EARTHQUAKE-PRONE BUILDINGS LEGISLATION

DELIBERATIONS

on

Unreinforced Masonry Buildings and Priority Routes

TUESDAY 6 NOVEMBER 2018

commencing at 9.00 am

to be held in the

COUNCIL CHAMBERS

215 HIGH STREET

RANGIORA

HEARING PANEL

Councillors:
A Blackie
J Meyer
W Doody
COUNCIL OFFICERS
Greig Wilson, Lynley Beckingsale, Emma Stubbs

AGENDA

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<tr>
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<tr>
<td>0900</td>
<td>Meet at service centre for field trip</td>
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<tr>
<td>1030</td>
<td>Morning tea</td>
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<tr>
<td>1045</td>
<td>Deliberate on proposal</td>
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<tr>
<td>1200</td>
<td>Confirm recommendations to Council</td>
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<td>1230</td>
<td>Close meeting</td>
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Public consultation from 20 August to 20 September 2018 resulted in no submissions received.
Proposals

1. Vehicle and pedestrian roads and accessways with sufficient traffic to warrant prioritisation

Waimakariri District Council has applied the criteria to identify roads, footpaths or other thoroughfares to be prioritised:

Potential for part of an unreinforced masonry building to fall onto the identified thoroughfare

Based on their being sufficient traffic and the potential for part of an unreinforced masonry building to fall, it is proposed the following thoroughfares were identified:

- **Rangiora CBD** – the boundary is outlined in red on the map in Appendix 1, High Street from Percival Street to East Belt.

- **Kaiapoi CBD** – the boundary is outlined in red on the map in Appendix 2, Williams Street and Charles Street in the vicinity of the Bank of New Zealand building.

- **Kaiapoi, Ranfurly Street** – the boundary is outlined in red on the map in Appendix 3, Ranfurly Street from Smith Street past the old mill building.

2. Buildings on a transport route of strategic importance

Buildings impeding a strategic transport route in an earthquake could inhibit an emergency response to the detriment of the community, i.e. loss of life, if access to emergency care is not possible.

The following criteria has been applied to identify buildings on transport routes of strategic importance in an emergency for prioritisation:

I. **Emergency routes**
   Routes likely to be used by emergency services in:
   (a) transiting from their bases to areas of need in a major emergency, or
   (b) transiting to central services such as hospitals, where there are no alternative routes available.

II. At least one building located on them that, if it collapsed, would impede the route.

No emergency route has been identified that should be prioritised.