financial summaries are included in Section 4.

### **6.2. Community Implications**

- 6.2.1. The community in general are keen to see the Regeneration programme implemented and the former red zone areas restored to active use.
- 6.2.2. In the course of the implementation phase, there will be some negative effects on parts of the community, principally arising from construction works effects, or changes to networks (e.g. road layouts, utilities temporary shutdowns). These potential effects will be managed through project management practices and implementation strategy.



Examples of this are early engagement, reverse sensitivity consideration, inclusion of buffer zones/strips, strategic planting, designated haul routes, restricted working hours, good project communications and opportunities for participation, careful contractor selection, environmental control measures for maintenance and construction activities, and wider implementation team buy-in.

- 6.2.3. A number of private properties remain within the former red zone areas. The core project team regularly interact with these parties.
- 6.2.4. The community are kept informed of progress through multiple communication means, as outlined in the Communications section of this report. This includes district-wide communications to ensure that the whole district is informed of high-level regeneration matters and updates.
- 6.2.5. The regeneration core project team maintain a local presence through the course of project site visits, which often provide the opportunity to meet and interact with the community.

### 6.3. **Risk Management**

- 6.3.1. Current main risks to the programme are:
  - a) Unknown/unforeseen ground conditions – contamination, geotechnical conditions uncertainty, water table, physical features
  - b) Environmental effects management – ongoing. High risk river works coming up on both Beswick SMA and the various river projects (particularly dredging). Dust control, traffic, runoff, construction noise. Risk of damage, public / external complaints, consent conditions breach.
  - c) Dredging resource consent – processing delay, multiple queries.
  - d) Budget risk on retained roads
  - e) Topsoil variations on enabling works sports fields – budget risk
  - f) Time pressure - Design and construction progressing in advance of assessment of full assessment of options for rural area land uses
  - g) Natural Hazards – fire, flooding, sea level rise, earthquakes and liquefaction risk of delays or damage to assets (including land and completed projects)
  - h) Public safety – uncontrolled access to regeneration areas increasing risk of harm
- 6.3.2. The regeneration core project team maintain a risk register which is reviewed for major risks on a monthly basis, and more fully at the Regeneration Project control Group on a quarterly basis.

### 6.4. **Health and Safety**

- 6.4.1. Core project team and staff health and safety is managed through adherence to the WDC Health and Safety policy and management systems. This includes considerations such as workplace safety and staff welfare, safe working in the field, training, safe driving, and contractor health and safety, among others.
- 6.4.2. Staff undertaking regular on-site construction monitoring or project management have specific safety training, including Site-Safe qualification.

- 6.4.3. Public health and safety is managed through maintenance of the land and provision of fencing and appropriate signage. The undeveloped regeneration areas are generally used as informal recreation space by the community.
- 6.4.4. As part of the Enabling works project, a campaign to educate the public to keep out of the working site area was undertaken.
- 6.4.5. Contractor health and safety is managed through project management principles, and WDC health and safety system policy, tools, and processes. This includes consultants working in the field, and contractors undertaking construction activities.
- 6.4.6. Contractors and consultants, including consulting project managers, undertake regular routine site inspections and provide site auditing reports, and incident reports as necessary.
- 6.4.7. In the last reporting period, no serious harm related incidents have occurred. Future reports will include a more detailed breakdown of any accidents or incidents reported.

## **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**

- Greater Christchurch Regeneration Act 2016
- Local Government Act 2002

### **7.3. Community Outcomes**

- Effect is given to the principles of the Treaty of Waitangi
- There are wide ranging opportunities for people to contribute to the decision making that effects our District
- There is a safe environment for all
- There is a healthy and sustainable environment for all
- There are areas of significant indigenous vegetation and habitats for indigenous fauna
- The community's cultures, arts and heritage are conserved and celebrated
- Public spaces and facilities are plentiful, accessible and high quality
- Transport is accessible, convenient, reliable and sustainable
- Businesses in the District are diverse, adaptable and growing

### **7.4. Delegations**

- 7.4.1. The Regeneration Steering Group has governance oversight for the District Regeneration programme. The delegated authority of the Regeneration Steering Group is outlined in the Terms of Reference for the Steering Group and the associated Functional relationships and Decisions Making Framework (included within the Implementation Plan).

## Implementation of the Waimakariri Residential Red Zone Recovery Plan

### Progress Summary January to December 2017

#### Governance / Partners / Operations

- Established the Regeneration Steering Group (which includes the full Kaiapoi-Tuahiwi Community Board) for governance of implementation phase of the Waimakariri Recovery Plan. The Regeneration Steering Group have also assumed the governance responsibilities of the former Kaiapoi Riverbanks Steering Group (now disestablished).
- Established the Regeneration Project Control Group comprising of Council Asset Managers. The PCG's purpose is to guide, enable and monitor the implementation of the Recovery Plan and provide asset management oversight and cross-Council buy-in.
- Established the Kaiapoi Marine Precinct Project Control Group to guide, enable and monitor the implementation of the Kaiapoi River Wharf and Marine Precinct programme.
- Formed Regeneration Core Project Team, responsible for implementation of the Recovery Plan and Marine Precinct programme (comprising Programme Manager, Project Administrator, 2 x Landscape Architects / Planners, Communications and Engagement Advisor).
- Developed the Participation Strategy, which sets out the framework for community participation for the implementation of the Recovery Plan.
- Working with LINZ on the Implementation Framework and the principles of the Land Divestment Plan and associated terms.
- Interim lease agreement signed with LINZ for early access to 68 hectares of Crown-owned regeneration area land (mainly in Kaiapoi West, East and South), to enable Council to progress water and sewer repairs, and roading projects.
- Development of operational programme and land management systems e.g. land information management, service requests from the community for maintenance of the regeneration areas.
- Maintenance (e.g. mowing) of the land in the regeneration areas (in Kaiapoi West, East, South, and parts of The Pines Beach). This was previously undertaken by LINZ.
- Engagement with Te Ngāi Tūāhuriri Rūnanga through Mahaanui Kurataiao Ltd and the Matapopore Charitable Trust. This includes seeking a Cultural Values Statement for the regeneration areas and specific projects.
- Establishment of a project team to refresh the Kaiapoi Town Centre Plan. The Kaiapoi Town Centre Plan 2028 will include the proposed mixed-use business areas in Kaiapoi West, East and South.
- Council approved a \$20,000 grant to Te Kōhaka o Tūhaitara Trust to enable the Trust to undertake business planning in anticipation of the divestment of land in The Pines Beach and Kairaki.
- Council granted a Licence to Occupy to the Kaiapoi Food Forest Trust to establish and maintain a food forest in Kaiapoi East. Council approved \$30,000 for 2017/18 to enable the Trust to implement year 1 of their management plan. Assisting the Trust with development plans and works on site.
- Council granted a Licence to Occupy to the Waimakariri Power Boat and Sailing Club for the use of regeneration land next to their facility in Kairaki, for boat rigging and storage.
- Engaged with other non-Council utility providers on the decommissioning of redundant services within the regeneration areas (e.g. power and telephone infrastructure).
- Engagement with Heritage New Zealand and an archaeologist for seeking an authority for works in the Kaiapoi East Regeneration Area.

### **Planning and design**

- Development of an Implementation Plan (ongoing) - comprising the strategies and plans outlining how the Council will implement the land uses and activities in the Recovery Plan.
- Development of a District Plan Strategy (ongoing), which forms part of the Implementation Plan, and informs future District Plan zones for the regeneration areas (due for consultation in 2018).
- Design and consultation progressing on providing permanent infrastructure services to the private properties in the regeneration areas.
- Working on the design for the Kaiapoi East sports fields development, including engagement with Kaiapoi Rugby League and Kaiapoi Softball Clubs.
- Reserves Master Plan - planning work continues, including the design of the new reserves and activities (e.g. the dog park, walking and cycling tracks), the vesting of reserves and reserve naming (all due for consultation in 2018).
- Development of a Horizontal Infrastructure Strategy which details the roads to be stopped and built, plans for decommissioning utilities no longer needed, a stormwater management strategy, and earthquake repair works in the regeneration areas (e.g. the repair of Courtenay Drive scheduled for early 2018).
- Developing concept plans for a dog park (for consultation 2018).
- Working on establishment of leasing and interim uses framework for private leases of rural areas.

### **Infrastructure rebuild**

- Two new wastewater pumping stations were completed in Kaiapoi South.
- New water mains were installed in Kaiapoi East.
- Repair of the wastewater mains in Kaiapoi East and Kaiapoi South.
- Design and consultation on the rebuild of Courtenay Drive in Kaiapoi South, and the new road link in Kaiapoi East. Contracts for these works will be awarded in 2017, and the physical works are due to begin in January 2018.
- Master-planning of the stormwater scheme is underway. In conjunction with this a bulk earthworks package will be developed including a terrain plan and soil budget.

### **Consultations and communications**

- Community consultations undertaken for;
  - the road design of the new road link in Kaiapoi East
  - the road design for the rebuild of the earthquake damaged parts of Courtenay Drive, Charters Street and Wyber Place
  - Road access options to the Kaiapoi East sport and recreation reserve
- Regular Regeneration public communications;
  - website – a key source of [Regeneration](#) information
  - [videos](#)
  - advertorials and advertisements - in the Kaiapoi Advocate and Northern Outlook
  - e-newsletters – online [sign up](#) to receive the newsletter
  - information signboard in Kaiapoi – located in a public space in the town centre
  - digital screen installed in Ruataniwha Kaiapoi Civic Centre – a mix of static slides and video
  - facebook
  - editorials – Kaiapoi Advocate, Northern Outlook, North Canterbury News
- Updating the Minister for Greater Christchurch Recovery and the Greater Christchurch Partnership each month with Waimakariri Residential Red Zone Recovery Plan Implementation Updates.

**Budgets and funding**

- Development of overall programme budget and expenditure plan for input into Council's Long Term Planning LTP 2018 – 2028 process.
- Honda TreeFund – application submitted for native trees in the recreation and ecological linkages in the Kaiapoi East and South Regeneration Areas.

**Kaiapoi Marine Precinct Plan:**

- Reinstatement of the Kaiapoi Wharf riverbank area, including roads, services and landscaping, incorporating the newly built Coastguard building.
- Development of riverbanks adjacent to Ruataniwha Kaiapoi Civic Centre – steps, seating, fishing platforms.
- Design and planning of the Kaiapoi riverbank from Williams Street to Kaiapoi Wharf – Riverview Terraces, boardwalk and floating pontoons. Geotechnical testing, surveys and applications for necessary archaeological authorities, resource consents and permits under the river protection bylaws.
- Riverview private development – ongoing communications with the developers and their consultant team to coordinate timeframes and construction staging with Council-led projects.
- Developing concept plans for a new rowing base at Murphy Park.





## District Regeneration

### Progress Summary January to December 2018

#### Governance, Partners, Operations Management

- Continued programme governance through 2018 from the Regeneration Steering Group, Council and relevant Committees, and the Kaiapoi-Tuahiwi Community Board
- Ongoing management supervision from the Regeneration Project Control Group, the Marine Precinct Project Control Group, and the Earthquake Infrastructure Recovery Steering Group
- Ongoing monthly reporting to the Minister for Greater Christchurch Regeneration, and the Greater Christchurch Urban Development Strategy Implementation Committee (UDSIC)
- Land Divestment agreement between Waimakariri District Council and the Crown was developed and signed by all parties
- Ongoing engagement with Te Ngāi Tūāhuriri Rūnanga and project engagement with Mahaanui Kurataiao Ltd and Matapopore Charitable Trust
- Licence to occupy agreed with AA Bees Club for establishment of bee-hives in the Kaiapoi East Regeneration Area
- Ongoing support to the development and maintenance of the Kaiapoi Food Forest (operated by the Kaiapoi Food Forest Trust)
- Greenspace maintenance and management of the regeneration areas under the interim lease terms; including mowing and vegetation control, security, fence management, and service requests resolution
- General programme and project management duties including procurement, progress tracking, risk management, financial tracking, contract administration, construction observation and quality control, health and safety management, training and skills development.

#### Planning and Design

- Implementation Plan first-draft issued to the strategic partners
- Reserves Master Plan for Kaiapoi Regeneration Areas developed, consulted on, and adopted
- Kaiapoi Town Centre Plan '2028 and Beyond'; developed, consulted on, and adopted
- Further detailed site geotechnical and contamination investigations completed; Site Management Plans (for earthworks) developed and adopted for each regeneration area
- Global Archaeological Authorities obtained from Heritage New Zealand Pouhere Taonga for all regeneration areas
- Global earthworks and stormwater resource consents obtained
- Working on development of a rural land use assessment framework and process, to ensure appropriate use of the rural areas
- Design underway on a number of key projects:
  - Sports fields, softball diamonds, changing rooms, car-parking and landscaping
  - Community BMX track
  - South of Cass recreation and ecological linkages, including the Honda Forest
  - Murphy Park rowing precinct
  - Charles Street pump station viewing platform

### **Infrastructure Rebuild**

- Planning and design for permanent repairs to Jones Street, including provisions for future mixed-use business activities
- Planning and design for Kaiapoi East retained road upgrades (Charles, Jollie, Cass and Hall Streets)
- Planning for Feldwick catchment stormwater management
- Commencement of repairs to Kaiapoi South mixed-use business area stormwater network
- Infrastructure projects completed:
  - Water network earthquake recovery programme now completed
  - Wastewater network earthquake recovery programme now completed
  - Permanent infrastructure services provision to private property owners in the regeneration areas completed
  - Kaiapoi East access road (Feldwick Drive) completed, along with associated works in Gray Crescent Reserve
  - Courtenay Drive road rebuild and associated redundant roads decommissioning
  - Repairs to Moore Street, Blackwell Crescent, and Bracebridge Street completed
  - Dudley Drain enhancement works completed

### **General Construction Works**

- Enabling works and Beswick Stormwater Management Area contract works underway – including site clearances, earthworks, buried infrastructure decommissioning, redundant road removals, construction of a stormwater wetland area and drainage

### **Communications and Engagement**

- Regular Regeneration public communications:
  - Website content updates
  - E-newsletters (monthly)
  - Print advertorials (quarterly)
  - Local signboard
  - Videos (quarterly)
  - Weekly updates to Councillors and staff
  - Dedicated digital information slide display at Ruataniwha Kaiapoi Civic Centre
  - Project information updates on district-wide digital displays at service centres and libraries
  - Project information updates, newsletters, start work notices, and drop-in sessions
- Community consultations undertaken for:
  - Kaiapoi Town Centre Plan, 2028 & Beyond
  - Kaiapoi Reserves Master Plan
  - Murphy Park rowing precinct concept design
- Participation at Kaiapoi Christmas Carnival
- Opening events and celebrations:
  - Feldwick Drive road opening
  - Signing of the divestment agreement with the Crown
  - Establishment of the Honda TreeFund Agreement with Honda New Zealand

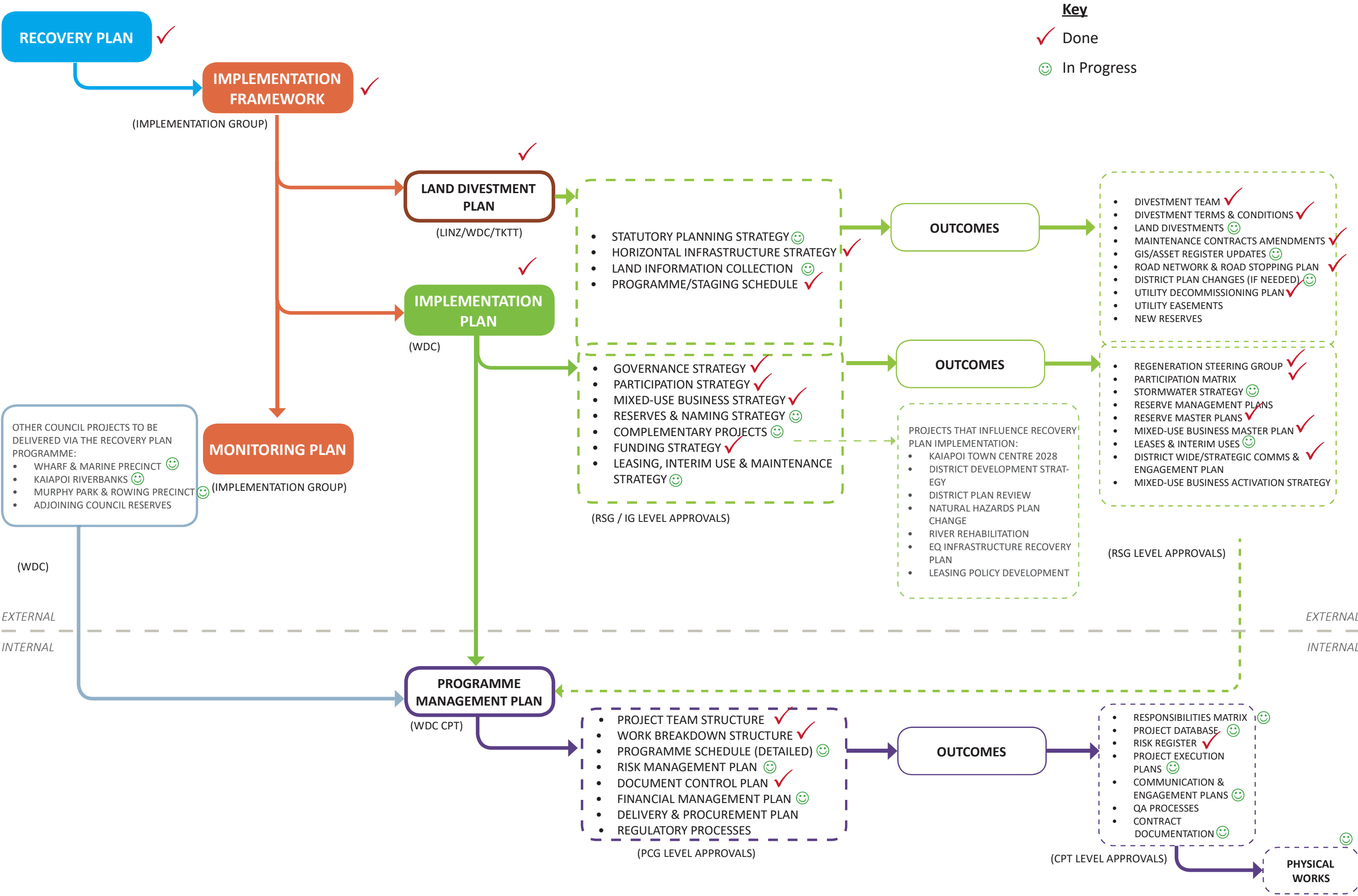


### **Kaiapoi River Wharf & Marine Precinct Development**

- Kaiapoi Riverview Terraces and Boardwalk construction well underway, due for completion February 2019
- Kaiapoi river wall upgrade works and pontoons piling works completed
- Contract let for boat-ramp pontoon installation, due for completion February 2019
- Procurement activities and resource consent applications for Riverview pontoon and capital dredging contracts, for construction mid-2019.

RECOVERY PLAN - IMPLEMENTATION STRUCTURE - Done/In Progress

DR MARKUP 9 NOVEMBER 2018



# RECOVERY PLAN - IMPLEMENTATION PLAN (EXPLANATION)

REVISION IN PROGRESS (24/1/2017)

## RECOVERY PLAN

The Waimakariri Residential Red Zone Recovery Plan (approved December 2016).

## IMPLEMENTATION FRAMEWORK

Required by the Recovery Plan. To be jointly prepared - Crown and Council. A framework setting out joint objectives and actions, and clarifying roles and responsibilities for the different parties.

## LAND DIVESTMENT

The process through which the Crown transfers the land affected by the Recovery Plan to Council and the Te Kōhaka o Tūhaitara Trust.

## IMPLEMENTATION PLAN

Required by the Recovery Plan. To be prepared by Council. This is a public, 'living' document. A plan detailing how Council will implement its agreed actions from the Implementation Framework and the agreed land uses in the Recovery Plan.

### LAND INFORMATION COLLECTION

Collection of baseline information to support the implementation of the Recovery Plan. Could include a topographical survey, archaeological/heritage survey, cultural assessment, ecological survey, and soil and contaminated land survey.

### GOVERNANCE STRATEGY

Sets out the decision making structure for the implementation of the Recovery Plan.

### PROGRAMME SCHEDULE/STAGING

A schedule setting out the implementation stages and timing for the Recovery Plan.

### PARTICIPATION STRATEGY

Sets out how the community can be involved in the implementation of the Recovery Plan. This includes communications and community engagement.

### MONITORING PLAN

Sets out how Council will monitor the implementation of the Recovery Plan.

### MIXED-USE BUSINESS STRATEGY

Sets out how Council will plan the mixed-use business areas including determining the make-up of mixed use, options for lease or sale to third parties and integration with other town centre activities. This strategy will be prepared in conjunction with the Kaiapoi Town Centre Plan refresh.

### ROADING & UTILITIES STRATEGY

Sets out how Council will implement the road and utilities aspects of the Recovery Plan. It will include aspects such as the decommissioning of utilities, road stopping, any new roads, stormwater management, and management of underground services.

### RESERVES AND NAMING STRATEGY

Sets out how Council will implement the reserve aspects of the Recovery Plan. It will include aspects such as Reserves Act 1977 processes including declaring land as reserve, preparation of reserve management plans, and the process for reserve naming.

### COMPLEMENTARY PROJECTS

Council projects that are not being delivered as part of the Recovery Plan programme. These projects could influence, or be influenced by, the implementation of the Recovery Plan.

### STATUTORY PLANNING STRATEGY

Sets out how Council will determine the most appropriate District Plan provisions to enable the implementation of the Recovery Plan.

### FUNDING STRATEGY

Sets out how Council will fund the implementation of the Recovery Plan. This includes alternative funding sources and future applications to the Long Term Plan.

### LEASING STRATEGY

Sets out Council process for leasing land within the Recovery Plan area, and how these will be managed.

### INTERIM USE AND MAINTENANCE STRATEGY

Sets out how Council will manage interim uses in the and the maintenance of regeneration areas once they are divested from the Crown.

## OTHER COUNCIL PROJECTS

These projects are not part of the Recovery Plan but have synergies with the Recovery Plan. These projects will be delivered via the Recovery Plan programme.

## PROGRAMME MANAGEMENT PLAN

An internal plan that sets out how the Recovery Plan programme will be managed.

### PROJECT TEAM STRUCTURE

Sets out the structure for the Council project team responsible for implementing the Recovery Plan.

### WORK BREAKDOWN STRUCTURE

Identifies the individual projects required to implement the Recovery Plan.

### PROGRAMME SCHEDULE (DETAILED)

Sets out the detailed programme schedule (timing) for each of the individual projects identified in the work breakdown structure.

### RISK MANAGEMENT PLAN

Sets out how Council will manage the risks arising from implementing the Recovery Plan. This includes addressing health and safety.

### DOCUMENT CONTROL PLAN

Sets out how Council will manage the documentation associated with implementing the Recovery Plan.

### FINANCIAL MANAGEMENT PLAN

Sets out Council budgets for individual recovery plan projects identified in the work breakdown structure.

### DELIVERY & PROCUREMENT PLAN

Sets out how Council will deliver the implementation of the Recovery Plan including the procurement of goods and services.

### REGULATORY PROCESSES

Sets out Councils approach to meeting consent requirements under the RMA and Building Act, and any other relevant legislation.

PHYSICAL WORKS

EXTERNAL  
External (public)  
implementation  
processes/documents

INTERNAL  
Internal management  
processes/documents

## Regeneration projects summary

23/01/2019

			Complete d	Ongoing/ recurring	On/ahead of programme	Behind programme/ concerns	Not started
<b>Operational Project List/Summary</b>		<b>9</b>	<b>4</b>	<b>3</b>	<b>1</b>	<b>1</b>	<b>0</b>
	Recovery Plan		1				
	Programme Management & General Operations			1			
	Implementation Framework		1				
	Land Divestments					1	
	Implementation Plan		1				
	Monitoring and Reporting			1			
	Land Management and Administration			1			
	Kaiapoi Reserves Master Plan		1				
	Signage strategy				1		
	Not included:						
	KTC plan						
<b>Capital Project List/Summary</b>		<b>36</b>	<b>6</b>	<b>2</b>	<b>7</b>	<b>3</b>	<b>18</b>
	Area wide reports/investigations/consents		1				
	Enabling works package				1		
	Private lease areas			1			
	Rural areas			1			
Rec and eco	Feldwick Drain linkage					1	
Rec and eco	Gray Crescent reserve reconfiguration						1
Rec and eco	North of Cass/ community event space						1
Rec and eco	South of Cass (excl Honda forest)				1		
Rec and eco	Feldwick rural area linkage						1
Rec and eco	Courtenay Esplanade link						1
Rec and eco	Courtenay West Linkage						1
Rec and eco	Courtenay North Linkage						1
Rec and eco	Dudley Drain Linkage						1
Rec and eco	The Pines Beach/Dunns Ave Linkage Reserve					1	
	Old Pines Beach Hall Demolition		1				
Rec and eco (unbudgeted/separate budg	Kairaki Boat Club Carpark		1				
Rec and eco (unbudgeted/separate budg	Honda Forest				1		
Rec and eco (unbudgeted/separate budg	Cycle Training Facility / Blackwell Crescent						1
	Community Studios						1
	Earthquake Memorial						1
	Kaiapoi Food Forest		1				
	NZMCA Park						1
	Boat Trailer Parking						1
	Dog Park				1		
	Community BMX Track				1		
	Playing Fields and Facilities				1		
	Kirk Street Removal and uplift		1				
	Kaiapoi West Sport and Recreation Reserve						1
	Heritage and Mahinga Kai						1
	Memorial Gardens						1
	Kaiapoi East Retained Roads Upgrades				1		
	Decommissioning 3rd party utilities		1				
Adj reserves	Charles St WWPS Viewing Platform					1	
Adj reserves	Maritime Heritage Precinct						1
Adj reserves	Railway Station Precinct						1
Adj reserves	Pentanque Court & Jetty						1
	Not included:						
	MUBA development						

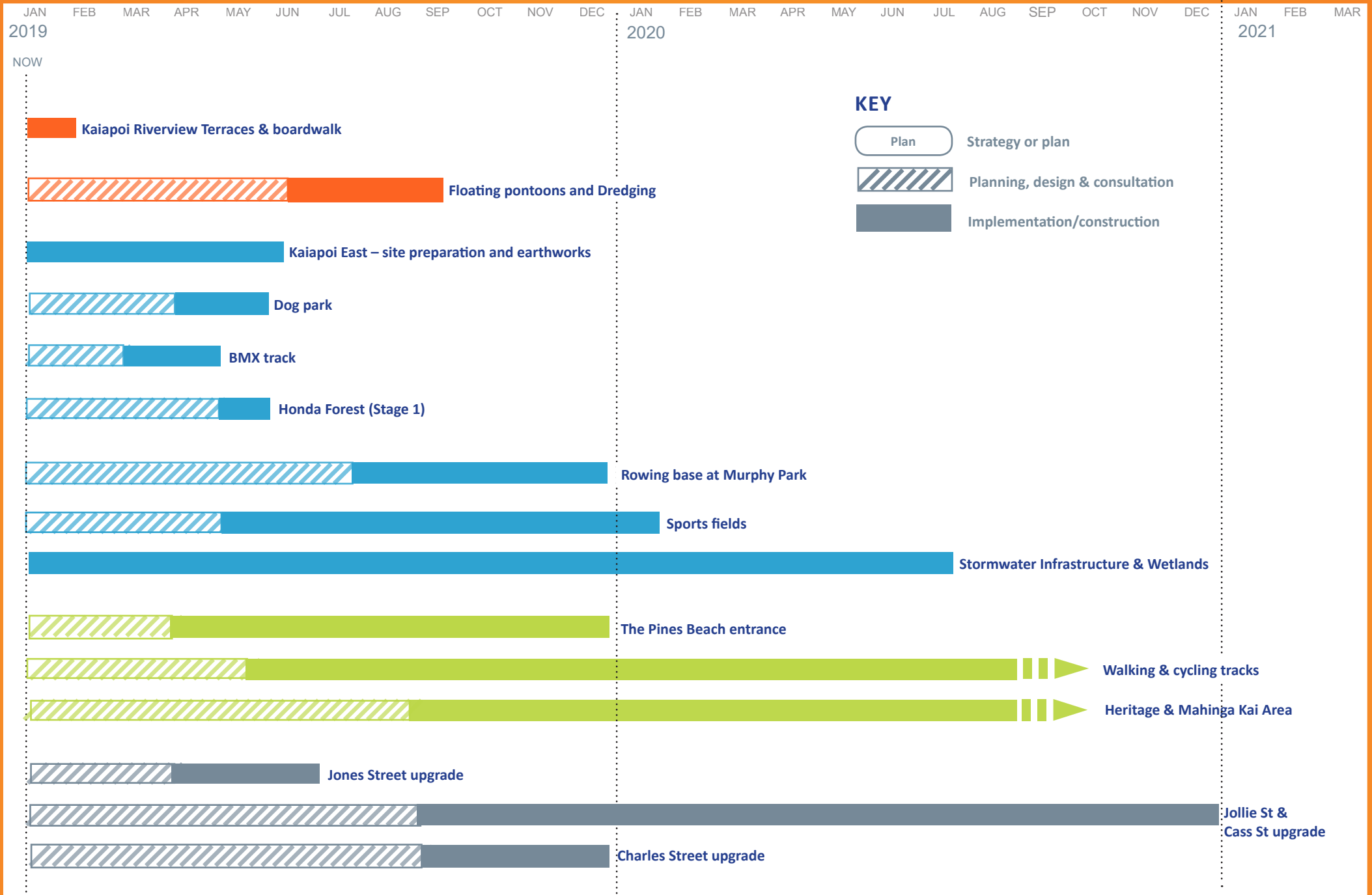
## Kaiapoi River Wharf &amp; Marine Precinct Summary

			Complete d	ongoing/ recurring	on/ahead of programme	behind programme/ concerns	Not started
<b>Capital Projects List/Summary</b>		<b>16</b>	<b>9</b>	<b>0</b>	<b>3</b>	<b>1</b>	<b>3</b>
	Previous Workstages (e.g. EQ Repairs, scoping, investigations, wharf shed demo, coastguard building/stopbank, original marina concepts)		1				
	Downstream Wharf Deconstruction (incl Railway platform & playground), rock revetment		1				
	Upstream Wharf Strengthening		1				
	Recreation Precinct / Troussellot Park		1				
	MV Tuhoe Wharf Demolition & rock revetment extensions		1				
	Wharf side Civils and Landscaping		1				
	Library Steps and Decks (CEAT funded & direct charged)		1				
	Murphy Park						1
	Rowing Precinct					1	
	Riverview Terraces & Boardwalk				1		
	Pontoon 1 (Riverview) & Marine Precinct Dredging				1		
	River wall Upgrade		1				
	Pontoon 2 (Boat Ramp) - (CEAT funded) and interim dredging				1		
	Riverbanks Walkways		1				
	Williams St Bridge Western Corner Landscaping Design (War Memorial)						1
	North West Corner Landscaping (Troussellot/Riverside church/131 williams)						1

BMX track excluded from this particular list to avoid double up

# Regeneration Project Timeline

**Regeneration**  
Kaiapoi The Pines Beach  
Hairaki



Updated November 2018



WAIMAKARIRI DISTRICT COUNCILREPORT FOR DECISION

**FILE NO and TRIM NO:** RGN-05-19/181123137888

**REPORT TO:** Regeneration Steering Group

**DATE OF MEETING:** 4 February 2019

**FROM:** Fraser Scales – Senior Project Engineer

**SUBJECT:** Kaiapoi East Regeneration Area Road Upgrades

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

\_\_\_\_\_  
Department Manager

  
\_\_\_\_\_  
Chief Executive

## 1. SUMMARY

- 1.1. The purpose of this report is to seek a recommendation from the Regeneration Steering Group to the Utilities and Roading Committee on the proposed concept design for the upgrade (permanent repair) of the remaining roads in the Kaiapoi East Regeneration Area.
- 1.2. Proposed concept designs have been prepared for the following roads:
  - Cass Street (west) - between Jones Street and the sport and recreation reserve (including the Cass/Jones/Feldwick intersection)
  - Charles Street:
    - West – between Jones Street and Beswick Street
    - East - between Beswick Street and Jollie Street
  - Jollie Street
  - Old Feldwick Drive (from Cass Street to number 10)
  - Cass Street (east) – between the old Feldwick Drive and Hall Street; and
  - Hall Street
- 1.3. Note that Jones Street is not included in this report as a concept design because this street was approved by the Utilities and Roading Committee in October 2018. Jones Street is currently in the detailed design phase.
- 1.4. The concept designs are guided by the primary purpose of the road and seek to:
  - Support the Kaiapoi Reserves Master Plan
  - Facilitate safe and user friendly motor vehicle improvements
  - Facilitate safe and user friendly pedestrian and cycle movements where needed
  - Meet the servicing and parking needs of the expected land use
  - Align broadly with community expectations; and
  - Provide value for money.
- 1.5. The current project estimate for the proposed concept designs is \$2,652,274. The Regeneration Programme budget allocation for this work is \$2,060,000.
- 1.6. Approval is currently being sought from Council (190115003160) to reallocate budget of up to \$600,000 from within the Earthquake Infrastructure Recovery programme activity (Project 48 for the purposes of decommissioning roads) to the District Regeneration programme activity, for the new purpose of rebuilding some of those roads within the Kaiapoi East Regeneration area where these are now confirmed to be retained.



- 1.7. If Council approves the budget reallocation, the Earthquake Infrastructure Recovery Programme and Regeneration Programme budget allocation for this work could increase to \$2,660,000.
- 1.8. The current Regeneration Programme budget allocation of \$2,060,000 includes a budgeted NZTA subsidy of \$770,000. The current NZTA Activity List includes a scheduled subsidy total of \$545,700 for both Charles Street and Jollie Street only. This discrepancy between the WDC budgeted and NZTA scheduled subsidy figures indicates a net shortfall of \$224,300 (assuming Council accepts the aforementioned budget reallocation from the Earthquake Infrastructure Recovery Programme).
- 1.9. Should the recommendations in this report be adopted, detailed design and tendering for the road upgrades would commence with a view to starting construction in September 2019. It is expected construction would be complete by March 2020. Staff will also seek to redress the indicated shortfall and discrepancy with NZTA, which may take several weeks to resolve.

Attachments:

- i. Kaiapoi East Regeneration Area Road Upgrades (Abley Report) (1901070000879)

## 2. RECOMMENDATION

**THAT** the Regeneration Steering Group recommends:

**THAT** the Utilities and Roading Committee:

- (a) **Receives** report No. 181123137888.
- (b) **Approves** the proposed concept design for Cass Street west (between Jones Street and the Kaiapoi East sport and recreation reserve) as shown in Figure 1 of this report.
- (c) **Approves** the proposed concept design for Charles Street west (between Jones Street and Beswick Street) as shown in Figures 2 and 3 of this report.
- (d) **Approves** the proposed concept design for Charles Street east (between Beswick Street and Jollie Street) as shown in Figures 4 and 5 of this report.
- (e) **Approves** the proposed concept design for Jollie Street as shown in Figure 6 of this report.
- (f) **Approves** the proposed concept design for Old Feldwick Drive (between Jollie Street and the private property at 10 Feldwick Drive) as shown in Figure 7 of this report.
- (g) **Approves** the proposed concept design for Cass Street east (between old Feldwick Drive and Hall Street) as shown in Figure 8 of this report.
- (h) **Approves** the proposed concept design for Hall Street as shown in Figure 9 of this report.
- (i) **Notes** the current project estimate for the proposed concept designs is \$2,652,274.
- (j) **Notes** the estimate includes professional fees and a project contingency of 30%.
- (k) **Notes** the current Earthquake Infrastructure Recovery Programme and Regeneration Programme budget allocation for this work is \$2,060,000.
- (l) **Notes** Council approval is currently being sought to reallocate budget of up to \$600,000 from within the Earthquake Infrastructure Recovery programme activity (Project 48 for the purposes of decommissioning roads) to the District Regeneration programme activity, for

the new purpose of rebuilding some of those roads within the Kaiapoi East Regeneration area.

- (m) **Notes** if Council approves the budget reallocation, the Earthquake Infrastructure Recovery Programme and Regeneration Programme budget allocation for this work would increase to \$2,660,000.
- (n) **Notes** the current Regeneration Programme budget allocation of \$2,060,000 includes a budgeted NZTA subsidy of \$770,000. The current NZTA Activity List includes a scheduled subsidy total of \$545,700 for both Charles Street and Jollie Street only. This discrepancy between the WDC budgeted and NZTA scheduled subsidy figures indicates a net shortfall of \$224,300 (assuming Council accepts the aforementioned budget reallocation from the Earthquake Infrastructure Recovery Programme).

### 3. BACKGROUND

- 3.1. The Earthquake Infrastructure Recovery Programme included repairs to damaged roads in Kaiapoi, The Pines Beach and Kairaki. Works outside the Regeneration Areas have been completed. Due to uncertainty around future land uses and activities, works within the Regeneration Areas were placed on hold until the approval of the Waimakariri Residential Red Zone Recovery Plan (Recovery Plan).
- 3.2. These remaining roads suffered various damage to the road surface and base, kerb and channel, and footpaths. There are also localised drainage issues. Currently there is a 30km/hour speed limit on these streets.
- 3.3. Since approval of the Recovery Plan, the rebuild of Feldwick Drive, in Kaiapoi East, and Courtenay Drive, in Kaiapoi South, have been completed. Works have also been undertaken on Moore Street and Blackwell Crescent. The upgrade of Jones Street in Kaiapoi East is currently in the detailed design stage with construction programmed to begin in mid 2019.
- 3.4. At the 5 March 2018 Regeneration Steering Group meeting, approval was given to progress the concept design for permanent repairs to Cass Street (between Jones Street and the sport and recreation reserve; and between Jollie Street and Hall Street), Charles Street (from Jones Street to Jollie Street) and Jollie Street.
- 3.5. To guide the concept design, recommendations from the 5 March meeting also confirmed the primary purpose of these roads as follows:

*Table 1: Primary purpose of remaining roads to be upgraded in Kaiapoi East*

ROAD	PRIMARY PURPOSE
Cass Street west (between Jones Street and the sport and recreation reserve)	<ul style="list-style-type: none"> <li>Vehicle access to the sport and recreation reserve.</li> <li>Provision of on-street parking.</li> </ul>
Charles Street	<ul style="list-style-type: none"> <li>Vehicle access to Jollie Street and Cass Street.</li> <li>Vehicle access to adjacent land uses including: <ul style="list-style-type: none"> <li>The sport and recreation reserve (the dog park)</li> <li>The adjacent riverbank reserves (Morgan Williams Reserve, Corcoran Reserve, Askeaton Park)</li> <li>Elements of the wharf and marine precinct</li> <li>The motor caravan park</li> <li>The existing caravan dump station</li> </ul> </li> </ul>

	<ul style="list-style-type: none"> <li>- The boat parking area; and</li> <li>- The mixed-use business area (primarily that fronting Charles Street).</li> <li>• Provision of on-street parking.</li> </ul>
Jollie Street	<ul style="list-style-type: none"> <li>• Vehicle access to adjacent land uses including: <ul style="list-style-type: none"> <li>- The sport and recreation reserve and dog park</li> <li>- Two residential properties (at 65a Cass Street and 10 Feldwick Drive)</li> <li>- Kaiapoi East rural area</li> <li>- The future Memorial Gardens</li> <li>- Askeaton Park (including the boat ramp)</li> </ul> </li> <li>• Provision of on-street parking.</li> </ul>
Cass Street (between Jollie Street and Hall Street)	<ul style="list-style-type: none"> <li>• Vehicle access to: <ul style="list-style-type: none"> <li>- Askeaton Park (including the boat ramp)</li> <li>- Kaiapoi East rural area</li> <li>- Utilities</li> <li>- Private residential property at 10 Feldwick Drive</li> </ul> </li> </ul>

#### 4. **ISSUES AND OPTIONS**

4.1. Abley transportation consultants were engaged to produce concept roading designs for the following remaining roads to be upgraded:

- 1) Cass Street west – between Jones Street and the sport and recreation reserve.
- 2) Charles Street east – between Jones Street and Beswick Street.
- 3) Charles Street east – between Beswick Street and Jollie Street.
- 4) Jollie Street.
- 5) Old Feldwick Drive – between Jollie Street and the private property at 10 Feldwick Drive.
- 6) Cass Street east – between the old Feldwick Drive and Hall Street
- 7) Hall Street

4.2. The proposed concept designs were based on the identified primary purpose of the roads (as outlined in Table 1) and the following design objectives:

- Support the Kaiapoi Reserves Master Plan
- Facilitate safe and user friendly motor vehicle improvements
- Facilitate safe and user friendly pedestrian and cycle movements where needed
- Meet the servicing and parking needs of the expected land use
- Align broadly with community expectations; and
- Provide value for money.

An overarching design objective was also to contain the road upgrades within the existing road corridors.

4.3. Options for the concept design of the roads are outlined in the report from Abley included in full as Attachment i. The recommended option for each of the affected roads is discussed below.

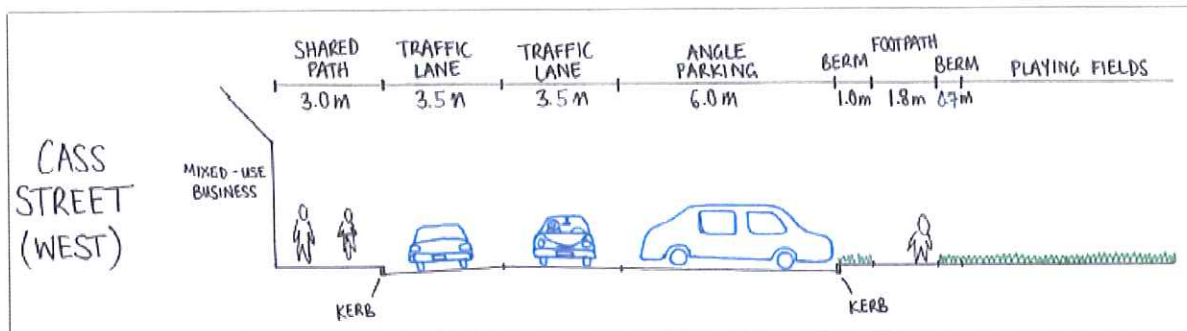
##### **Cass Street West**

4.4. Cass Street West (between Jones Street and the sport and recreation reserve) is currently approximately 13m wide with kerb and channel on both sides. There are 1.5m wide footpaths on both sides.



- 4.5. The recommended concept design option for Cass Street West includes the following key features:
- 3m wide shared path on the mixed-use business side
  - Two 3.5m wide traffic lanes
  - 6m deep angle parking space (on the reserve side of the road, 27 parks provided, )
  - 1.8m wide footpath on the reserve side
  - A post and cable fence to define the reserve

Figure 1 – Cass Street (west) recommended concept design.

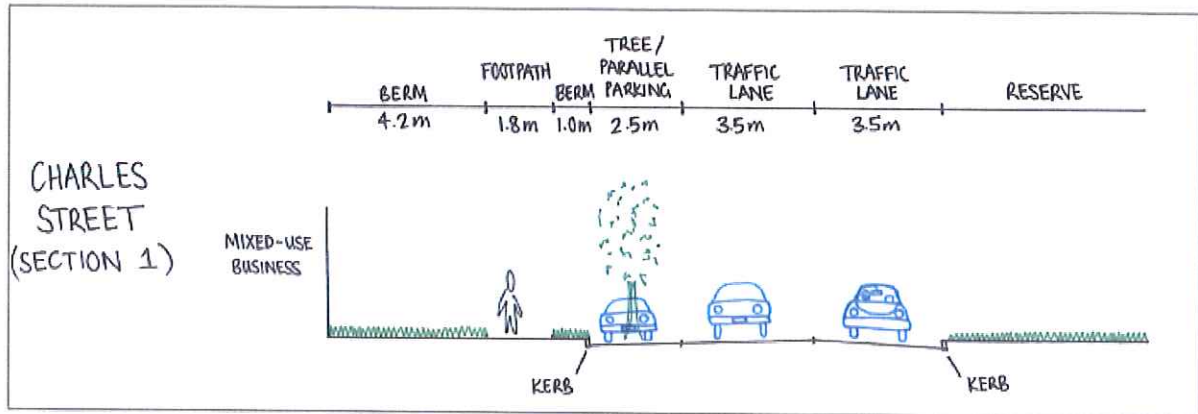


- 4.6. At the sport and recreation reserve, the end of the road terminates in a turning head which allows access to the reserve car park. The turning head has separate in and out vehicle crossings and can accommodate turning buses. An island is proposed in the centre of the turning head to discourage anti-social driving.
- 4.7. At the Cass Street, Jones Street, Feldwick Drive intersection, a roundabout is recommended. The roundabout will be delivered as part of the Jones Street upgrades. However, a single pedestrian refuge will need to be constructed on Cass Street to assist shared path users with crossing the main access road to the sports fields.

#### Charles Street (west) - between Jones Street and Beswick Street

- 4.8. Charles Street West (between Jones Street and Beswick Street) is currently approximately 14m wide with kerb and channel on both sides. The centreline is currently offset due to the poor condition of the road.
- 4.9. The recommended concept design for Charles Street (west) includes the following key features:
- A 1.8m wide footpath on the mixed-use business side of the road
  - Parallel parking on the mixed-use business side of the road (29 spaces)
  - Two 3.5m wide traffic lanes
  - Kerb alignment on the Corcoran Reserve side of the road retained; and
  - Buildout approximately half way along parallel parking to provide planting opportunity.
- 4.10. The give way at the intersection of Charles Street and Jones Street would remain as a T-intersection with Charles Street traffic having priority.

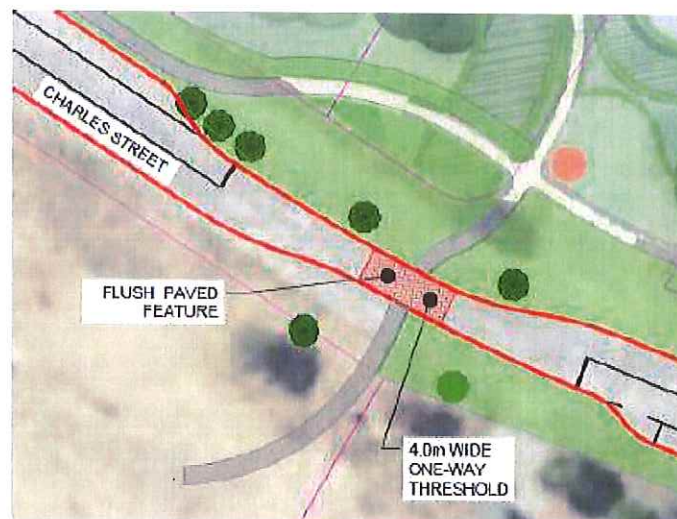
Figure 2 – Charles Street (west) recommended concept design.



#### Between Charles Street west and east

- 4.11. Between Charles Street west and east, the adjacent land use in the Kaiapoi East Regeneration Area changes from mixed-use business to reserve. The concept design for this transition is a one-lane section of road that will slow traffic, minimise the crossing distance for pedestrians, and provide visual cues to the change in land use.

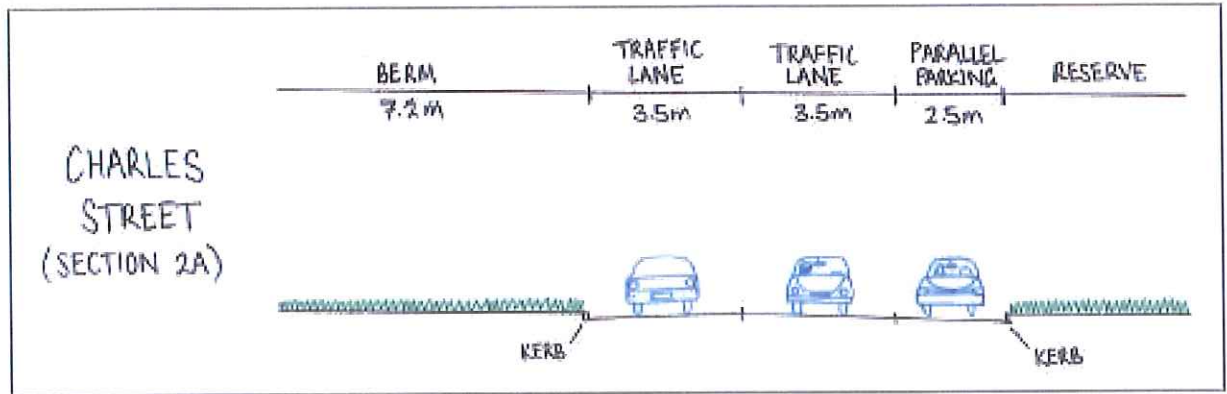
Figure 3 – Recommended transition design between Charles Street west and east.



#### Charles Street (east) - between Beswick Street and Jollie Street

- 4.12. Charles Street East (between Beswick Street and Jollie Street) is currently approximately 14m wide with kerb and channel on both sides. There is a 1.5m footpath on the regeneration area side.
- 4.13. The recommended concept design option for Charles Street East varies across two sections. The first section (Section 2A) starts where the land use changes from mixed-use business to sport and recreation reserve. Section 2A includes the following key features:
- Parallel carparks on the Corcoran Reserve side (six spaces)
  - Two 3.5m wide traffic lanes
  - Kerb alignment on the Corcoran Reserve side retained

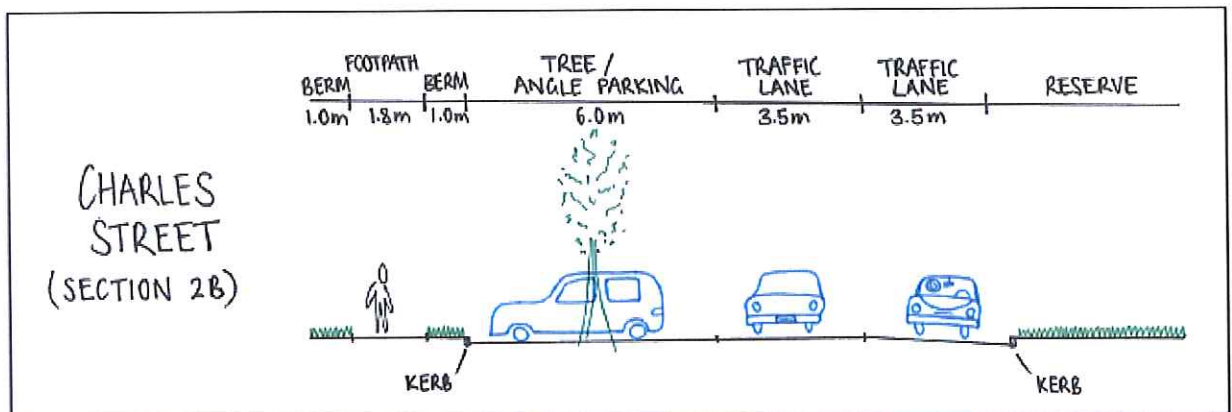
Figure 4 – Charles Street (east) recommended concept design (Section 2A).



4.14. The second section of Charles Street East (Section 2B) extends along the front of the proposed dog park. Section 2B includes the following key features:

- 1.8m wide footpath on the dog park side of the road
- Angle parking on the dog park side of the road (reverse-in parking) (47 spaces)
- Two 3.5m wide traffic lanes
- Kerb alignment on the Corcoran Reserve side retained

Figure 5 – Charles Street (east) recommended concept design (Section 2B).



### Jollie Street

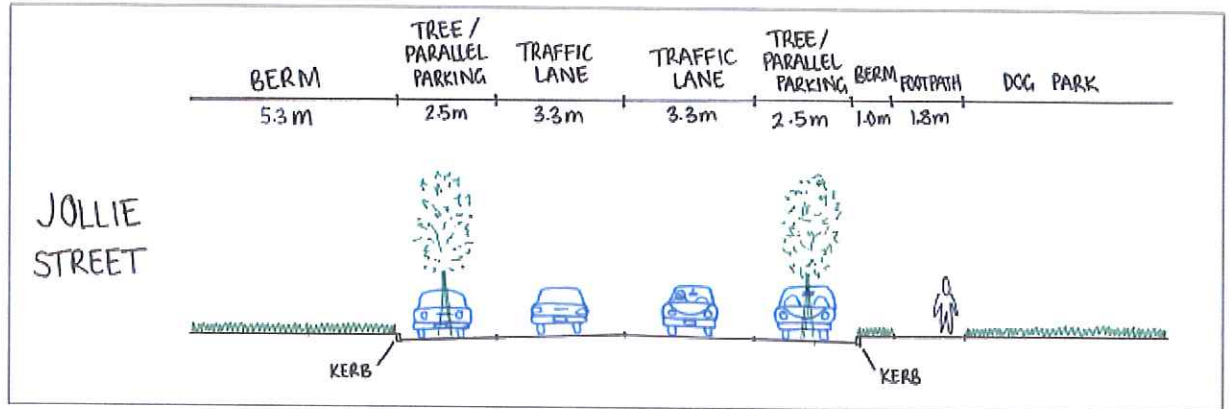
4.15. Jollie Street is currently approximately 14m wide with kerb and channel on both sides. There is a 1.5m wide footpath on the west (dog park) side only. There are fenced road closures where Sewell Street used to intersect with Jollie Street.

4.16. The recommended concept design for Jollie Street includes the following key features:

- Parallel parking on both sides of the road (59 spaces in total)
- Two 3.5m wide traffic lanes
- 1.8m wide footpath on the dog park side of the road
- Kerb alignment on the future memorial gardens side retained.



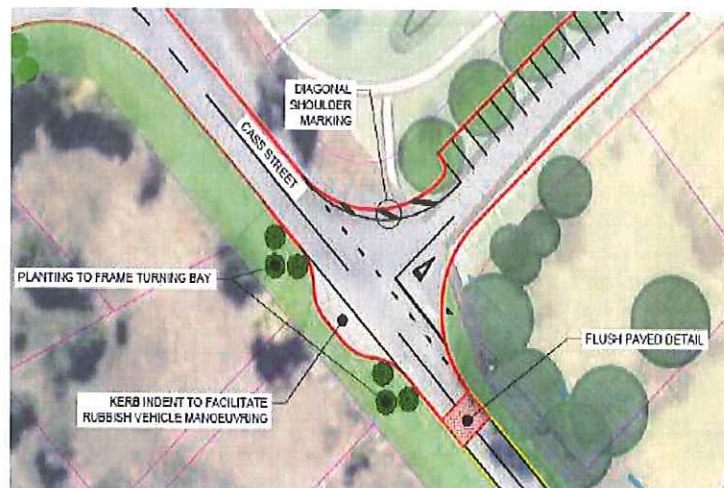
Figure 6 – Charles Street (east) recommended concept design (Section 2B).



#### Old Feldwick Drive (from Cass Street to number 10)

- 4.17. At the intersection of Cass Street and the old Feldwick Drive, at the northern end of Jollie Street, it is proposed to have a T-intersection with a kerb indent to enable large vehicles (such as a rubbish truck) to U-turn. Access to the boat ramp is retained, and some parking is proposed along the old Feldwick Drive.

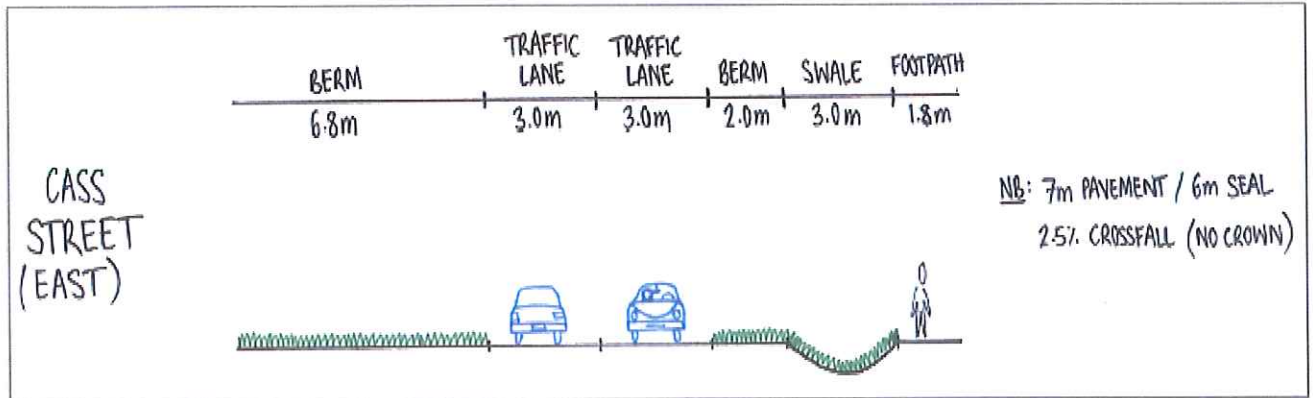
Figure 7 – Recommended intersection layout at old Feldwick Drive



#### Cass Street (east) – between the old Feldwick Drive and Hall Street.

- 4.18. The recommended concept design for Cass Street (east) includes the following key features:
- Two 3.0m wide traffic lanes
  - A swale for drainage on the north side of the road
  - 1.8m wide footpath on the north side of the road

Figure 8 – Cass Street (east) recommended concept design.

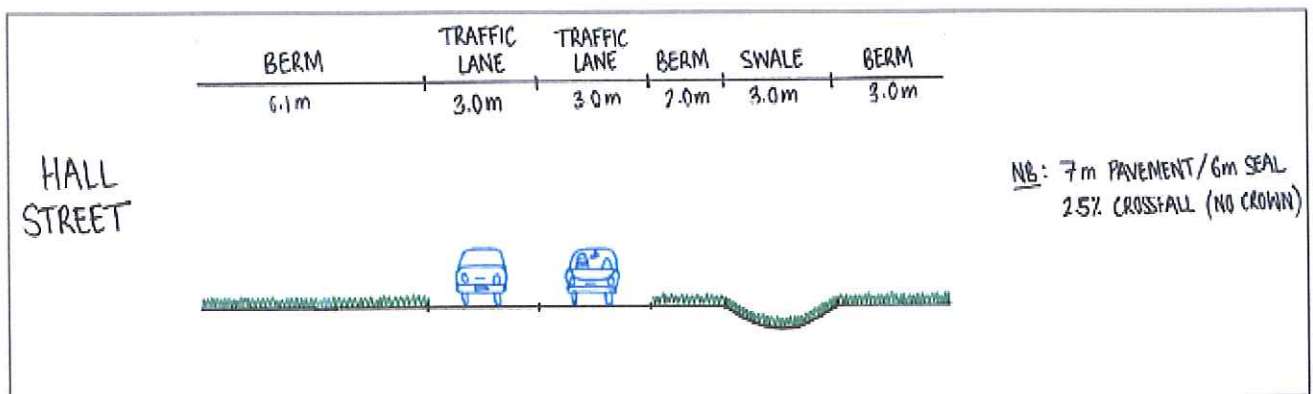


### Hall Street

4.19. The recommended concept design for Hall Street includes the following key features:

- A berm on the west side
- Two 3.0m wide traffic lanes
- A berm and swale on the east side

Figure 9 – Hall Street recommended concept design.



### Construction programme

4.20. Should the recommendations in this report be adopted, detailed design and tendering for the road upgrades would commence with a view to starting construction in September 2019. It is expected construction would be complete by March 2020.

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

## 5. COMMUNITY VIEWS

5.1. Significant community engagement was undertaken during the development of the Recovery Plan. The proposed concept design for the remaining roads in the Kaiapoi East Regeneration Area gives effect to the land uses approved through this Plan.

5.2. Given that the Recovery Plan was approved in 2016, and further detailed in the development of the Kaiapoi Town Centre Plan, 2028 and Beyond, and the Kaiapoi Reserves Master Plan in 2018; there is an expectation from the community that the road network in Kaiapoi East will now be permanently repaired.



- 5.3. Given the community have had significant opportunity to provide feedback on the proposed land uses and activities in the Kaiapoi East Regeneration Area, additional community consultation on the concept design of the remaining roads is not considered necessary.
- 5.4. Consultation will be undertaken with directly affected parties, including the private residential property owners on Cass Street and the old Feldwick Drive, particularly in relation to retaining permanent access to their properties from the road network. Consultation will also be undertaken with other affected parties as required. This could include key users of the sport and recreation reserve, and utility and service providers.

## 6. **IMPLICATIONS AND RISKS**

### 6.1. **Financial Implications**

- 6.1.1. A provisional budget allocation of \$2,060,000 has been made within the District Regeneration activity budgets for the rebuild of the remaining roads in the Kaiapoi East Regeneration Area. This includes a budgeted NZTA subsidy of \$770,000 (shown as 'Revenue' within the budgets). The current NZTA Activity List includes a scheduled subsidy total of \$545,700 for both Charles Street and Jollie Street only. This discrepancy between the WDC budgeted and NZTA scheduled subsidy figures indicates a net shortfall of \$224,300.
- 6.1.2. The current project estimates of the proposed concept designs is as follows:

*Table 2: Current project estimates based on proposed concept designs*

ROAD	CURRENT PROJECT ESTIMATE
Cass Street (west) - Jones Street to proposed car park	\$459,734
Charles Street (west) – Jones Street to Beswick Street	\$358,667
Charles Street (east) - Beswick Street to Jollie Street	\$483,101
Charles Street one way transition	\$134,651
Jollie Street	\$505,969
Old Feldwick Drive (from Cass Street to number 10A)	\$124,387
Cass Street (east) – old Feldwick Drive to Hall Street	\$448,078
Hall Street	\$137,687
<b>TOTAL</b>	<b>\$2,652,274</b>

- 6.1.3. The above project estimate includes an allowance for street light replacement, professional fees and a 30% contingency. This level of contingency is set by the confidence-based method used throughout the Earthquake Infrastructure Recovery Programme.

### 6.2. **Community Implications**

- 6.2.1. The repair of the remaining roads in the Kaiapoi East Regeneration Area will be a key action in the implementation of the approved land uses and activities in the Recovery Plan. It will be an important step in the regeneration of the Kaiapoi East area.

- 6.2.2. In the Regeneration Programme it is intended that the sports fields (north of Cass Street) will be available for use in the early summer 2020 season, initially for softball. The recreation area south of Cass Street (the dog park, community BMX track and walking trails around the stormwater wetland area) is expected to be open for use from mid-2019. While the road upgrades will not be fully complete before these facilities open for use, progress on the upgrades will enable more effective use of these facilities.

### 6.3. Risk Management

- 6.3.1. The proposed concept designs for the rebuild of the remaining roads in the Kaiapoi East Regeneration Area give effect to the land uses and activities approved in the Recovery Plan.
- 6.3.2. While the Kaiapoi Town Centre Plan, 2028 and Beyond provides some degree of certainty over the development of the mixed-use business area there remains the risk of potentially needing to retrofit vehicle crossings on Cass Street (west) and Charles Street (west). Such works would not require significant excavation of an upgraded road but would potentially affect paths over the width of the crossing.
- 6.3.3. Similarly, there is minimal certainty on how the Kaiapoi East rural area is to be used/developed, in the short and long-term. Access to this area will be via Charles Street, Jollie Street and Hall Street. The proposed concept designs for these streets enable the land uses and activities in the Recovery Plan. Should the land uses and activities depart significantly from those in the Recovery Plan (i.e. be more intensive) the designs may not be compatible. This is a matter that would need to be considered when entering into any land use agreements (e.g. a lease) for this area.
- 6.3.4. The indicated shortfall arising from the discrepancy between WDC budgeted revenue (NZTA subsidy) and the current NZTA Activity list figure, is proposed to be addressed through discussion with NZTA. There is no guarantee that the NZTA subsidy allowed for within the NZTA Activity list will be increased. Any change to the NZTA Activity list could potentially take several weeks to resolve.
- 6.3.5. Staff are seeking approval to commence detailed design in order to keep the project on programme in order to complete the roads in early 2020 to coincide with the opening of the sports fields. If the NZTA funding is not increased by the conclusion of design stage, then the alternative options may include:
- i. Adopting a staged approach to construction
  - ii. Reducing the project scope
  - iii. Reducing the level of service
  - iv. Seek additional funds from Council

An options report will be put to Council in the event of an unfavourable outcome from the discussions with NZTA.

### 6.4. Health and Safety

- 6.4.1. A road safety audit of the proposed concept designs has been undertaken by ViaStrada.
- 6.4.2. The rebuild of the roads will follow all relevant Council polices, procedures and guidelines relating to 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**

The rebuild of the remaining roads in the Kaiapoi East Regeneration Area is consistent with the Waimakariri Residential Red Zone Recovery Plan, approved under the Greater Christchurch Regeneration Act in December 2016

#### **7.2.2. Land Transport Management Act**

### **7.3. Community Outcomes**

#### **7.3.1. The following Community Outcomes are considered relevant:**

- There is a safe environment for all
- There is a healthy and sustainable environment for all
- Public spaces and facilities are plentiful, accessible and high quality
- The distinctive character of our takiwā - towns, villages and rural areas is maintained

### **7.4. Delegations**

#### **7.4.1. In accordance with their Terms of Reference, the Regeneration Steering Group can make recommendations on concept plans.**

**Kaiapoi East Regeneration Area  
Road Upgrades  
Waimakariri District Council**



# Kaiapoi East Regeneration Area

## Road Upgrades

### Waimakariri District Council

#### *Quality Assurance Information*

**Prepared for:** Waimakariri District Council  
**Job Number:** WMKDC-J071  
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Date issued	Status	Approved by
		Name
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6 December 2018	Final	Jeanette Ward



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# 1. Introduction

## 1.1 Scope

Waimakariri District Council (WDC) commissioned Abley Ltd to develop road upgrade options within the Kaiapoi East Regeneration Area (KERA). This report outlines the options considered and the recommended road upgrade options. These were developed with consideration of the Waimakariri Red Zone Recovery Plan, the Reserves Master Plan, the Kaiapoi Town Centre Plan 2028 and Beyond and the Kaiapoi East Regeneration Area Horizontal Infrastructure Strategy.

The roads that require upgrading are Cass Street (west), Charles Street, Jollie Street, Cass Street (east), Hall Street and Cass Street as shown in yellow in **Figure 1.1**. A new road named Feldwick Drive has been completed north of the Cass Street and Jones Street intersection as shown in **Figure 1.2**. Jones Street upgrade is being progressed in parallel to this project.



**Figure 1.1** Scope of the project



**Figure 1.2** New Feldwick Drive (completed)

## 1.2 Design Objectives

The overall design objectives were confirmed at 5 October workshop with WDC staff and used as the basis for determining the recommended option in conjunction with site specific needs as described for each section of road.

The design objectives were to:

- Support the Reserves Master Plan
- Facilitate safe and user friendly motor vehicle movements
- Facilitate safe and user friendly pedestrian movements where needed
- Facilitate safe and user friendly cycle movements where needed
- Ensure servicing and parking meets the needs of the expected land use
- Align broadly with community expectations
- Provide value for money roading designs that maximise the re-use of existing pavements.

## 1.3 Land use and Network integration

The Kaiapoi East Regeneration Plan defined the broad future land uses in this area. The Reserves Master Plan then developed the reserves related uses further as shown in **Figure 1.3**. This informed the site specific design requirements of each road, for example on-street parking needs, access requirements, active frontages.

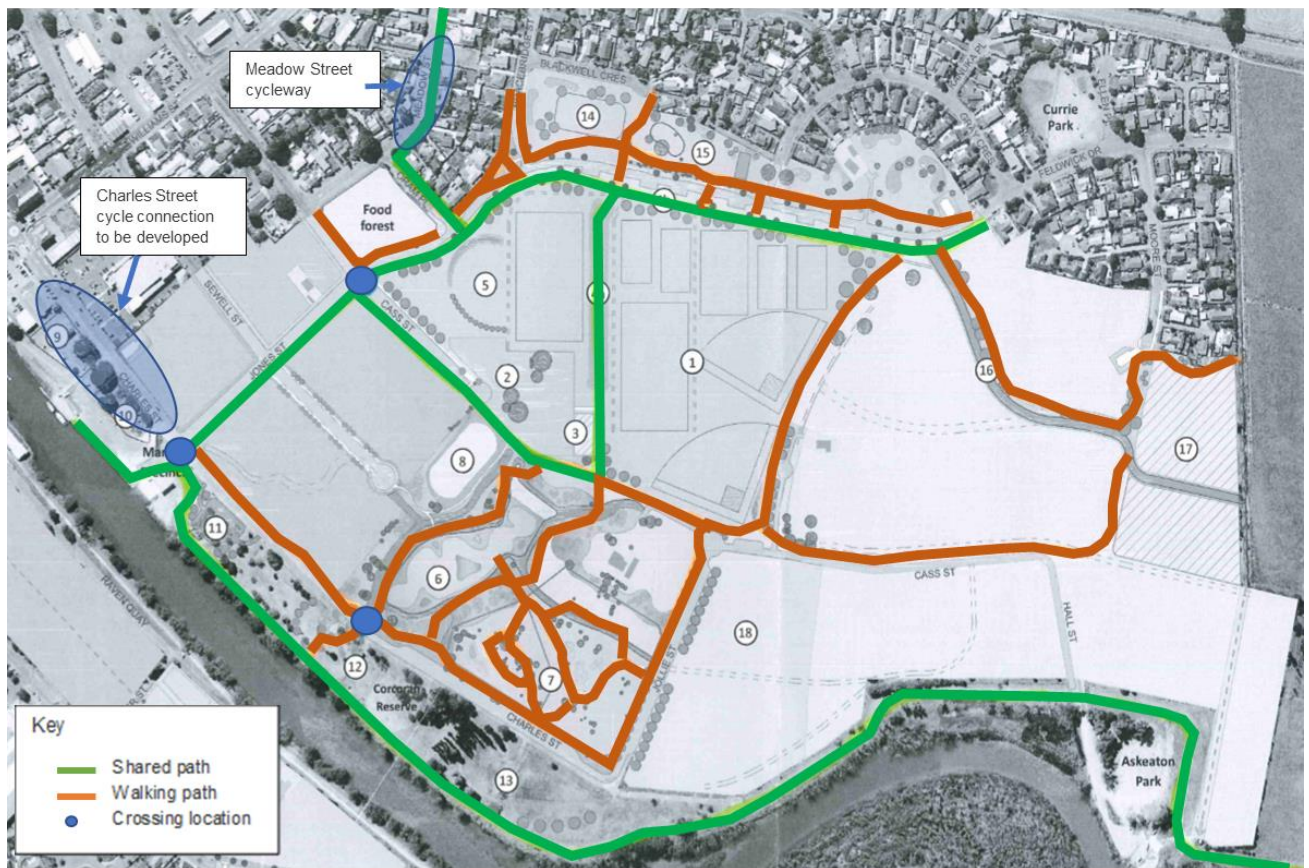


**Figure 1.3** Reserves Master Plan

Both the existing and future walking and cycling connections were considered in the designs. **Figure 1.4** shows the path network for both walking and cycling. These paths, and how they interact with the roads, were a key factor throughout the development of the road designs.

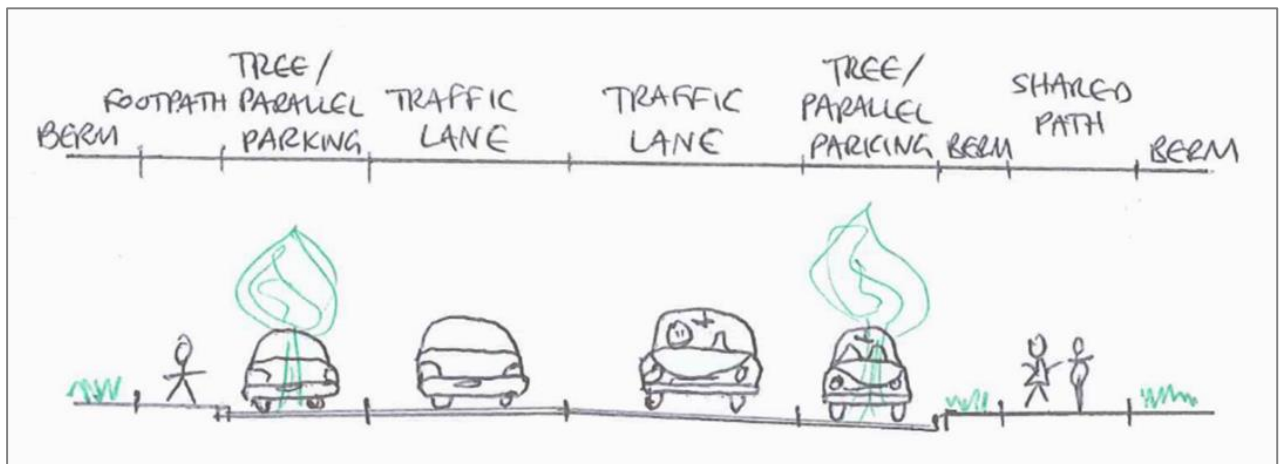
A key issue that is yet to be resolved is how cyclists move between Williams Street and the Jones Street/Charles Street intersection. This area has some constraints and Council staff are investigating this as part of a cycleway improvement review.





**Figure 1.4** Walking and cycling network

The shared path on the east side of the new Feldwick Drive will extend southwards into Jones Street (east side) as shown in **Figure 1.5**. The Jones Street street design is being progressed in conjunction with this project but as a separate project. It is anticipated that this project will construct the kerblines for the Jones Street, Cass Street and Feldwick Drive intersection and the kerblines at the Jones Street and Charles Street intersection.



**Figure 1.5** Jones Street cross section

## 1.4 Development Process

The recommended road upgrade option was the result of an iterative selection process. The initial cross section and intersection options, as described in Sections 2-9, were developed by Abley and presented to WDC staff at a workshop (5 October 2018). This workshop discussed the benefits and constraints of each option. The key conclusion from this workshop was ensuring the proposed cross sections remained within the existing road carriageway to meet the value for money objective.

A subsequent meeting was held with WDC staff to finalise the preferred option for each street and intersection to present to the Regeneration Steering Group.

At the 5 November 2018 Regeneration Steering Group Meeting a workshop was held with the steering group. The preferred cross section for each street was presented along with the intersection options. Generally, the options were well received. The key feedback was:

- An articulated truck uses Cass Street and Jones Street to access the New World on Sewel Street and this is the preferred route
- Parking should be considered for the mixed use business on Cass Street (west)
- Parking should be considered for the reserve users on Charles Street Section 2
- Sportsground users need parking in Jollie Street and old Feldwick Drive and over-flow parking options for big sporting events should be considered

This feedback was considered and the final recommended option was developed for each street section and intersection as detailed in Sections 2-9 below.

## 2. Section 1 - Cass Street (west)

### 2.1 Design Considerations

The key design considerations identified for Cass Street (west) are:

- On-street parking needed for sports ground and future mixed-use business area
- Future mixed use business frontages on south side
- Provides access to the sports field ground car park
- Potential access to the mixed-use sites
- Pedestrian access from on-street parking to destinations required (sports fields, shops/offices)
- Shared use path connection to sports fields required
- Turn around facility required at east end (for those not entering the car park)
- Coaches will require use of this road to access the sports field car park

See **Section 3** for the design recommended for the intersection with Jones Street and Feldwick Drive.

### 2.2 Existing Layout

Cass Street is approximately 13m wide with kerb and channel on both sides as shown in **Figure 2.1**. There are 1.5m wide footpath on both sides.

This section of Cass Street from Jones Street to the sports centre access is approximately 150m long.



**Figure 2.1** Existing Cass Street (western section) layout looking east



## 2.3 Cross Section Options

The cross section options developed for this section of road are outlined in **Table 2.1**. These options were refined and confirmed at a workshop with WDC staff.

**Table 2.1** Cass Street (western section) cross section options

Option #	Description	Discussion
1	<ul style="list-style-type: none"> <li>Angle parking on north side</li> <li>Shared path on south side</li> <li>Parallel parking on south side</li> <li>Both sides kerb and channel</li> </ul>	<p>The shared path is on the south side to avoid a conflict point with the car park entrance, however in future the shared path will be outside mixed use business area.</p> <p>Angle parking is provided on the sports field side to provide over-flow parking capacity. Users of angle parks will reverse into opposing lane when exiting due to Cass St being a cul de sac, these could be made 'reverse in' only. Trees can be planted in-between bays as per the Feldwick Drive layout.</p> <p>Parallel parking provided on south-east side to cater for future business area, also provides additional parking for sports fields.</p> <p>Traffic lane widths are kept to a minimum to reduce the overall width of carriageway.</p>
2	<ul style="list-style-type: none"> <li>Angle parking on south side</li> <li>Shared path on north side</li> <li>Parallel parking on north side</li> <li>Both sides kerb and channel.</li> </ul>	<p>The shared path would be located on north side adjacent to parallel parking and provide good access directly to the sports fields. Parallel parkers may U-turn out of their park due to Cass St being a cul de sac.</p> <p>Angle parking is provided on the south side which would allow drivers to turn right into it and then reverse out the opposite way. While potentially not very aesthetically pleasing in front of shops, a section between the parking bays could be used as a large 'parklet' (area for outdoor dining etc).</p> <p>Traffic lane widths are kept to minimum to reduce overall width of carriageway.</p>
3	<ul style="list-style-type: none"> <li>Parallel parking on both sides</li> <li>Shared path on north-west side</li> <li>Both sides kerb and channel</li> </ul>	<p>Parallel parking is provided on both sides to allow some over-flow parking from the car park and future proof the mixed use business parking area.</p> <p>Shared path is on north side adjacent to parallel parking.</p> <p>Traffic lane widths are kept to a minimum to reduce overall width of carriageway.</p>

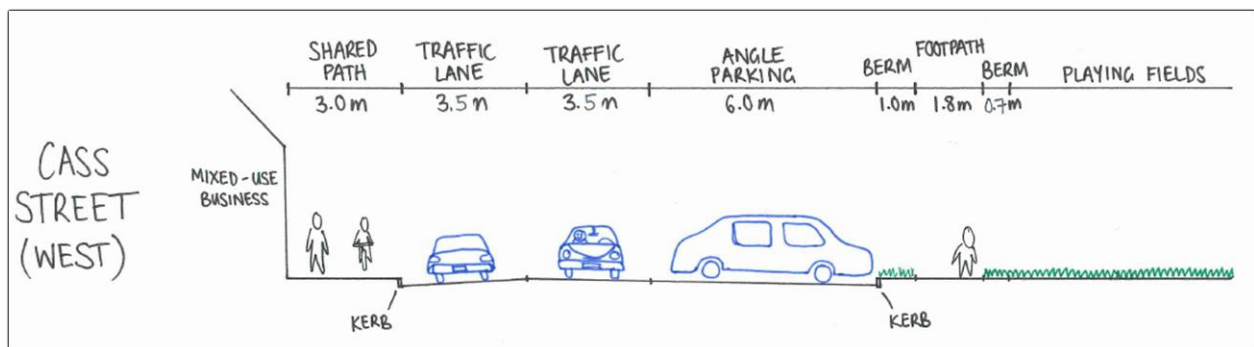
## 2.4 Recommended Option

Following an assessment of the overall design objectives and discussion with Council staff, a modified Option 1 is recommended which would see the omission of the parallel parking on the south side with planting in the reserve area instead of the road reserve. This holds the proposed cross section within the existing road carriageway and minimise construction costs.

The roadway has been configured for angle parking as the sports fields are the priority for this area at present. However, there is flexibility to configure the road to allow parallel parking on both sides in the future, similar to option 3. The Reserves Master Plan allows for parking on Cass Street to service the sports fields whereas the mixed use business area is not proposed to have an active frontage on Cass Street.

The key features of the recommended option as shown in **Figure 2.2** are:

- A 3m wide shared path on the south side
- Two 3.5m wide traffic lanes
- 6m deep angle parking spaces
- A 1.8m wide footpath on the north side
- A post and wire fence to define the sports field area
- 27 angle car parks provided



**Figure 2.2** Cass Street (west) recommended option

The angle car parks are designed to be parked in front-ways or in reverse. Parking in reverse allows sports field users to unload the car onto the berm and out of the carriageway area. Parking in reverse also has benefits when exiting as drivers can turn right out of the car park and exit towards Jones Street.

At this stage it is not recommended to install no stopping lines on the southern side. However, there is a risk that this area could be used to parallel park, especially if sport ground users are running late and there are no free car parks. This should be monitored and if parking on the southside is observed then no stopping lines are recommended.

The end of the road has been designed to allow separate 'in' and 'out' vehicle crossings around the cul de sac head to access the sports ground carpark. The scale of the cul de sac accommodates bus movements into the car park and small truck movements around the island. A tear drop shaped island is located within the cul de sac to reinforce the direction of travel and discourage car burnouts.

See **Appendix A** sheet 1 for the design plan.

## 3. Cass /Jones/Feldwick Intersection

### 3.1 Design Considerations

The following key design considerations were identified for the Cass Street (west)/Feldwick Drive/Jones Street intersection:

- Safe and intuitive intersection
- Caters for various vehicle types – including coach access to Cass Street west from Cass Street and Jones Street, articulated truck access between west and south legs
- Provides shared path crossing on east side
- Provides pedestrian crossing facilities

### 3.2 Existing Layout

The intersection is currently a priority T-intersection as the Cass Street eastern leg is closed to traffic. The Cass Street western leg traffic give way to the Jones Street and Feldwick Drive traffic as shown **Figure 3.1**. The current dominant traffic flow is between Cass Street (western leg) and Feldwick Drive due to the residential catchment and the current condition of Jones Street.

There are cutdowns for pedestrians to cross the Cass Street western leg, however there are no cutdowns for people to cross Feldwick Drive or the Jones Street legs. The shared path on the east side of the Feldwick Drive currently terminates where it meets the closed leg of Cass Street as shown in **Figure 3.2**.



**Figure 3.1** Cass Street intersection with Feldwick Drive (looking west)



**Figure 3.2** Cass Street intersection with Feldwick Drive (looking north)

### 3.3 Options

Two options were developed for this intersection as follows, these are compared in **Table 3.1**.

- Option 1 - Give way (Jones/Feldwick has priority)
- Option 2 - Roundabout

**Table 3.1** Intersection options

Option #	Type	Advantages	Disadvantages
1	Give way	<ul style="list-style-type: none"> <li>• Lower construction cost</li> <li>• Reinforces Jones/Feldwick as the spine road</li> </ul>	<ul style="list-style-type: none"> <li>• Increased potential for crashes with likely greater severity (risk taking etc at busy times)</li> <li>• Difficult for pedestrians and cyclists crossing east-west</li> </ul>
2	Roundabout	<ul style="list-style-type: none"> <li>• Lower estimated crash rate and severity likely (separates vehicle conflict points)</li> <li>• Better for pedestrians and cyclists crossing east-west</li> <li>• Provides a gateway to the differing land uses (residential, recreational and mixed use)</li> <li>• Facilitates effective wayfinding (directional signage in central island)</li> </ul>	<ul style="list-style-type: none"> <li>• Higher construction cost</li> </ul>

### 3.4 Recommended option

The recommended intersection type is a roundabout. However, the give way could be implemented initially given that the sports fields and mixed-use businesses will not be established in the short term.

If a give way is to be implemented, it should be constructed with consideration of a future roundabout requirements i.e. without the need to alter kerb lines or damage the carriageway surface.

Pedestrian refuge islands are proposed to be installed on Cass Street which will assist shared path users to cross Cass Street in a two-phase approach and provide a good level of service for pedestrians. It also encourages good lane discipline as right turners cannot cut the corner of the T-intersection.

This layout could cause delays to sports ground users as they are required to give way when exiting the sports ground area.

Tour coaches and articulated trucks have been assessed for this design and turning movements can be achieved. A mountable shoulder is required on the south west corner of the intersection to allow for the tracking of semi-trailers making a left turn into Cass Street. An example of a mountable shoulder is shown in **Figure 3.3**.



**Figure 3.3** Mountable shoulder example

See **Appendix A**, sheet 2 for the design plan.



## 4. Charles Street/Jones Street Intersection

### 4.1 Design Considerations

The key design considerations identified for the intersection of Charles Street and Jones Street were:

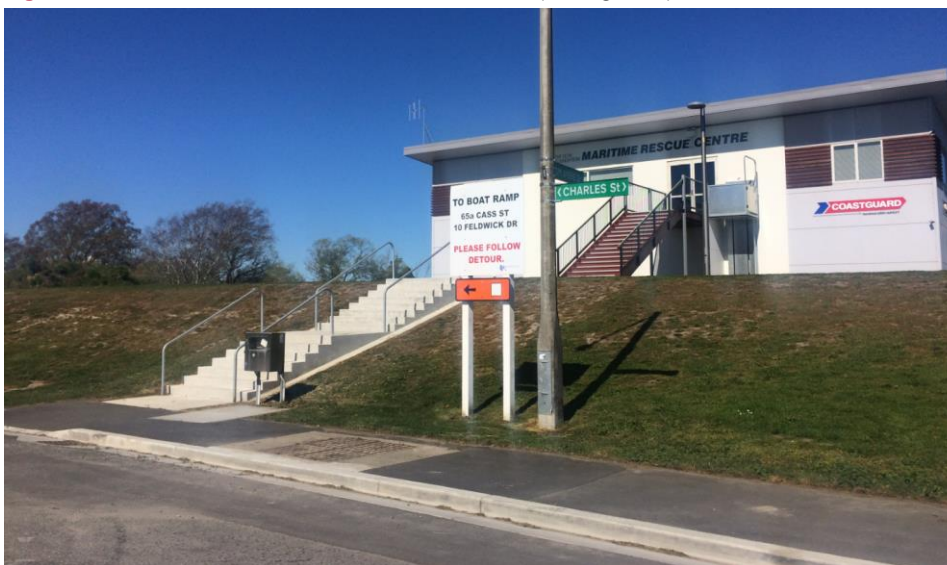
- Safe and intuitive intersection
- Caters for various vehicle types – including coach between west and north legs, boat trailer movements between north and east legs
- Provides shared path crossing on east side
- Allows cycle access from the west to the shared path

### 4.2 Existing Layout

The intersection is currently a priority T-intersection with Jones Street traffic giving way to the Charles Street traffic as shown in **Figure 4.1**. The Coastguard building is located on the south side of the intersection as shown in **Figure 4.2** this can be accessed by foot at this location however the vehicle access is located west of the intersection. There are cutdowns for pedestrians to cross the Charles Street on the eastern side on the intersection.



**Figure 4.1** Charles Street intersection with Jones Street (looking north)



**Figure 4.2** Charles Street with Coast Guard building on south side of the Jones Street intersection (looking south)



## 4.3 Options

Two options were considered for this intersection, a standard T-intersection and a change in priority T-intersection with Jones Street allocated the priority over Charles Street east leg.

Changing the intersection priority was not considered a safe and intuitive design for this intersection. Coast guard boat ramp users travel straight along Charles Street, therefore if the priority was changed they would be required to stop at the corner to give way to Jones Street vehicles. This creates a conflict point at this corner. It was considered that a standard T-intersection design would meet all of the design considerations.

## 4.4 Recommended layout

The recommended layout retains priority to Charles Street traffic. The revised design accommodates the following turning movements:

- Towed boats between Jones Street and Charles Street east
- Coaches between Charles Street west and Jones Street

The intersection has been narrowed on Jones Street and the east leg of Charles Street to minimise the crossing distance for pedestrians and cyclists. The west leg of Charles Street has retained some width to allow towed boats to turn out of and into the Coastguard boat ramp access.

Planting is proposed on the build out on the east leg of Charles Street to disguise the parallel parking along that section and create a visual narrowing which will help reduce the speed environment.

See **Appendix A** sheet 3 for the design plan.

## 5. Section 2 – Charles Street (west)

### 5.1 Design Considerations

The key design considerations identified for Charles Street (west) were:

- Future mixed business frontages on the north side
- Access to a future boat-trailer parking lot on the south side
- Existing campervan wastewater disposal site on the south side
- Footpath required on north side
- Turn-around facility for people visiting mixed-use business area required
- South side kerblines in better condition than north side kerblines

See **Section 4** for the recommended design for the intersection with Jones Street.

### 5.2 Existing Layout

Charles Street is approximately 14m wide with kerb and channel on both sides as shown in **Figure 5.1**. The centreline is offset to the south due to the poor condition of the carriageway on the north side. There is a 1.5m wide footpath on the north side. A campervan wastewater disposal facility is accessed from this street as shown in **Figure 5.2**.

This section of Charles Street from Jones Street to the next section of Charles Street is approximately 210m long.



**Figure 5.1** Charles Street (west) existing layout looking east



**Figure 5.2** Campervan waste disposal area

## 5.3 Cross Section Options

The cross section options developed for this section of road are outlined in **Table 5.1**. These options were discussed and confirmed at a workshop with WDC staff.

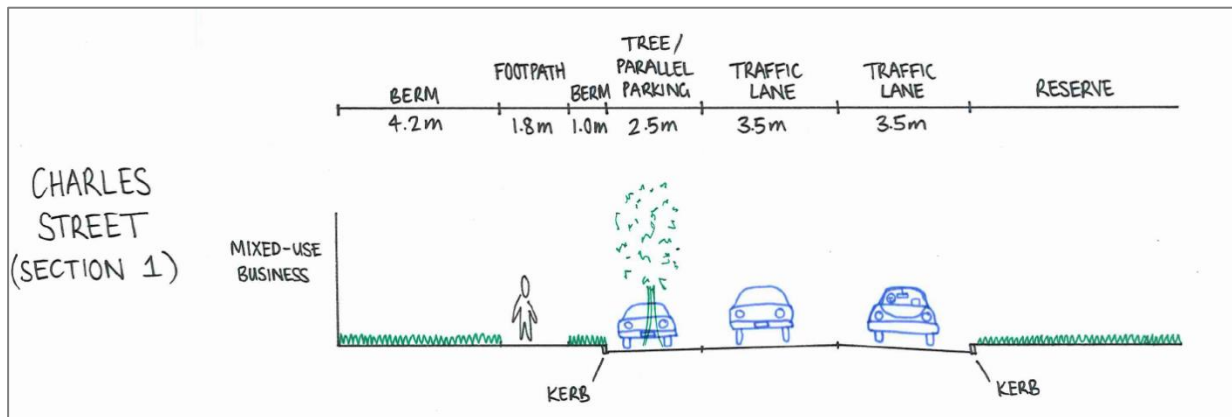
**Table 5.1** Charles Street (west) cross section options

Option #	Description	Discussion
1	<ul style="list-style-type: none"> <li>Flush median option</li> </ul>	<p>Flush median to allow for cars towing boats to manoeuvre in and out of the car park without encroaching on the opposing lane.</p> <p>Parallel parking on north side for future mixed-use business. This could be interspersed with trees or parklets.</p> <p>Shared path on north side.</p> <p>Minimum width footpath provided on south-west side for access from trailer park to pontoon, footpath only needed as far as the boat trailer car park, after that extra room required for U-turning facility.</p>
2	<ul style="list-style-type: none"> <li>Minimum lanes widths</li> <li>Parking both sides</li> <li>Large shared path area on north-east side</li> </ul>	<p>10m wide carriageway with only a centreline marked. This allows for parking on both sides and when demand is low, become over-sized lanes.</p> <p>Large shared path area proposed on north-east side to allow for a shared path area and a lingering area given the adjacent mixed use land use</p> <p>Minimum width footpath allowed on south-west side for access from trailer park to pontoon. Only needed to boat car park, after that extra room required for U-turning facility.</p>
3	<ul style="list-style-type: none"> <li>Parallel parking on north side only</li> </ul>	<p>Wider 3.5 lanes to allow for boat trailer manoeuvring.</p> <p>Parking on north side only for future mixed-use business zone. Trees can be inter-spaced in this area.</p> <p>Path on north side.</p> <p>No parking allowed on south side to allow for good visibility for boat trailers.</p>
4	<ul style="list-style-type: none"> <li>Angle parking on north-east side only</li> </ul>	<p>Angle parking on north-east side to allow parking for mixed-use business. Trees can be planted in-between bays similar to Feldwick Drive.</p> <p>Minimum traffic lanes to reduce carriageway width while still allowing some manoeuvrability.</p> <p>Minimum width footpath allowed on south side for access from trailer park to pontoon. Only needed to car park, after that extra room required for U-turning facility.</p>

## 5.4 Recommended option

Option 3 is recommended with following key aspects, as shown in **Figure 5.3**:

- A 1.8m wide footpath on the north side between two berms
- Parallel parking on the north side
- Two 3.5m wide traffic lanes
- Kerb alignment on the south side retained
- Buildout approximately half way along parking to provide planting opportunity.
- Approximately 29 car parks provided.



**Figure 5.3** Charles Street (west) recommended option

The parallel parking on the north side serves the mixed use business area and also creates a location where drivers using the Coastguard boat ramp can park before the proposed dedicated boat trailer park is developed.

It is envisaged that visitors to the mixed-use business area will u-turn from their car park to exit this area. If the disposal site is to remain in use then access will be required off road rather than on-road as currently marked.

It is assumed that users of the boat trailer park will take the most direct pedestrian route back to the pontoon and therefore, a footpath along the road was not required.

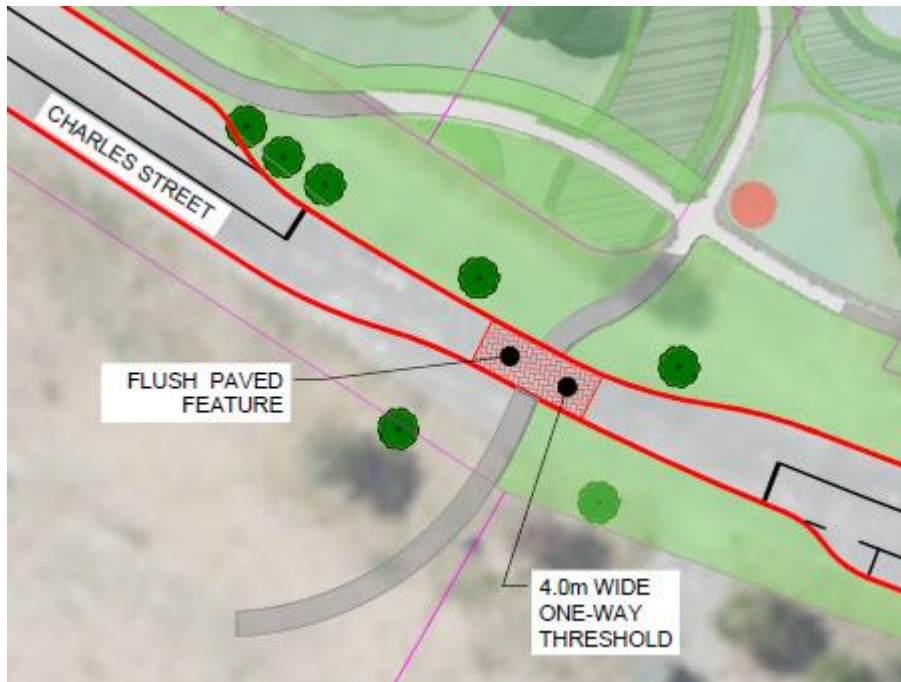
To minimise construction costs, only one kerb buildout is proposed approximately half way along this section of Charles Street. Planting is recommended at the start and end of this section, as well as within the buildout to break up the large seal area and create a visual narrowing at these locations.

See **Appendix A** sheet 4 for the design plan.



### Charles Street One-way Transition

The recommended transition between Charles Street west and east is a one-lane section of road that will slow traffic and minimise the crossing distance for path users as shown in **Figure 5.4**. This transition differentiates between the mixed use section of Charles Street and the reserve section. It gives drivers a visual clue that the roads from this point are narrow and slow speeds should be observed. See **Figure 5.5** for an example of this treatment.



**Figure 5.4** Transition between west and east sections of Charles Street



**Figure 5.5** Example of road narrowing

The central part of the narrowing will be a flush paved area as used along the new Feldwick Drive design, see **Figure 5.6**. This feature provides good continuity between the new roads in Kaiapoi East. Any planting in this area should be set back from the kerb to allow good inter-visibility between opposing drivers and path users. Limit lines will be installed on both approaches to this narrowing to encourage the negotiation of priority. The transition has been designed for a 99<sup>th</sup> percentile car towing a large boat.





**Figure 5.6** Example of paved flush surface

See **Appendix A** sheet 5 for the design plan.

## 6. Section 3 – Charles Street (east)

### 6.1 Design Considerations

The key design considerations identified for Charles Street (east) are:

- Access to dog park through gated entry
- Access to recreational area (picnic area and jetty) and water tower lookout/events area
- Footpath crosses the road at the transition between the west and east sections of Charles Street
- Pedestrian access from parking to destination (dog park, picnic area, viewing platform)
- Recreational path shown on north-east side only
- Turn-around facility for people only visiting this section

### 6.2 Existing Layout

Charles Street is approximately 14m wide with kerb and channel on both sides as shown in **Figure 6.1**. There is a 1.5m wide footpath on the north side.

This section of Charles Street from the previous section to Jollie Street is 330m long.



**Figure 6.1** Charles Street (east) existing layout looking west

## 6.3 Cross Section Options

The cross section options developed for this section of road are outlined in **Table 6.1** and were agreed with WDC staff.

**Table 6.1** Charles Street (east) cross section options

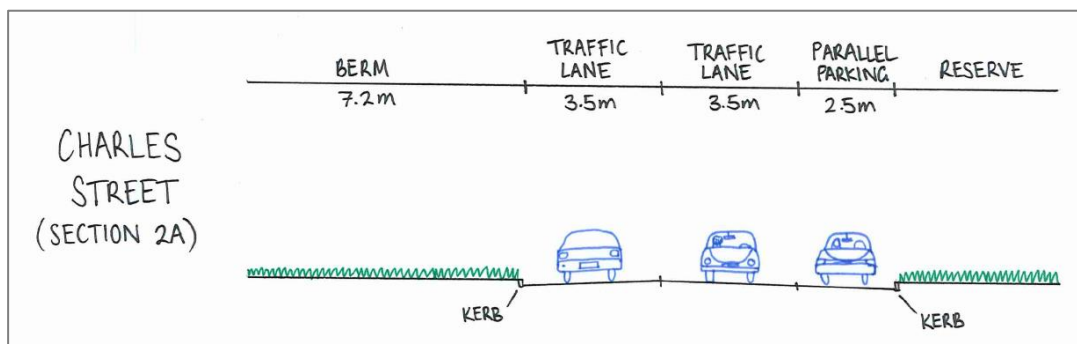
Option #	Description	Discussion
1	<ul style="list-style-type: none"> <li>Alternate angle parking on both sides of the road</li> </ul>	<p>Angle parking is alternated between the north and south sides depending on which destination requires parking.</p> <p>No footpaths are proposed.</p> <p>Kerb and channel is proposed along the angle parking with a berm against it. A swale is proposed along the north side until the dog parking area to discourage people from parking in this location.</p>
2	<ul style="list-style-type: none"> <li>Parallel parking both sides</li> </ul>	<p>A 10m wide carriageway would allow for parking on both sides and 3m wide traffic lanes.</p> <p>Kerb and channel would be provided along both sides of the road with a grass berm adjacent to the parking. No footpath is proposed.</p>
3	<ul style="list-style-type: none"> <li>Parking in the middle of the road</li> </ul>	<p>Parking would be located in the middle of the road. All pedestrians would be required to cross one lane of traffic. Could use this as a feature to differentiate this section of Charles Street from the northern one.</p> <p>Kerb and channel is proposed on both sides of the road to discourage parking on the berm/reserve.</p> <p>No footpath is proposed on either side.</p>

## 6.4 Recommended Option

The recommended option is a modified version of Option 1 and Option 2. The difference being that the angle parking is proposed on the north side due to the impact on the road alignment. Parallel parking is proposed on the south side in the western end of the section. This small section of parallel parking allows for carparking for the reserve.

The key features of the recommended option for the western end, as shown in **Figure 6.2** are:

- Parallel carpark on the south side
- Two 3.5m wide traffic lanes
- Kerb alignment on the south side retained
- Space to accommodate 6 parked vehicles

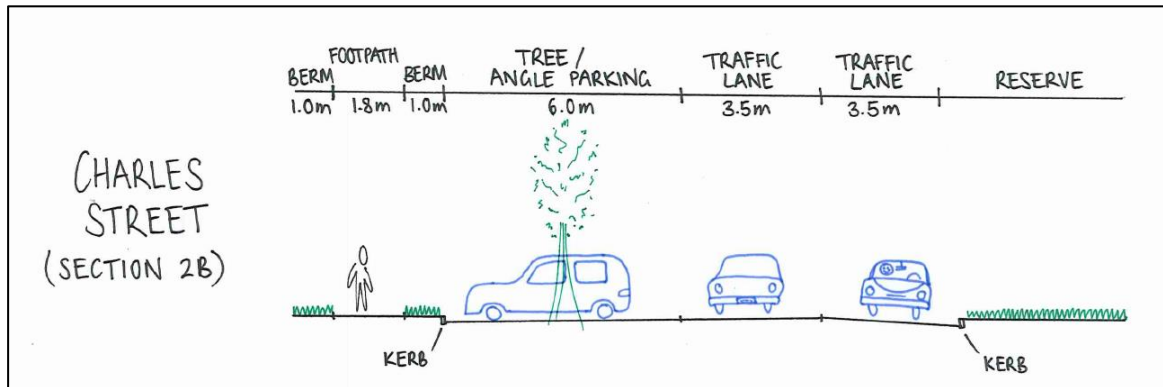


**Figure 6.2** Charles Street (east) recommended option – western end

See **Appendix A** sheet 5 for the design plan.

The key features of the recommended option for the eastern end, as shown in **Figure 6.3** are:

- A 1.8m wide recreational path on the north side between two berms
- Angle parking on the north side (reverse in would allow dogs to exit away from the traffic lane)
- Two 3.5m wide traffic lanes
- Kerb alignment on the south side retained
- Two blocks of angle parking provided with a total of 47 car parks



**Figure 6.3** Charles Street (east) recommended option – eastern end

Road users parking in this section can choose to reverse into the car parks or forward park into them.

It is likely that this parking will be mainly used by dog park users, however users of the reserve could still park here and safely cross the road at the transition point.

To minimise construction costs, only one kerb buildout is proposed approximately half way along this section of Charles Street. Planting is recommended at the start and end of this section, as well as within the buildout to break up the large seal area and create a visual narrowing at these locations.

See **Appendix A** sheet 6 for the design plan.

## 7. Section 4 – Jollie Street

### 7.1 Design Considerations

The key design considerations identified for Jollie Street are:

- Future memorial gardens on east side
- Access to dog park through gated entry
- Possible over-flow parking area for sports fields on east side
- Access to private property on the west side of the road
- Pedestrian access from parking to destination (dog park, memorial gardens)
- Recreational path needed on west side only
- Potential turn around facility for people only visiting this section

### 7.2 Existing Layout

Jollie Street is approximately 14m wide with kerb and channel on both sides as shown in **Figure 7.1**. There are no road markings. There is a 1.5m wide footpath on the west side only. There are fenced road closures where Sewell Street used to intersect with Jollie Street.

This section of Jollie Street is approximately 225m long.



**Figure 7.1** Jollie Street existing layout looking south



## 7.3 Cross Section Options

The cross section options as developed and reviewed with WDC staff are outlined in **Table 7.1**.

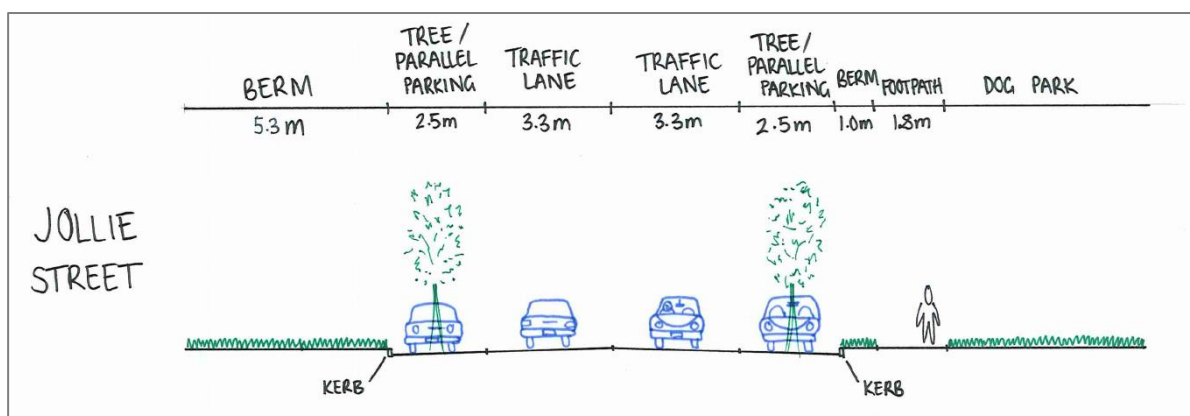
**Table 7.1** Jollie Street cross section options

Option #	Description	Discussion
1	<ul style="list-style-type: none"> <li>Parallel parking on both sides</li> <li>Tree planting on both sides</li> </ul>	<p>Parallel parking is allowed on both sides to service both the memorial gardens and the dog park.</p> <p>Trees are planted on both sides to create a 'boulevard'.</p> <p>Parallel parkers will need a turning facility.</p>
2	<ul style="list-style-type: none"> <li>Planted central island</li> </ul>	<p>Parallel parking is provided on both sides with trees planted in sections. A median island is provided with planting and also the ability to U-turn around the island.</p> <p>Carriageway lane widths are kept to a minimum.</p>
3	<ul style="list-style-type: none"> <li>Central Parking</li> </ul>	<p>Central right angle parking is allowed for in the central island to access both the memorial gardens and dog park. All pedestrians will need to cross at least one lane of traffic. The parking allows drivers to U-turn back the way they came.</p>
4	<ul style="list-style-type: none"> <li>Alternating angle parking</li> </ul>	<p>Angle parking is provided along Jollie Street on alternate sides of the road. When there isn't parking there are trees. Angle parking allows drivers to U-turn back the way they came from.</p>

## 7.4 Recommended Option

The key features of the recommended option 1, as shown in **Figure 7.2** are:

- A 1.8m wide recreational path on the west side between a berm and the dog park
- Parallel parking on both sides
- Two 3.5m wide traffic lanes
- Kerb alignment on the west side retained
- Approximately 29 parallel parks provided on dog park side
- Approximately 30 parallel parks provided on memorial gardens side



**Figure 7.2** Jollie Street recommended option

It is likely that drivers will U-turn from their parallel car parks to exit this area. To minimise construction cost it is proposed to have one kerb buildout, with planting, approximately half way along this section. This buildout could also accommodate an informal pedestrian crossing point or a vehicle access point to the Memorial Gardens area.

Additional planting, to create a boulevard effect, should be considered in the berm area.

Access to the private property on the west side is via driveway created at the bend with Cass Street. A gate would be required set back far enough to allow path users to move across driveway.

See **Appendix A** sheet 7 for the design plan.

## 8. Section 5 – Old Feldwick Drive intersection

### 8.1 Design Considerations

The following key design considerations were identified for the existing section of Feldwick Drive that will become sports ground parking and access to the private residence at 10 Feldwick Drive.

- Access to private property
- Waste collection truck turn around
- Car parking for softball facilities
- Retaining the existing kerblines for Feldwick Drive
- Future memorial gardens on south side
- Possible over-flow parking area for sports fields on south side
- Pedestrian access from parking to destination (sports fields, memorial gardens)

### 8.2 Existing Layout

Feldwick Drive is approximately 11m wide with kerb and channel on both sides as shown in Figure 8.1. The road is fenced off at the intersection with Gray Crescent and just north of 10 Feldwick Drive. This section of Feldwick Drive is predominately for the use of the property owners of 10 Feldwick Drive and any associated servicing such as waste collection. There are 1.5m wide footpaths on both sides.

This section of Feldwick Drive is 110m long.



**Figure 8.1** Old Feldwick Drive existing layout looking north from Cass Street

## 8.3 Options

The following options were considered at this location.

Option #	Description	Discussion
1	Roundabout	<p>A roundabout was designed for this intersection. A classic roundabout design has four legs to it, this design only has three. To allow the rubbish trucks to turn around, a large (&gt;10m radius) roundabout is needed as well as a large seal area.</p> <p>A non-mountable island could be installed within the roundabout, however large turning lanes were still required to accommodate the truck and given there are only 3 legs on this roundabout it was considered that the lane discipline is likely to be poor with users travelling straight ahead not likely to use the roundabout. This could lead to confusion as to who has right of way at this intersection.</p>
2	Cul-de-sac head	<p>This design is similar to the roundabout but without the island. This created a large seal area that would be expensive to construct and maintain.</p>
3	Standard T-intersection	<p>This design held the kerblines of the existing Feldwick Drive with a narrowing near to the intersection. If the property at 10 Feldwick Drive was converted to reserve land then a rubbish truck would be required to do a four-point turn to manoeuvre at this location.</p>
4	T-intersection with kerb indent	<p>This created a kerb indent at the head of the T-intersection, to facilitate the u-turning movement by a small rubbish truck.</p>

## 8.4 Recommended Option

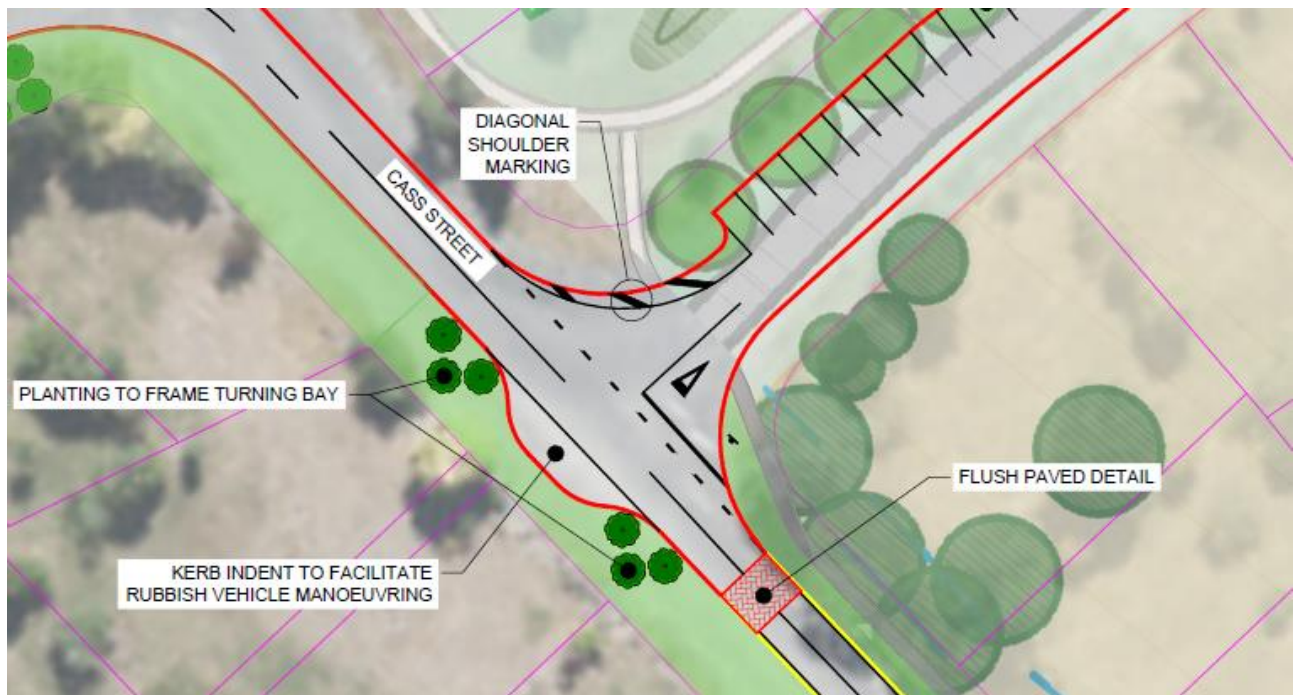
Option 4, as shown in **Figure 8.2**, is recommended with the following features:

- Clear give way rules for road users
- Minimised seal area
- Ability for small rubbish truck to U-turn at this intersection
- Potential to install kerb indent if 10 Feldwick Drive becomes reserve land
- Flush cobbled detail at the start of Cass Street east to signal to road users they are entering a different land use area
- Flush detail also provides the transition between the kerb and channel and edge of seal

This option has the flexibility to install a kerb indent initially or if 10 Feldwick Drive became public land. The kerb indent is only required if 10 Feldwick Drive becomes reserve land for rubbish truck servicing. Therefore in the short term the kerb indent is not required and will add to construction costs.

If 10 Feldwick Drive becomes public land then the last house needing to be serviced by the rubbish collection is 65A Cass Street. A rubbish truck manoeuvring at the driveway for 65A Cass Street is not advisable and therefore the rubbish truck can continue to this intersection and U-turn at the intersection using the kerb indent facility. While 10 Feldwick Drive is occupied by a resident then it is assumed that the truck will manoeuvre outside 10 Feldwick Drive as it does currently.

By retaining the standard T-intersection the give way rules are clear to all road users and compliance with these rules is likely to be very high. Cars towing boats will not have to deviate from their desire path of travel and reserve users exiting the parking area on Feldwick Drive will be controlled by a Give Way control.



**Figure 8.2** Old Feldwick Drive Intersection Layout

It is recommended to construct the kerb indent area as a mountable shoulder, as shown in **Figure 3.3**. This allows drainage to continue straight through this section, mitigating the need to install drainage within the kerb indent area. It will also visually look different. This could deter drivers from parking in this area. However, there is a risk that the kerb indent area unintentionally becomes a parking bay as it will be infrequently used by rubbish trucks. No stopping restrictions could be installed along this kerb to indicate it is not a parking area. It is recommended on days of high use at the sports ground that this area is monitored to see if it is being used for parking.

See **Appendix A** sheet 8 for the design plan.



## 9. Section 6 – Cass Street (east)

### 9.1 Design Considerations

The following key design considerations were identified for Cass Street (east):

- Recreational path needed on north side only
- Access to Askeaton Park boat ramp
- Access to rural land.

### 9.2 Existing Layout

Cass Street is approximately 13m wide with kerb and channel on both sides as shown in **Figure 9.1**. There are no road markings. There are 1.5m wide footpaths on both sides.

This section of Cass Street is 350m long.



**Figure 9.1** Cass Street (east) existing layout looking east

### 9.3 Cross Section Options

The cross section options for this section of road, as developed and discussed with WDC staff, are outlined in **Table 9.1**.

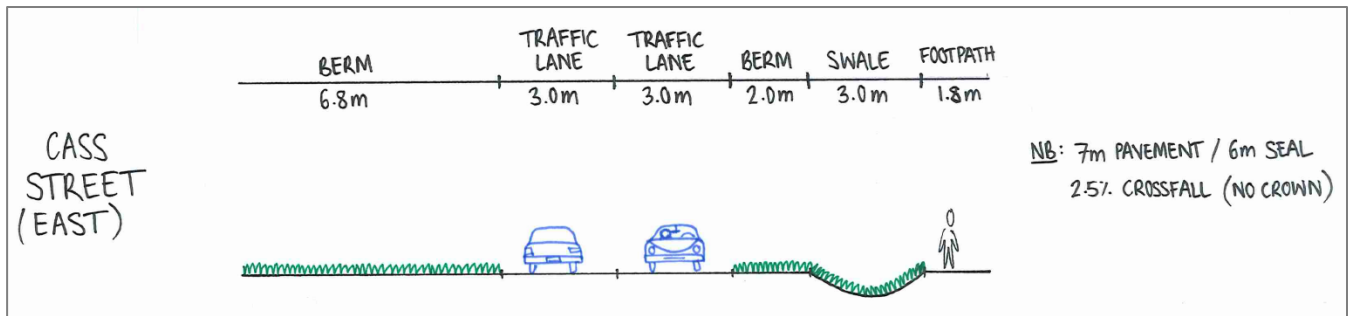
**Table 9.1** Cass Street (east) cross section options

Option #	Description	Discussion
1	<ul style="list-style-type: none"> <li>• Swale on both sides</li> </ul>	<p>Carriageway with 4m lanes which ties-in with proposed Hall Street.</p> <p>Swale on both sides. No footpath on either side. Access to rural land over swales.</p>
2	<ul style="list-style-type: none"> <li>• Footpath on north side</li> </ul>	<p>Carriageway with 4m lanes which ties-in with proposed Hall Street. Swale on south side.</p> <p>Footpath on north side as shown on reserves master plan. North side will be kerb and channel with berm area between road and footpath.</p>

## 9.4 Recommended Option

The recommended option is Option 2. The key features of the recommended option, as shown in **Figure 9.2** are:

- A 1.8m wide footpath on the north side
- A berm on the north side between a berm and the footpath
- Two 3.0m wide traffic lanes
- Berm on the south side



**Figure 9.2** Cass Street (east) recommended option

No on-street car parking is provided with this option. There is potential that on busy days at the sports field users may park on the berm. However, this could be managed by opening an over-flow parking area as identified in the Reserves Master Plan.

See **Appendix A** sheet 8 for the design plan.

## 10. Section 7 – Hall Street

### 10.1 Design Considerations

The following are the key design considerations identified for Hall Street:

- Access to Askeaton Park boat ramp
- Access to future rural land
- No recreational paths proposed
- Existing land parcel boundary on east and west sides

### 10.2 Existing Layout

Hall Street is approximately 11m wide with kerb and channel on both sides on the flat section (up to the bottom of the stop bank) as shown in **Figure 10.1**. There are no road markings. There is a 1.5m wide footpath on the east side.

This section of Hall Street is 150m long.



**Figure 10.1** Hall Street existing layout looking north

### 10.3 Cross Section Options

The cross section options were developed and discussed with WDC staff and are outlined in **Table 10.1**.

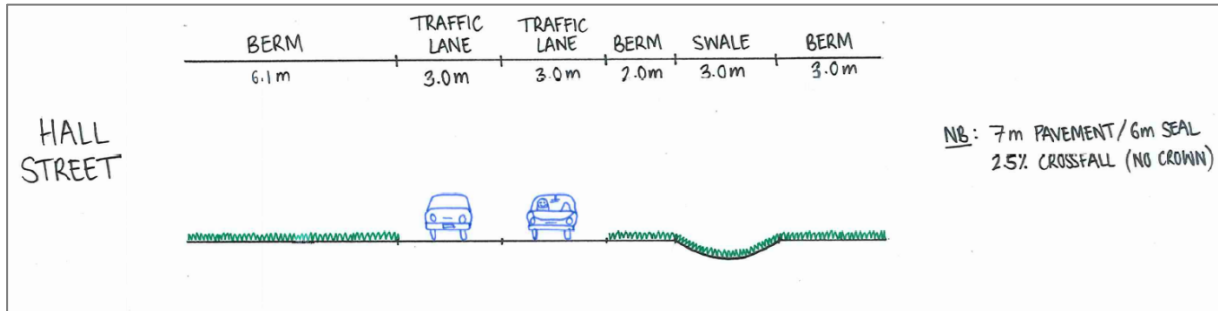
**Table 10.1** Hall Street cross section options

Option #	Description	Discussion
1	<ul style="list-style-type: none"> <li>• Swale on both sides</li> </ul>	<p>Carriageway with 4m lanes which ties-in with access to Askeaton Park.</p> <p>Swale on both sides. No footpaths.</p>
.2	<ul style="list-style-type: none"> <li>• Footpath on east side</li> </ul>	<p>Carriageway with 4m lanes which ties-in with access to Askeaton Park.</p> <p>Swale on west side.</p> <p>Footpath on east side to tie in with the existing stop bank walk and the proposed new path in the rural zone.</p>

## 10.4 Recommended Option

Option 1 as shown in **Figure 10.2** is recommended with the following elements:

- A berm on the west side
- Two 3.0m wide traffic lanes
- A berm and swale on the east side



**Figure 10.2** Hall Street recommended option

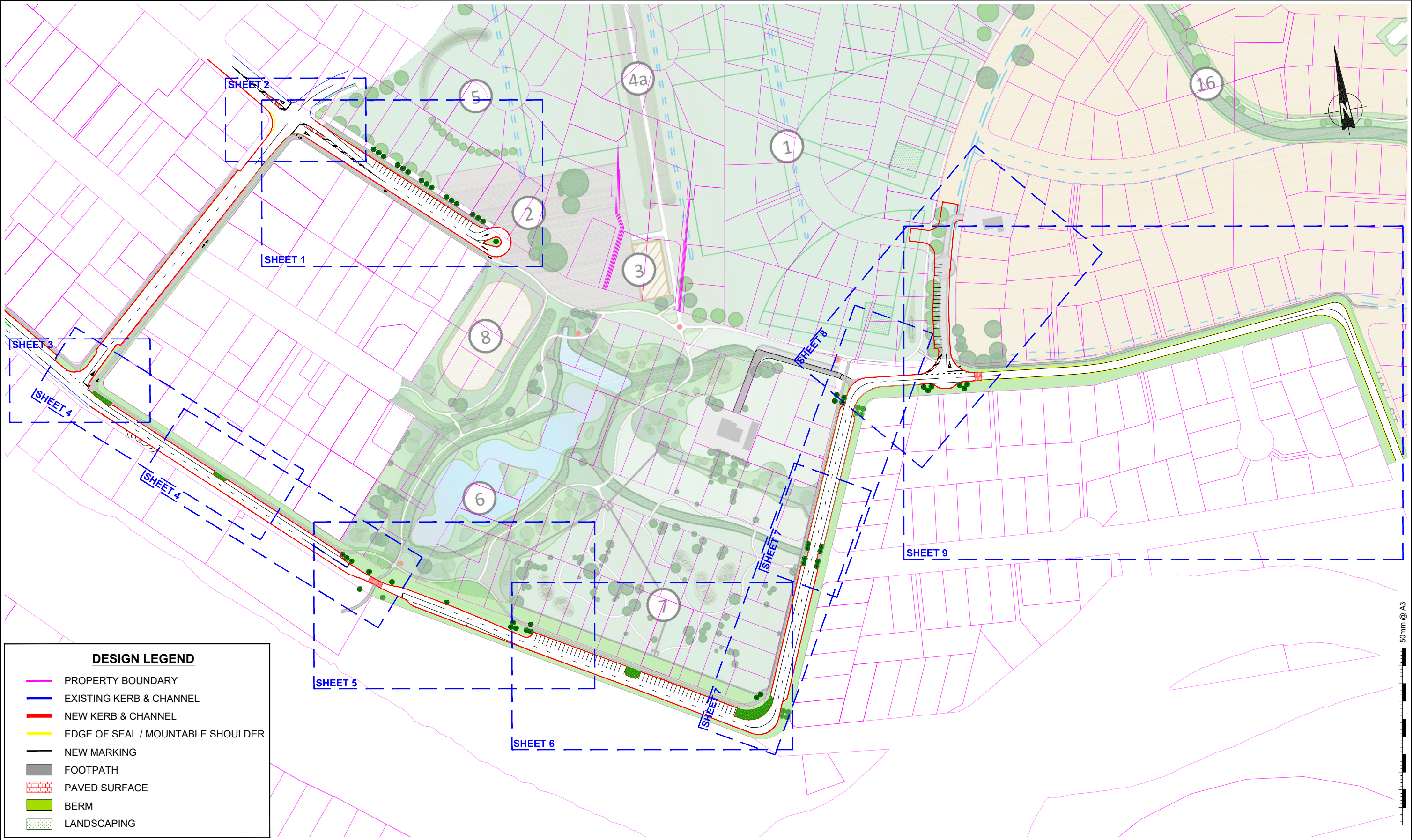
See **Appendix A** sheet 8 for the design plan.

## Appendix A

### Scheme Design Plans







**DESIGN LEGEND**

- PROPERTY BOUNDARY
- EXISTING KERB & CHANNEL
- NEW KERB & CHANNEL
- EDGE OF SEAL / MOUNTABLE SHOULDER
- NEW MARKING
- FOOTPATH
- PAVED SURFACE
- BERM
- LANDSCAPING

Rev	Date	By	Chk	Description



Design	PAG
Drawn	PAG
Checked	JW
Issued	6/12/2018
Scale	1:2500 @ A3

KERA Road Upgrades		Project No. WMKDC-J071
Scheme Plans for Approval		Dwg # ATC10233
Sheet Layout Overview		Sheet -
		Revision





Rev	Date	By	Chk	Description
A	6/12/2018	AW	JW	Edits as per internal review
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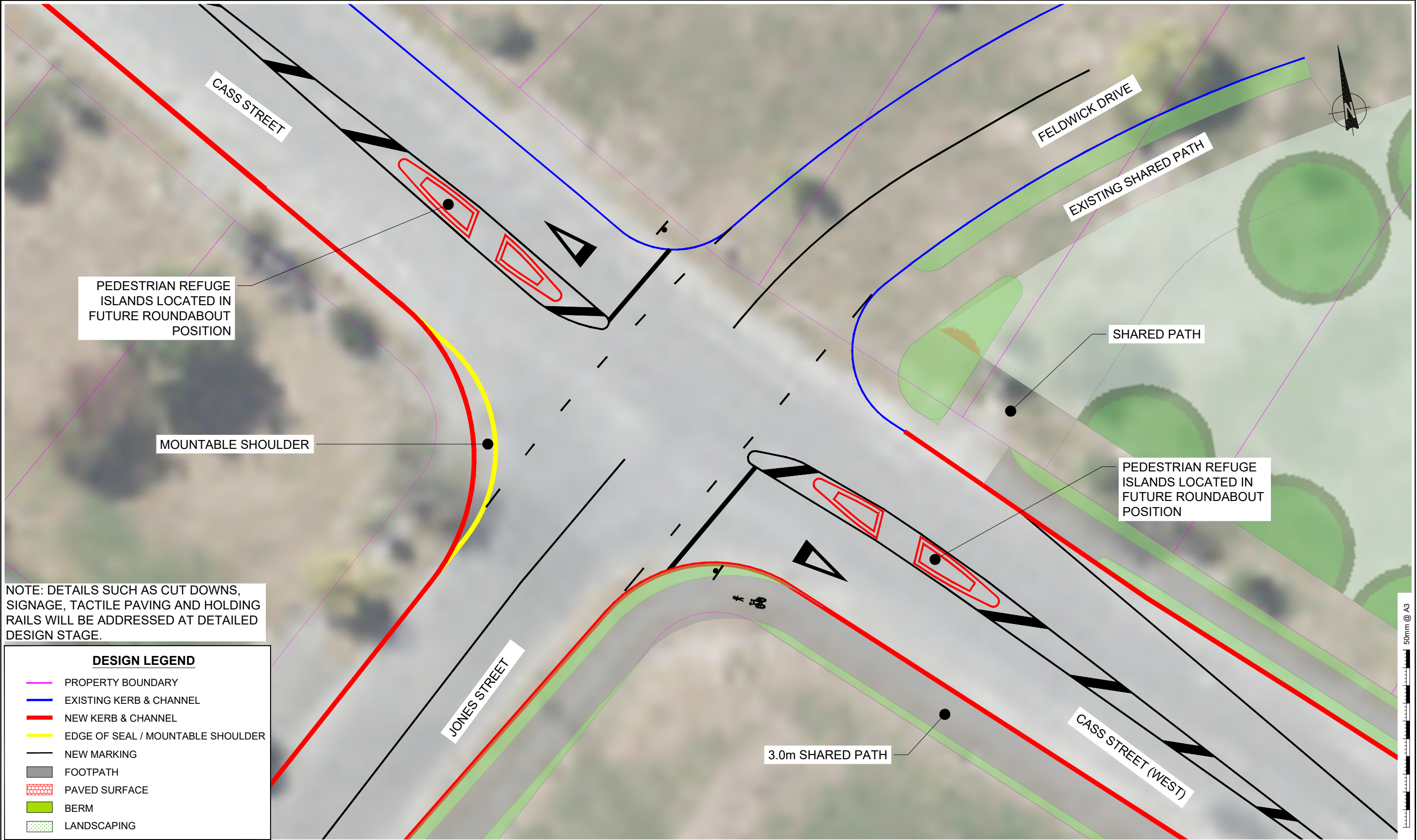


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Issued	20/11/2018
Scale	1:500 @ A3

KERA Road Upgrades		Project No. WMKDC-J071
Scheme Plans for Approval		Dwg # ATC10233
Cass Street (west)		Sheet 1
		Revision A



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NOTE: DETAILS SUCH AS CUT DOWNS, SIGNAGE, TACTILE PAVING AND HOLDING RAILS WILL BE ADDRESSED AT DETAILED DESIGN STAGE.

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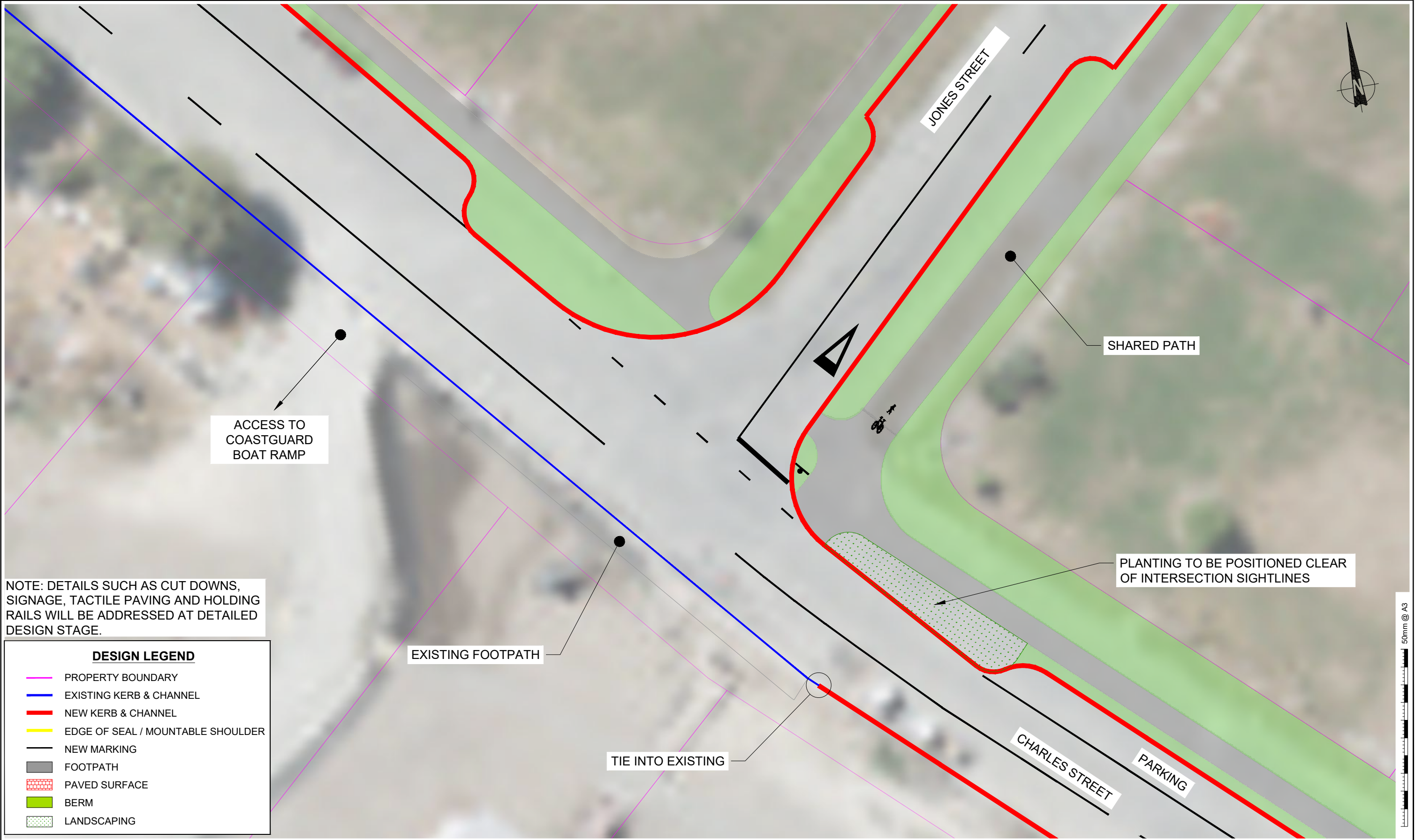
KERA Road Upgrades

Scheme Plans for Approval

Cass Street / Jones Street / Feldwick Drive Intersection

Project No.	WMKDC-J071
Dwg #	ATC10233
Sheet	2
Revision	A





Rev	Date	By	Chk	Description
A	6/12/2018	AW	JW	Edits as per internal review
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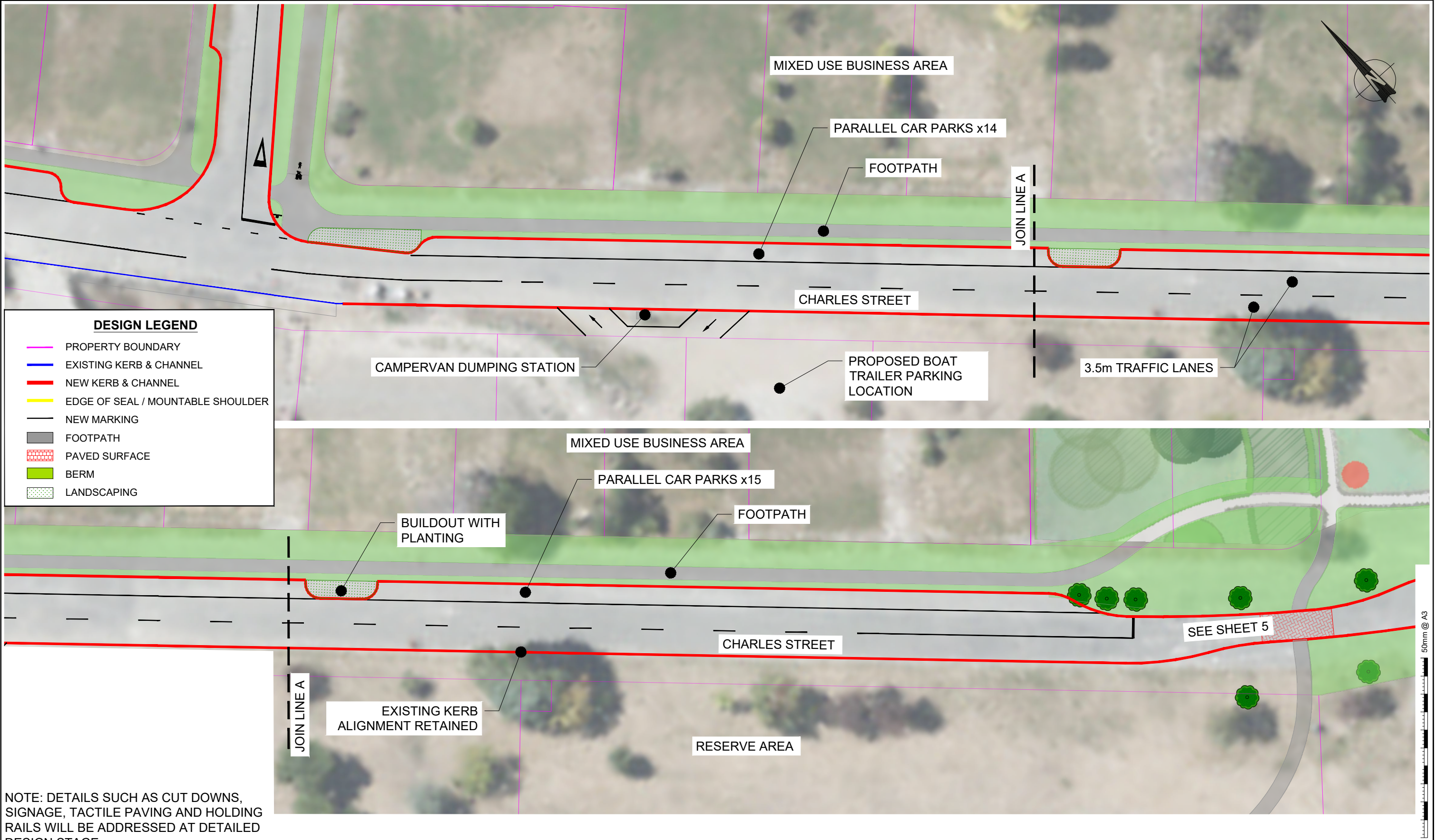


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**KERA Road Upgrades**  
Scheme Plans for Approval  
Charles Street / Jones Street Intersection

Project No.	WMKDC-J071
Dwg #	ATC10233
Sheet	3
Revision	A





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KERA Road Upgrades  
Scheme Plans for Approval  
Charles Street Section 1

Project No.	WMKDC-J071
Dwg #	ATC10233
Sheet	4
Revision	A



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NOTE: DETAILS SUCH AS CUT DOWNS, SIGNAGE, TACTILE PAVING AND HOLDING RAILS WILL BE ADDRESSED AT DETAILED DESIGN STAGE.

DESIGN LEGEND				
	PROPERTY BOUNDARY			
	EXISTING KERB & CHANNEL			
	NEW KERB & CHANNEL			
	EDGE OF SEAL / MOUNTABLE SHOULDER			
	NEW MARKING			
	FOOTPATH			
	PAVED SURFACE			
	BERM			
	LANDSCAPING			

Rev	Date	By	Chk	Description
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KERA Road Upgrades  
Scheme Plans for Approval  
Charles Street Section 2A

Project No.	WMKDC-J071
Dwg #	ATC10233
Sheet	5
Revision	A



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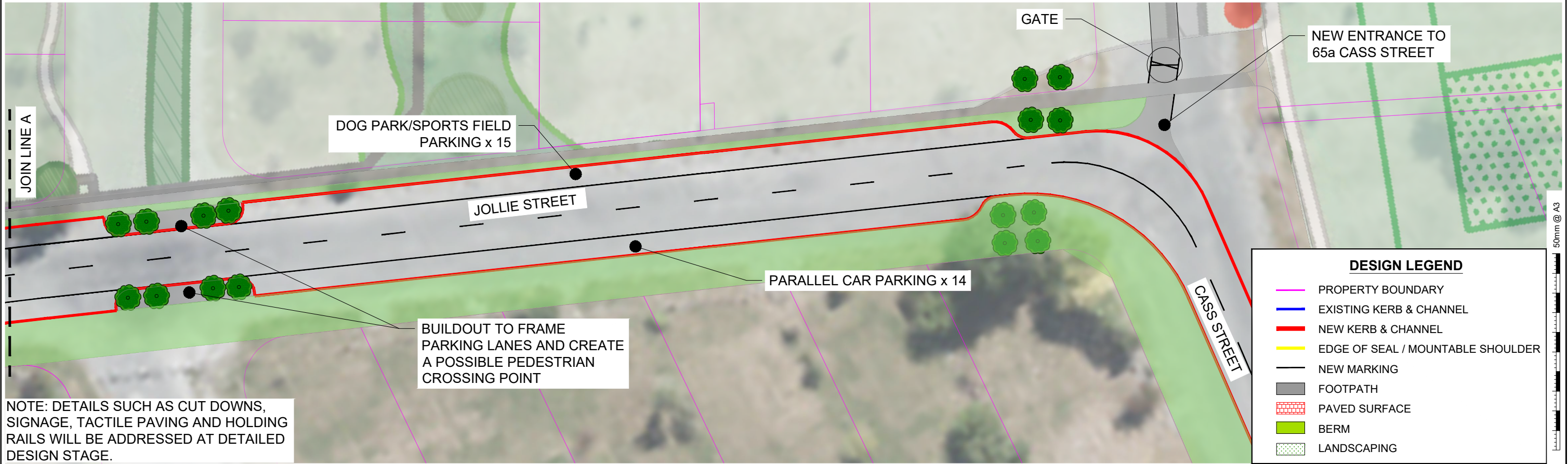
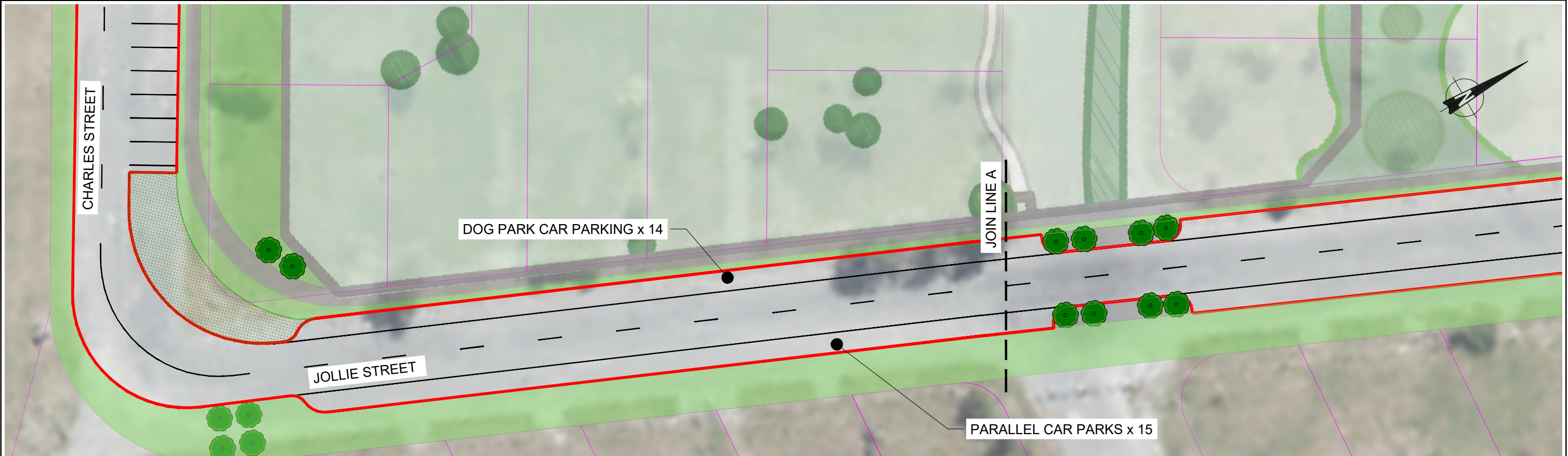


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Issued	20/11/2018
Scale	1:500 @ A3

KERA Road Upgrades  
Scheme Plans for Approval  
Charles Street Section 2B

Project No.	WMKDC-J071
Dwg #	ATC10233
Sheet	6
Revision	A





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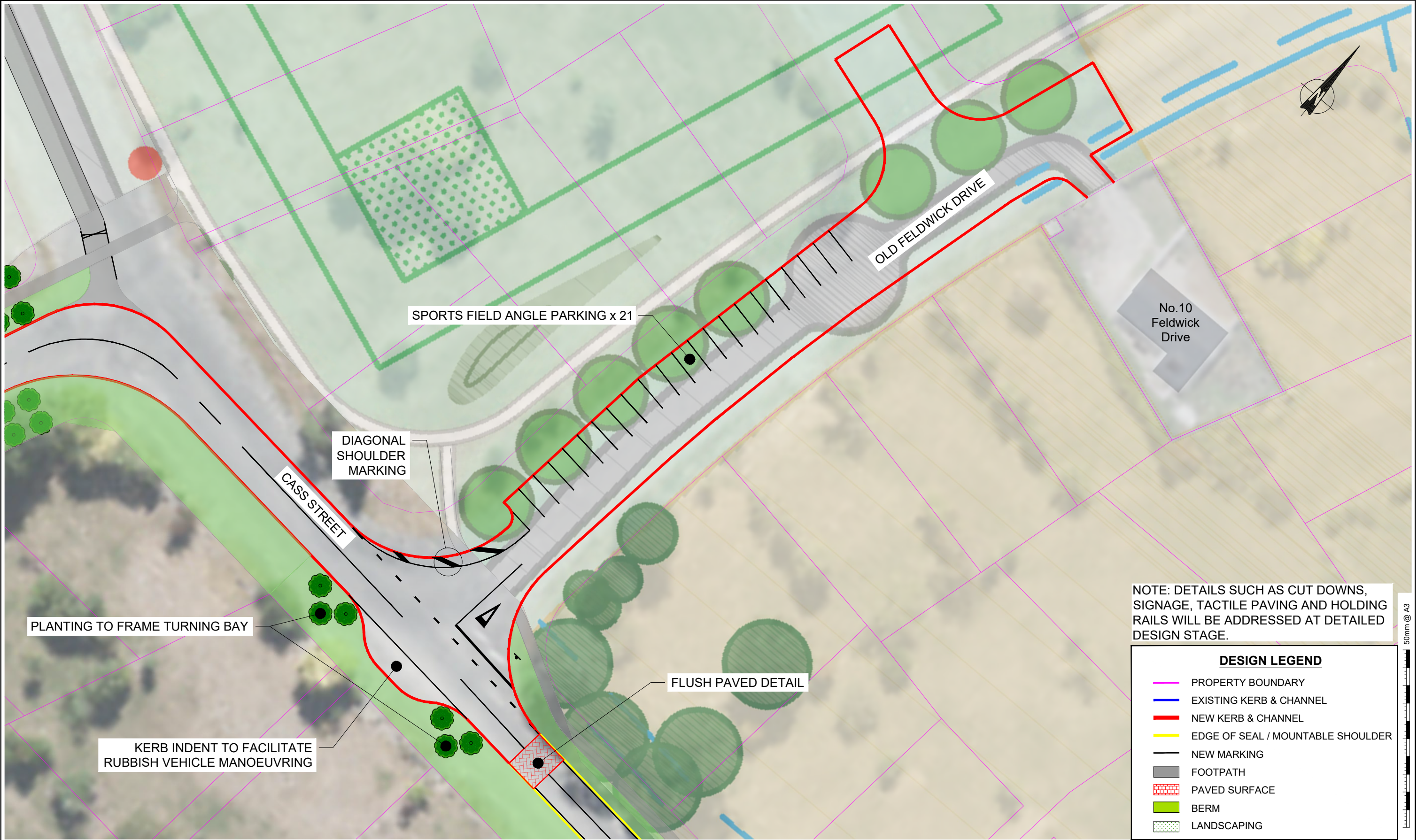
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Issued	20/11/2018
Scale	1:500 @ A3

KERA Road Upgrades		Project No. WMKDC-J071
Scheme Plans for Approval		Dwg # ATC10233
Jollie Street		Sheet 7
		Revision A





Rev	Date	By	Chk	Description
A	06/12/2018	AW	JW	Edits as per internal review
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Issued	20/11/2018
Scale	1:500 @ A3

KERA Road Upgrades  
Scheme Plans for Approval  
Old Feldwick Drive Intersection

Project No.	WMKDC-J071
Dwg #	ATC10233
Sheet	8
Revision	A





NOTE: DETAILS SUCH AS CUT DOWNS, SIGNAGE, TACTILE PAVING AND HOLDING RAILS WILL BE ADDRESSED AT DETAILED DESIGN STAGE.

DESIGN LEGEND	
	PROPERTY BOUNDARY
	EXISTING KERB & CHANNEL
	NEW KERB & CHANNEL
	EDGE OF SEAL / MOUNTABLE SHOULDER
	NEW MARKING
	FOOTPATH
	PAVED SURFACE
	BERM
	LANDSCAPING

Rev	Date	By	Chk	Description
A	6/12/2018	AW	JW	Edits as per internal review
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Issued	20/11/2018
Scale	1:1000 @ A3

KERA Road Upgrades  
Scheme Plans for Approval  
Cass Street (East) and Hall Street

Project No.	WMKDC-J071
Dwg #	ATC10233
Sheet	9
Revision	A





**WAIMAKARIRI DISTRICT COUNCIL****REPORT FOR DECISION****FILE NO and TRIM NO:** RGN-05-19 / 190115003160**REPORT TO:** Council**DATE OF MEETING:** Annual Plan Budget Meetings, 29 – 31 January 2019

**FROM:** Duncan Roxborough, Implementation Project Manager – District Regeneration  
Joanne McBride, Roothing & Transport Manager

**SUBJECT:** Kaiapoi East Regeneration Area retained roads, proposed reallocation of Earthquake Infrastructure Recovery programme budget

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

\_\_\_\_\_  
Department Manager

  
\_\_\_\_\_  
Chief Executive

**1. SUMMARY**

- 1.1 The purpose of this report is to seek Council approval to reallocate a portion of existing budget from within the Earthquake Infrastructure Recovery programme activity (Project 48 for the purposes of decommissioning roads) to the District Regeneration programme activity, for the new purpose of rebuilding some of those roads within the Kaiapoi East Regeneration area where these are now confirmed to be retained.
- 1.2 The proposed action has no net increase in budgets across the two activities, and no net increase in rating impact.

Attachments:

- i. Kaiapoi East Map (from Kaiapoi Reserves Master Plan) Trim: 190118005169

**2. RECOMMENDATION**

**THAT** the Council:

- (a) **Receives** report No. 190115003160.
- (b) **Approves** the effective reallocation of existing road decommissioning budget of up to \$600,000 of WDC funded budget from the Earthquake Infrastructure Recovery activity to the District Regeneration activity, for the purposes of rebuilding the roads that are now planned to be retained in Kaiapoi East. This will supplement the existing budget of \$2,060,000 within the District Regeneration activity for the various retained roads upgrades.
- (c) **Notes** that this budget transfer is an estimate based on anticipated unused budget within the Roothing Recovery programme once all planned roads are decommissioned; and that the full remainder of the road decommissioning budget may not be required in its entirety for the roads upgrades.
- (d) **Notes** that the Cost Sharing Agreement with the Crown would no longer be applicable to the proposed road upgrade works, however these works will attract a NZTA subsidy instead.

- (e) **Notes** that the budget reallocation would be effected financially by a net reduction in the “EQ Recovery – Roding” activity budget and a corresponding increase to the “EQ Recovery – Red zone” activity budget, with no net increase in earthquake recovery expenditure.
- (f) **Circulates** this report to the Regeneration Steering Group for information.

### 3. **BACKGROUND**

- 3.1 The Waimakariri Residential Red Zone Recovery Plan (WRRZRP) sets out the proposed land uses and activities in the regeneration areas (former “red-zone” areas). In the Kaiapoi East Regeneration Area (KERA), there are a number of new land uses and activities proposed including; mixed-use business, greenspace / sport and recreation, and rural. In addition to this there are a number of existing residential properties, reserves and infrastructure facilities that require ongoing access. The Implementation of the WRRZRP is referred to as the District Regeneration programme.
- 3.2 The Waimakariri Earthquake Infrastructure Recovery (EQIR) Programme delivers repairs to horizontal infrastructure that was damaged in the 2010-2011 Canterbury earthquakes, principally in areas of Kaiapoi, The Pines Beach, and Kairaki. The programme includes repairs to 3 waters assets and roading infrastructure, as well as provisions for decommissioning assets where these were initially expected to no longer be required, or are otherwise made redundant by new infrastructure.
- 3.3 The EQIR programme scope was developed immediately after the earthquakes and before the development of the WRRZRP, and included a number of projects to decommission the majority of the roads within the regeneration areas.
- 3.4 A Cost Sharing Agreement was established between Waimakariri District Council and the Crown; outlining the contributions that the two respective parties would make to the horizontal infrastructure recovery project costs, among other recovery items. The details of the Cost Sharing agreement are not replicated in this report.
- 3.5 At the date of this report; a number of roads have already been decommissioned and removed in the Kaiapoi south Regeneration area. Additionally some roads have already been decommissioned within Kaiapoi East regeneration area as part of the construction of the new Kaiapoi East access road – Feldwick Drive. Further roads are currently being decommissioned in Kaiapoi East, as part of the current Kaiapoi East Enabling Works & Beswick SMA contract 18/34. Some roads are yet to be decommissioned, in the Pines Beach area.

### 4. **ISSUES AND OPTIONS**

- 4.1. A number of roads within the KERA are now identified within the District Regeneration programme to be retained, as these serve a purpose for ongoing access to the area and the new land uses and activities. The layout and the purposes of the retained roads are outlined in previous report to the Regeneration Steering Group and Council in March 2018 (Trim: 180222019119[v3]).
- 4.2. The retained roads within KERA, include:
  - Jones Street
  - Jollie Street
  - Cass Street (west and east partial sections)
  - Charles Street (partial)
  - Hall Street



These are all roads that were originally scoped to be fully decommissioned within the EQIR programme.

- 4.3. High level options for the road network configuration in KERA were workshopped with the Regeneration Steering Group in May 2017, reported on in July 2017, and publicly consulted on in July/August 2017. The outcomes of this are included in previous report to the Regeneration Steering Group and Council in August/September 2017 (Trim: 170711071699[v2]), and the amended resolution is included in the Regeneration Steering Group minutes confirming the final preferred option which is the basis of the retained roads configuration.
- 4.4. The concept designs for the retained roads were workshopped with the Regeneration Steering Group in November 2018 and are covered in a separate report being presented to the Regeneration Steering Group and the Utilities and Roading Committee in February 2019.
- 4.5. An initial budget provision for retained roads upgrades was made in the District Regeneration activity budget within the 2018-28 Long Term Plan. This provision was made before the purpose, level of service, and concept designs for the retained roads had been confirmed, due to timing. The concept design report to RSG in February 2019 will include updated cost estimates.
- 4.6. The initial budget provisions within the District Regeneration activity were based on high level staff cost estimates based on assumed levels of service on a lineal rate basis, and assumed that a component of the decommissioning budget would be available to contribute to the rebuild of the retained roads. The updated costs estimates for the concept designs will be established on an elemental basis. Based on the previous assumptions, and the levels of service and scope developed during the concept design stage, it is anticipated that the existing District Regeneration budget alone will not cover the expected levels of service outlined within the concept designs for the retained roads.
- 4.7. The Kaiapoi East Retained Roads rebuild project still involves a large part of the physical decommissioning cost as the roads pavement, paths, kerb and channel, stormwater infrastructure, and light poles still need to be removed to allow for the road rebuild. The only element left behind (prior to the rebuild of the retained roads) is the road sub-base, which was not going to be removed as part of the original decommissioning scope.
- 4.8. By retaining the roads, the costs of re-grading, top-soiling and re-grassing as part of the road decommissioning programme is no longer required.
- 4.9. The Cost Sharing Agreement with the Crown was based on an agreement for removal of horizontal infrastructure. Now that the roads are retained, the Crown cost share would no longer apply to any decommissioning works. Therefore it is proposed to reallocate budget based on the WDC component (40%) of the decommissioning budget only.
- 4.10. This report seeks an approval in principle to utilise the remainder of the WDC-funded road decommissioning budgets within the EQIR activity, for the purposes of the demolition, clearance and subgrade preparation components of the proposed upgrades to the retained roads within Kaiapoi East. This is effectively utilising the budget for the original intended purpose, but with a revised outcome of a recommissioned road.
- 4.11. The Management Team have reviewed this report and support the recommendations.

## **5. COMMUNITY VIEWS**

### **5.1. Groups and Organisations**

- 5.1.1. The views of Department of Prime Minister and Cabinet (DPMC) and Land Information New Zealand (LINZ) have not specifically been sought in this matter, since this relates to WDC expenditure only, and gives effect to the intent of the Recovery Plan.
- 5.1.2. The proposed works are included within the New Zealand Transport Agency (NZTA) activity list / programme which has an approved budget contribution to these works.

### **5.2. Wider Community**

- 5.2.1. The views of the community were sought through the comprehensive consultation processes undertaken during the development of the Recovery Plan. The recommendations included within this report are consistent with the Recovery Plan. Wider community views were not sought on this specific budget matter.
- 5.2.2. Community views were previously sought in 2017 on the proposed reconfiguration of roads within the Kaiapoi East area for the principal access to (and around) the new sports fields area, and the other new and existing activities in the vicinity. Community views were also sought on the District Regeneration programme and associated Council budgets via the 2018-2028 Long Term Plan special consultation process.

## **6. IMPLICATIONS AND RISKS**

### **6.1. Financial Implications**

- 6.1.1. The expenditure to date on the Roothing Earthquake Recovery activity and budget for roads decommissioning is shown in Table 1 overleaf. This also shows the expected further expenditure to complete the balance of outstanding road decommissioning works (per proposals above), and forecasts the remaining unspent budget available to reallocate to the retained roads upgrades and recommissioning.
- 6.1.2. The existing road decommissioning budget of \$2,337,000 is in the 18/19 financial year. Due to the timing of the retained roads upgrade projects any unspent budget reassigned to the road upgrades will need to be carried over to the 19/20 year to align with project timing.

Table 1: Roading Earthquake Recovery – road decommissioning budget expenditure

	Years	Source of \$ figure	Total	WDC Share	Crown share
<b><u>Expenditure</u></b>					
<b>Spent and competed to date (includes):</b>					
Kaiapoi South - Reay Place, The Oaks, various lanes Kaiapoi East (sections of Blackwell and Ilex Place - as part of Feldwick Dr upgrade)	All years to date	<i>Actuals (from Gavin)</i>	\$203,000	\$81,200	\$121,800
<b>Works currently underway:</b>					
KERA (excluding retained roads)	Current FY	<i>Contract value</i>	\$377,792	\$151,117	\$226,675
<b>Works yet to start:</b>					
The Pines Beach – (3 roads)	Current FY	<i>Estimate / Forecast</i>	\$150,000	\$60,000	\$90,000
Prof Fees and Staff costs to come	All years	<i>Estimate / Forecast</i>	\$42,000	\$42,000	(nil)
<b>Expenditure Forecast Subtotals</b>			\$772,792	\$334,317	\$438,475
<b><u>Budgets</u></b>					
Current Road decommissioning budget	18/19	<i>AMP Budget LTP 2018</i>	\$2,337,000	\$934,800	\$1,402,200
<b><u>Available Transfer/Reallocation</u></b>					
Balance remainder	18/19 - need to carryover to 19/20	<i>Calculation</i>		<b>\$600,483</b>	

- 6.1.3. The existing budget provisions within the District Regeneration activity for retained roads upgrades are shown in Table 2.

*Table 2: District Regeneration Activity existing budget provisions for retained roads upgrades*

	18/19 year	19/20 year	Total
Charles Street (Jones-Jollie)	\$150,000	\$850,000	<b>\$1,000,000</b>
Cass Street (west, Jones - carpark)		\$250,000	<b>\$250,000</b>
Cass Street (east) & Hall Street		\$230,000	<b>\$230,000</b>
Jollie Street	\$50,000	\$460,000	<b>\$510,000</b>
New Driveways (65a Cass, 10 Feldwick)	\$20,000	\$50,000	<b>\$70,000</b>
Totals	\$220,000	\$1,840,000	<b>\$2,060,000</b>

(figures in Table 2 are the gross budget allowance including NZTA contribution)

- 6.1.4. There is no net change to existing council budgets for the Earthquake Recovery Significant activity arising from the actions proposed in this report, and no rates implications.
- 6.1.5. If the currently unallocated WDC share of the Roothing Earthquake Recovery budget of approximately \$600,000 is not needed in its entirety for the retained roads upgrades, then it will not be spent. Staff will be able to firm up on actual needs after the concept design costs estimates are completed and the roading concept design report is considered by Utilities and Roothing Committee.
- 6.1.6. The retained roads upgrade projects are also subject to NZTA subsidy and this has been included in the NZTA works programme/activity list and allowance has been made for the anticipated NZTA subsidy within the District Regeneration activity budgets (as revenue). The NZTA activity list has an overall allowance of \$1,070,000 for the KERA retained roads upgrades. Any claims beyond that allowance already included within the NZTA activity list may not be approved.

## 6.2. Community Implications

- 6.2.1. The application of a portion of the existing road decommissioning budget toward the upgrade of the roads now proposed to be retained will allow Council to achieve suitable and appropriate levels of service for the retained roads per the proposed (yet to be approved) concept designs.
- 6.2.2. It is noted that the retained roads serve as ongoing access to private properties within the regeneration areas and to existing reserves including the Askeaton boat ramp. These roads have been in a damaged state since the 2010 earthquakes and the community are anticipating that these will be repaired and upgraded as part of the District Regeneration works. Reinstating the roads to an appropriate level of service is a key part of the regeneration of the area.

## 6.3. Risk Management

- 6.3.1. A suitable contingency has been (and will continue to be) included within all costs estimates for unforeseen items carrying risk of potential cost implications for the



projects. There remains a likely cap on NZTA funding contribution to the works limiting it to the current provision within the NZTA activity list.

- 6.3.2. The retained roads upgrade project programme and design progression includes appropriate stages and timing including appropriate hold and Council/Committee approval points.
- 6.3.3. The proposed road design concepts and project scope includes reasonable provisions based on current knowledge of the existing road construction and the existing underlying sub-base and sub-grade conditions. The proposed concept designs also minimise the expansion of new carriageways and footpaths beyond the existing road extents where feasible. Usual construction risks around geotechnical conditions apply to the road upgrade projects.

#### 6.4. **Health and Safety**

- 6.4.1. Rooding safety matters are addressed through the design stages, and will be embedded into the rooding designs as a matter of course. A road safety audit has already been undertaken on the concept designs that are included in the separate concept design report.
- 6.4.2. Road construction methodology will need to address the ongoing public access requirement to the Kaiapoi East regeneration area for ongoing public use, as well as construction access/traffic for other proposed concurrent construction activities (e.g. sports facilities construction, recreation and ecological linkages).

## 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**

- The Greater Christchurch Regeneration Act 2016. The Recovery Plan has been prepared in accordance with this Act and the divestment of the land in the Regeneration Areas from the Crown to the Council is conditional upon the agreed land uses being implemented. The rooding repairs are a key component of the implementation of the Recovery Plan.
- Local Government Act 2002

### 7.3. **Community Outcomes**

- There is a safe environment for all
- Public spaces and facilities are plentiful, accessible and high quality
- Transport is accessible, convenient, reliable and sustainable

### 7.4. **Delegations**

The Council is authorised to consider matters relating to programming and budgeting of earthquake recovery works.





Scale 1:4000 @A3

0m 50m 100m 200m

Key:

- New reserve
- Mixed-use business
- Rural
- Existing trees
- Proposed trees and gardens
- Points of interest
- Swale drains
- Future key pedestrian link

Key activities & features

- 1 Sports fields & softball diamonds
- 2 Car parking
- 3 Toilets & changing rooms
- 4a Proposed shared walking/cycling path
- 4b Existing shared walking/cycling path
- 5 Space for outdoor events
- 6 Beswick stormwater area
- 7 Dog park
- 8 Community BMX track
- 9 Historic railway station precinct
- 10 Maritime heritage precinct
- 11 Boat trailer parking
- 12 Petanque court & jetty
- 13 Pump station lookout
- 14 Children's cycle training track
- 15 Playground renewal
- 16 Stormwater drain
- 17 Feldwick stormwater area
- 18 Future Memorial Gardens