27. 3. 2014

CLAUSE 8

REPORT BY THE CHAIRPERSON OF THE HAGLEY/FERRYMEAD COMMUNITY BOARD

19 MARCH 2014

PART A – MATTERS REQUIRING A COUNCIL DECISION

1. COASTAL PATHWAY – CONCEPT PLAN ADOPTION

		Contact	Contact Details
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1. PURPOSE OF REPORT

1.1 The purpose of this report is to seek adoption of the Coastal Pathway Concept Plan.

2. EXECUTIVE SUMMARY

2.1 Consultation on the draft Concept Plan for the Coastal Pathway in March/April 2013 indicated a high level of community support for the project. Council confirmed its support for the project in June 2013 acknowledging that the Concept Plan needed to be finalised, incorporating amendments in response to submissions, and integrated with the Main Road Master Plan. Proposed amendments to the Concept Plan include the redesign of a section on Beachville Road, adjacent to Redcliffs Park, and an expansion of the discussion of tangata whenua interests and values.

3. BACKGROUND

3.1 The Coastal Pathway project is provided for within Activity Management Plan 1.0 City and Community Long Term Policy and Planning. It forms part of the Liveable City Programme – Urban Regeneration Policy and Planning, with level of service 1.0.4: Advice and support is provided to assist suburban development, recovery and renewal. It is consistent with a number of strategies including the Christchurch Transport Strategic Plan and the Public Open Space Strategy. The draft Main Road Master Plan incorporates the Coastal Pathway as one of its actions.

3.2 The Christchurch Coastal Pathway Group has advocated for the establishment of a 6.5 kilometre multi functional pathway between Ferrymead and Sumner, with a 1.3 kilometre loop around McCormacks Bay. This has gained wide community support, including from the Hagley/Ferrymead Community Board. Council funded the initial coastal path study to develop the Concept Plan in partnership with the Coastal Pathway Group. Key features of the proposed pathway are:

- An accessible pathway suitable for a wide range of potential users, including children, adults, families, mobility impaired, walkers and cyclists
- Safe movement along the coastal corridor with connections to communities and links to features and attractions in the area
- An ecological area where the unique, natural coastal environment is accessible
- A place for the exchange of ideas, knowledge, histories and stories

1 Cont'd

- Supports recreation and is a place to congregate and socialise
- Supports commercial opportunities such as local businesses along the route
- Provides for sustainable transport
- Contributes to the social and economic wellbeing of the coastal communities, assisting in their recovery from the earthquakes.

3.3 Extensive community and stakeholder engagement was undertaken during the preparation of the draft Concept Plan. In total 409 submissions were received and 85% of these indicated support for the pathway concept. The findings from the submissions were reported to Council on 13 June 2013 and Council endorsed the project providing funding within the Three Year Plan (2013 – 2016). Consultation on the draft Main Road Master Plan took place between 21 October and 22 November 2013. This included a workshop for the Scott Park stakeholder groups. The Coastal Pathway was the most supported action within the Master Plan.

3.4 Council entered into a Memorandum of Understanding (MOU) with the Coastal Pathway Group on 28 November 2013. Staff have maintained a dialogue with the Group throughout the development of this plan.

3.5 Staff are liaising with Stronger Christchurch Infrastructure Rebuild Team (SCIRT) to take advantage of any opportunities to deliver the horizontal infrastructure aspects of the pathway as part of their repairs programme. The first section of the pathway was opened along the McCormacks Bay causeway on 1 November 2013.

4. **COMMENT**

4.1 Consultation on the draft Coastal Pathway Concept Plan generated 409 submissions. The matters raised by submissions that required further consideration were:

- Scott Park – potential impact on water sports users
- Redcliffs Park – potential loss of playing fields (26 submissions)
- Beachville Road west – implications of potential road closure (47 submissions)
- Beachville Road east – design of linear park
- Redcliffs – waters edge route
- Moncks Bay – potential impact of boardwalk on beach, views and access
- Shag Rock Reserve – need for a safe cycle and pedestrian link between Redcliffs and Sumner
- Esplanade – improvements to planting/landscaping, seating, surfacing, beach access/ramps
- Ecological effects – potential adverse impact on the estuary
- Barrier free design – safe access for mobility and sensory impaired
- Extending the route – providing for the pathway to continue into adjacent areas
- Tangata whenua – the Rūnanga of Ngāi Tūāhuriri and Te Hapū o Ngāti Wheke seek to ensure that forward progress is culturally appropriate, authentic and inclusive for and of Ngāi Tahu, tangata whenua interests are recognised and provided for and tangata whenua values are protected from the adverse effects of development.

Submissions on the Main Road Master Plan raised concern about the impact of the proposed pathway and streetscape upgrades on parking through Redcliffs village.

4.2 Details of the staff response and proposed amendments are set out in **Attachment 1**. There are a number of other minor consequential amendments to reflect the change in status of the Concept Plan from consultation draft to adopted final version. The revised Concept Plan is set out in **Attachment 2**. Once approved the final document will be published for public release.

1 Cont'd

5. **FINANCIAL IMPLICATIONS**

5.1 The concept plan includes a rough order of costs of $19 – $27 million based on the draft design. Final costs will need to be established at the detailed design stage, taking into account the revisions set out in this report (which include cost savings at Redcliffs Park). The Three Year Plan (2013 – 2016) has budgeted up to $9.9 million, through the Council Buildings and Infrastructure Improvement Allowance, for the Coastal Pathway project. The civil engineering/base infrastructure component of the overall pathway is estimated to be between $13 and $19 million. The initial Council funding is sufficient to achieve a serviceable pathway for Stage 1 (Scott Park to Redcliffs) and Stage 2 (Sumner to Scarborough) over the next three years. Additional funding will be required to complete the pathway. The MOU sets out a cost sharing arrangement and establishes fund raising expectations for the Coastal Pathway Group.

6. **STAFF RECOMMENDATION**

It is recommended that the Council:

6.1 Endorse the proposed amendments to the Coastal Pathway Concept Plan, as set out in **Attachment 1**.

6.2 Recommend to Council that it adopts the amended Coastal Pathway Concept Plan, as set out in **Attachment 2**.

7. BOARD CONSIDERATION

The Board received correspondence on this matter from Dr Pat McIntosh and deputations from Christchurch Coastal Pathway Group, Canterbury Windsports Association, Mt Pleasant Yacht Club, Redcliffs Residents Association and Topsy Rule.

Council staff responded to Board member questions and provided advice to the Board on matters raised. Board members were advised of minor amendments to be made to the Concept Plan to reflect the removal to the saltmarsh area at Redcliffs Park and the change to the layout of the Bridle Path Road/Main Road intersections as resolved by the Council on 13 March 2014.

8. BOARD DECISION

The Board **decided** to:

7.1 Endorse the proposed amendments to the Coastal Pathway Concept Plan, as set out in **Attachment 1**.

7.2 Request that a list of areas where more detailed design will be consulted on be compiled and publically available. Note that one area that will be included is Beachville Road picnic area (western end).

9. BOARD RECOMMENDATION

That the Council adopts the amended Coastal Pathway Concept Plan, as set out in **Attachment 2**.

Attachment 1: Amendments to the draft Coastal Pathway Concept Plan

Scott Park
The water sports users wish to avoid the potential for conflict around the waters edge where rigging and launching activities take place. Other submitters favour a waters edge route for the entire length. Separation of different types of users is widely practised for reasons of safety and convenience. The Mt Pleasant Yacht Club has a lease over the western end of the reserve which limits options for more formalised routes within the main body of the park. An estuary water sports facility study is also underway. The draft Concept Plan identifies Scott Park as an area to be resolved, subject to consultation with lessees.

Further consultation and design work has been undertaken as part of the Main Road and the Estuary Edge Master Plans including charette with the key user groups at the Mt Pleasant Yacht Club on 18 November 2013. The outcome from the charette was recognition that a waters edge route could generate some adverse effects, but no consensus was reached on an alternative alignment. SCIRT have been consulted in respect of the Main Road three laning and Ferrymead bridge projects

As part of the major cycle network a direct route parallel to the road is preferable. SCIRT is able to construct such a pathway as part of repairs to this section of the Main Road carriageway and pavement. The opportunity remains for pathway users to break out from the formal pathway and access the park and waters edge. Monitoring use of the reserve, following construction, will help better understand opportunities for a loop path that could bring users closer to the waters edge at a future date.

The objective of improved access to the coast will be carried over into the Estuary Edge Master Plan and any subsequent management plan. The future development of the park will be an iterative process subject to a 'bedding in' period, changing circumstances, and budget.

Extract from draft Main Road Master Plan showing the Coastal Pathway at Scott Park.

Amendment:
Insert details of alignment, consistent with the Main Road Master Plan into Section 3.3 Concept Design – 01. Mt Pleasant: 3-Laning.

Beachville Road/Redcliffs Park
The draft Concept Plan considered a naturalisation project in this area, which would involve the closure of the western end of Beachville Road and the reintroduction of a bay and saltwater marsh. While there was some support for this a number of submissions raised concerns about the impact on the park and sports fields, and route security for traffic getting to and from the eastern bays. A revised design has been prepared in conjunction with proposals in the Main Road Master Plan for Moa Bone Point Cave / Te Ana O Hineraki and Redcliffs Park / Te Rae Kura. This creates a softer response than currently exists, reintroducing native landscaping along the waters edge and enhancing the opportunity for low impact stormwater design. Parking facilities are retained for boat users wishing to utilise the jetty.

Extract from the Main Road Master Plan showing the Coastal Pathway at Beachville Road / Redcliffs Park.

Amendment:
Insert details of alignment, consistent with the draft Main Road Master Plan into Section 3.3 Concept Design – 03. Redcliffs: Beachville Road.

Beachville Rd east
There was a mixed reaction to the linear park area adjacent to the Beachville seawall. Some submissions sought to keep the area as simple open space, whilst others supported additional amenity features. The draft concept design for this area is relatively low key, seeking to enhance the overall amenity value and allow some break out space and facilities for informal recreation. Some of the on and off street parking is to be retained. The park would not affect local residents' ability to access and use this area.

SCIRT is rebuilding the seawall and realigning the road in this area. Basic reinstatement of the berm and parking will be provided. This retains the opportunity to upgrade the quality of this informal greenspace so that it contributes to the aspiration for a world class pathway. The details of the final design are to be developed through further consultation with the community.

Amendment:
No change.

Redcliffs
Some submitters expressed the desire for the Coastal Pathway to follow the waters edge for the entire length of the route. This issue was the subject of deputations (for and against) to Council prior to the draft plan being approved. Council, in consultation with representatives of the Coastal Pathway Group, chose to amend the draft plan to exclude the waters edge sections around Redcliffs. No new issues have been identified through the submissions. It is considered appropriate to retain the inland route for the two, relatively short, sections through Redcliffs. This does not prevent the option of a waters edge route being reconsidered at a future date.

Within the centre of Redcliffs village, the Main Road Master Plan indicated that on-street parking would be lost due to the streetscape works and widening of the pavement to accommodate the Coastal Pathway. This gave rise to a number of submissions expressing concern about the potential adverse effects on the viability of commercial premises and, to a lesser extent, access to residential properties. A revised layout has been developed in conjunction with SCIRT. This enables the retention of on-street parking on the northern side of Main Road while still achieving an extended pavement to accommodate the pathway.

Amendment:
Amend Section 3.3 Concept Design – 04. Redcliffs: Moncks Bay
Revise cross section diagrams R4, R5 & R6 through Redcliffs village centre indicating on-street parking to be retained consistent with the proposed changes to the Main Road Master Plan.

Moncks Bay
Submissions identified concerns about the potential impact of a boardwalk on the beach, access to the beach and views from the houses on the opposite side of the road. The restricted width of the road corridor constrains the ability to achieve the pathway within the road reserve. The Christchurch Yacht Club has indicated that they would utilise the pathway to access the proposed rebuilt rowing club shed if it has sufficient width.

The introduction of a board walk would have limited impact on the back of the beach as it would mainly extend over the existing footpath and areas of rock at its base. The Concept Plan notes that the boardwalk may be reduced in width to 3m in parts of this section in recognition of the need to ensure impacts on the beach are kept to a minimum. Some of the specific concerns as to access, potential impact on views and the natural qualities of the beach can be addressed at the detailed design stage.

Amendment:
No change.

Shag Rock Reserve
The need for a safe cycle and pedestrian link between Redcliffs and Sumner was identified as a priority through submissions. The interdependency of the two communities is currently highlighted with Redcliffs school temporarily relocated to Sumner.

Geotechnical hazards such as rockfall and cliff collapse are major issues for route security in this area. Currently shipping containers are being used to protect road users and the infrastructure network. Where practicable these barriers have been realigned to improve the road corridor for vehicles, cycles and pedestrians.

Geotechnical evaluations continue to assess the risk and inform options for hazard mitigation works and long term management methods to ensure route security for the eastern bays communities. The concept design is flexible and capable of accommodating road realignment should this prove necessary. This area has been identified as the third stage for implementation to enable co-ordination with route security planning.

Amendment:
No change.

Esplanade
Specific feedback was sought on the treatment of the Coastal Pathway at the Esplanade between Sumner and Scarborough. Submissions asked for improved planting/landscaping, seating, surfacing and beach access/ramps. These aspects are already identified in the draft Concept Plan and detailed design will involve further community consultation. As such no amendments to the draft plan are necessary.

Amendment:
No change.

Ecological effects
Some submissions raised concerns about potential adverse effects on the environment, in particular, reclamation works on the estuary. The draft Concept Plan recognises this as an issue, and seeks to address it through landscaping to better manage stormwater and to enhance indigenous biodiversity. The reclamation of land in the Mt Pleasant and McCormacks Bay causeway sections has already been granted resource consent as part of SCIRT's road repair programme. More analysis of site specific issues can be undertaken and addressed at the detailed design stage.

Amendment:
No change.

Barrier free design
A few submissions, including the Canterbury District Health Board and the Royal New Zealand Foundation for the Blind, wanted to ensure that the pathway provides safe access for mobility and sensory impaired persons. The draft Concept Plan promotes the use of the pathway for people of all ages and abilities. The addition of a specific reference to this within the site wide strategies section will reinforce this intention and inform the detailed design.

Amendment:
Insert the following text in Section 3.2.8 Textures & Key Plan:

Universal barrier free design, and the use of colour palettes to aid legibility for the visually impaired, will ensure that the pathway is accessible and safe for all users.

Extending the route
A few submissions suggested that the pathway should be extended to continue into adjacent areas and link up with other routes. Some additional linking has been achieved through integration with the master plans. The draft Concept Plan acknowledges the potential for future linkages into a wider network.

Amendment:
No change.

Tangata Whenua
The Rūnanga of Ngāi Tūāhuriri and Te Hapū o Ngāti Wheke made submissions on the draft plan and sought greater recognition of tanagata whenua values within the documentation. The information they have provided has been used to amend the Concept Plan to address their concerns.

The submission of Ngāi Tūāhuriri seeks that the document has a korowai (cloak) reflecting their mana. This includes a proposed mihi and korero. The proposed mihi is a relevant tribute for the pathway. The korero provides a reflection of the associations for local iwi. These elements are very welcome and have been incorporated.

The Rūnanga also seek a Ngai Tahu name be used to reference the pathway. This is consistent with the draft Plan's strategy for interpretation. The name can be developed in parallel with the detailed design and construction phases, and be incorporated into the interpretive and way finding material.

The submission seeks a specific tangata whenua strategy to acknowledge that Ngai Tahu are present and have a direct connection to the areas heritage, and that their interest is represented. Ngāi Tūāhuriri Rūnanga also considers that the structure of the report should be amended to focus on how the proposed works respond to the site context and the communities that will be affected. They propose restructuring the report to reflect the Ngai Tahu approach to development with a focus on environmental and cultural values as the foundation for the pathway.

Appropriate acknowledgement of tangata whenua values and associations is recognised as important. Weaving appropriate references throughout the plan is considered to be a more effective way of achieving recognition and integration, than a stand alone strategy. Tangata whenua connections and references can be further strengthened through the use of dual place names and identification of native species for landscaping. Some restructuring of the document will help to better recognise tangata whenua associations and relationships.

The inclusion of references to additional sites including Te Ana Hineraki / Moa Bone Point Cave, views to Tauhinu Korokio / Mount Pleasant and wider views of the cultural landscape are sought. These will be added to Section 1.6 Ngāi Tahu Associations. Some of the submission points relate to issues beyond the immediate scope of the Coastal Pathway and would better be addressed through integration with the Suburban Centres Programme Main Road Master Plan and the Estuary Edge Master Plan.

Amendment:

Mihi:

Tēnā koutou, tēnā koutou,	Greetings
Tēnā koutou katoa.	To one and all
Nau mai, tauti mai ki tēnei takiwā	Welcome
O Ngāi Tūāhuriri.	Embrace our tears, celebrate our
E mihi nei	triumphs
E tangi nei	Onward
Ki te whai ao	Into the world of light
Ki te ao marama	Let there be life
Tīhei mauri ora.	All people represented
E ngā karangatanga maha	This is the greeting to you all at this
Nei rā te mihi ki a koutou i tēnei wā.	time.
Hangāia te huarahi takutai o te	Create an illustrious coastal pathway
rongomaraeroa	Travel swiftly
Ko te ara taha moana o lhutai	Upon the tides of Tangaroa
Eke panuku	to Te Ihu Tai Moana
Eke Tangaroa ki te lhutai	The waterway of the prolific sea fowl.
Te Tai Karoro	And to you , Rapanui,
Auē, taukiri ko Rapanui!	The demarcation
Te riu o nga rohe	Symbolic of noble lands
Te tohu whenua rangatira	Oh Rapa'.
Auē, e Rapa' e.	

Korero:

Ngāi Tūāhuriri **Manawhenua** **whānau/families**
Nga Waka **Mahinga kai** Hi-ika Te Ana o Hineraki
Pātiki Tuawera mātauranga/education **shellfish** nohoanga
Cultural Heritage Pakiwaitara **Ngāi Tahu** tūranga **ahi-kā**
Legends Whakataukī **Karoro Te moana** contamination/sewerage **fishing**
water quality **Te Rae Kura** **Te Tuahiwi**
whakawhanaungatanga
Te Ihutai reserve foreshore and seabed **huarahi/trails**
Ngā Manu **pingao** **Rapanui** confiscation/healing
kaitiakitanga
RMA **customary fishing** Whakaraupō
Karakia **TŪPUNA** **harakeke** **mauri**
Papatipu Marae **Ti kouka**

Correct usage of Māori names and spellings.
Section 1.1 Background – insert:
Ngāi Tahu are the tangata whenua who have the traditional and contemporary relationship with the area and are kaitiaki within their takiwā

Section 1.5 Policy Framework – insert:

Ngāi Tahu Claims Settlement Act 1998
The provisions of this act are aimed at recognising the mana of Ngāi Tahu with particular areas, and to enable them to practically give effect to kaitiakitanga. There is a statutory acknowledgement area relevant to the Coastal Pathway project.

Mahaanui Iwi Management Plan 2013
This Iwi Management Plan (IMP) is a mandated statement from the six Rūnanga around Christchurch and Canterbury. It is an expression of kaitiakitanga and rangatiratanga. The plan provides a values-based, plain language policy framework for the protection and enhancement of Ngāi Tahu values and for achieving outcomes that provide for the relationship of Ngāi Tahu with natural resources across Ngā Pākihi Whakatekateka o Waitaha and Te Pātaka o Rākaihautū.

Section 1.6 Ngāi Tahu Associations:

Relocate section to follow 1.1 Background.

Replace the first paragraph with the following:

Ngāi Tahu ancestral relationships with the coast in this area are extensive through both time and space.

Tangata whenua relationships extend from the early occupation sites of first iwi, Waitaha, to the instruments of recognition made during the time of the initial land purchases, through to recent times with the settlement of the Ngāi Tahu claim and recognitions provided to Papatipu Rūnanga and the relationship of Ngāi Tahu to this area through Statutory Acknowledgement. The remnants of this relationship are extensive and the Coastal Pathway provides an opportunity for these relationships and places to be acknowledged in a coherent, culturally satisfying and publicly accessible way.

Insert:

Significant sites within the wider cultural landscape include:

- Rapanui / Shag Rock
- Te Rae Kura / Redcliffs Park
- Tuawera / Cave Rock
- Te Ana o Hineraki / Moa Bone Cave
- Views to Tauhinu Korokio / Mount Pleasant

The detailed design should consider how to acknowledge these sites and involve engagement with the Rūnanga.

Section 3 The Proposal:
Amend images on native flora to better reflect locally occurring native plants.

*Section 4.3 Next Steps – i*nsert:
Accidental Discovery Protocol
Protection of sites of cultural value during the proposed upgrades of facilities along the foreshore is of great importance to tangata whenua. An archaeological assessment and archaeological authority may be required. Further, appropriate protocols need to be in place should any development works accidently unearth

archaeological or cultural material. An ADP (accidental discovery protocol) needs to be used for any proposed earthworks, with works ceased and Papatipu Rūnanga and the NZ Historic Places Trust immediately notified of any such discoveries.

Section 5 Outcomes 3 Net Cultural Gain for Ngāi Tahu – insert:

- The proposed pathway recognises Ngāi Tahu as the kaitiaki of this place and provides for their values and relationships.

Amend final bullet point:

- Edge conditions to the estuary, including stormwater treatment and plantingof native indigenous species, will provide for cultural values and improve ecological health.

Add:
Such processes will be explored with the rūnanga.

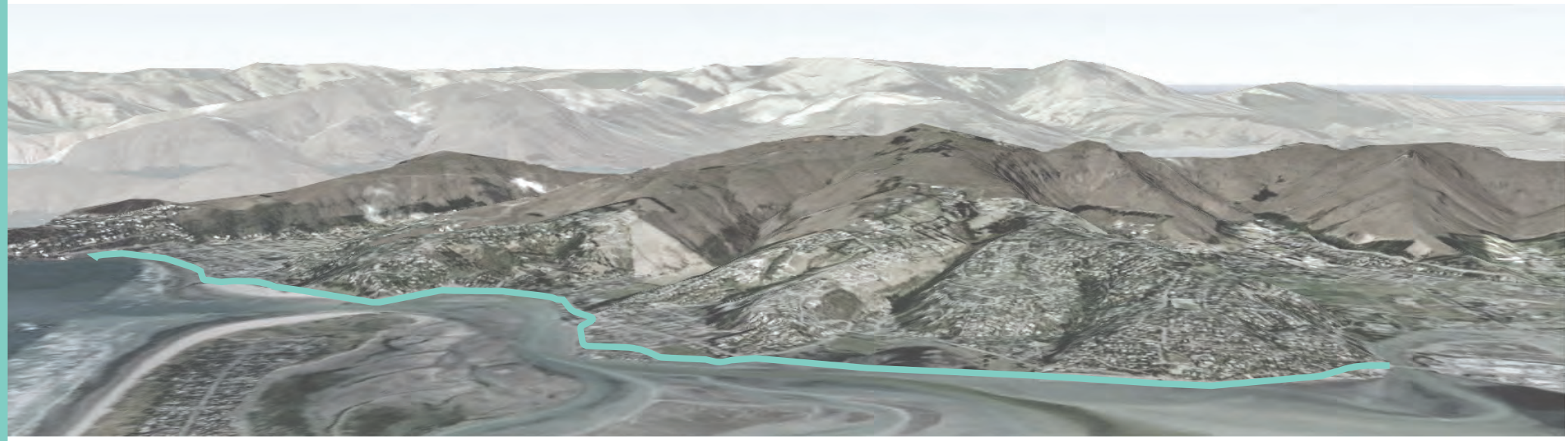
General
Amend cross sections to be consistent with approved SCIRT rebuild and repair schemes.

THE CHRISTCHURCH COASTAL PATHWAY

FERRYMEAD TO SUMNER

CONCEPT DESIGN AND FEASIBILITY REPORT

'a necklace of jewels connecting communities'



March 2014

Christchurch City Council

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and

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Consultant:
Wraight + Associates Limited
PO Box 19212
Wellington

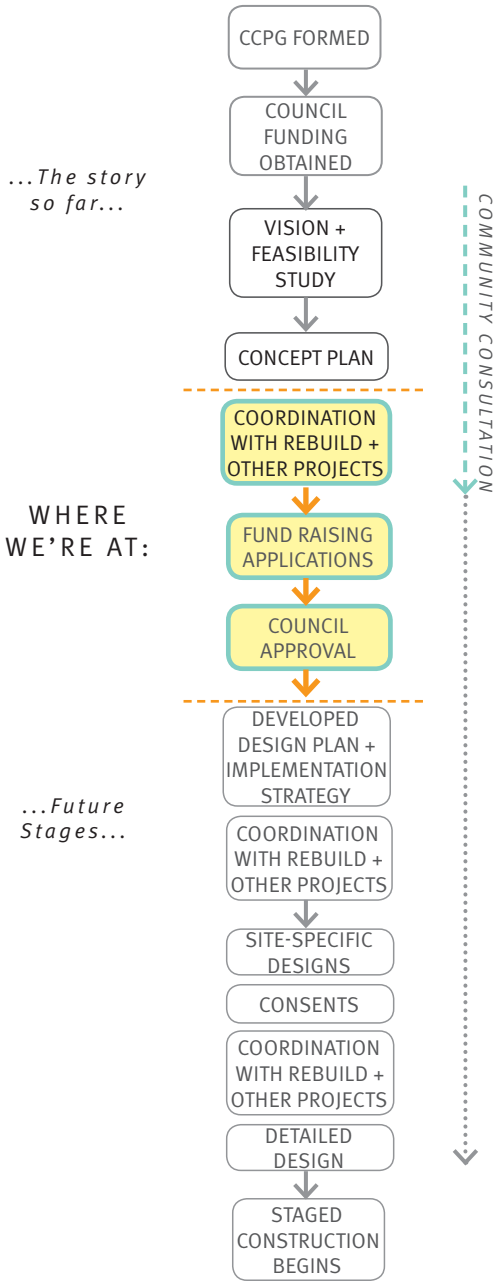
The Proposed Christchurch Coastal Pathway concept plan is a partnership project between Christchurch City Council and the Christchurch Coastal Pathway Group. The concept plan has been initiated by the Christchurch Coastal Pathway Group and is funded and project managed by the Christchurch City Council.

Wraight + Associates have undertaken community consultation facilitation, prepared the landscape architectural concept design and feasibility, including cost estimates, which is summarised in this report.

MIHI

Tēnā koutou, tēnā koutou,
Tēnā koutou katoa.
Nau mai, tauti mai ki tēnei takiwā
O Ngāi Tūāhuriri.
E mihi nei
E tangi nei
Ki te whai ao
Ki te ao marama
Tīhei mauri ora.
E ngā karangatanga maha
Nei rā te mihi ki a koutou i tēnei wā.
Hangāia te huarahi takutai o te rongomaraeroa
Ko te ara taha moana o lhutai
Eke panuku
Eke Tangaroa ki te lhutai
Te Tai Karoro
Auē, taukiri ko Rapanui!
Te riu o nga rohe
Te tohu whenua rangatira
Auē, e Rapa' e.

Greetings
To one and all
Welcome
Embrace our tears, celebrate our triumphs
Onward
Into the world of light
Let there be life
All people represented
This is the greeting to you all at this time.
Create an illustrious coastal pathway
Travel swiftly
Upon the tides of Tangaroa
to Te Ihu Tai Moana
The waterway of the prolific sea fowl.
And to you , Rapanui,
The demarcation
Symbolic of noble lands
Oh Rapa'.



EXECUTIVE SUMMARY

This report describes the proposed Christchurch Coastal Pathway between Ferrymead and Sumner. It presents a concept design for the project and a costing that will allow its feasibility to be assessed.

The communities of Mt Pleasant, Redcliffs and Sumner have been instrumental in this study. Phased interaction with community members, community leaders and stakeholders including Ihutai Trust, sports club representatives, local schools, ECan and Christchurch City Council officers recognised the importance that the proposal **integrates ecology, access, culture, recreation, commercial activity and quality of space**.

The vision that emerged from this consultation is for:

'a necklace of jewels connecting communities'

The proposed cycleway and pedestrian path could be more than a route between suburbs. It could provide new amenity, new recreation facilities and new access; it could enhance ecology, tourism and community facilities; and it could celebrate the natural and cultural qualities of some of the areas worst-affected by the 2010-2011 earthquakes. The project is a long-held idea and ambition for the communities of the area, as well as of greater Christchurch. Current circumstances provide a unique opportunity to drive forward its realisation in a way that can reap multiple benefits.

Physically, the design proposes a wide path around the estuary beside tidal mud flats, along boardwalks on Moncks Bay's deep water frontages, and across the coastal beaches at Sumner. It will facilitate access into the city from the surrounding residences; access to the Port Hills and beaches from the central city; and access to the estuary for fishing, birdwatching, boating and swimming, worming and shell collecting. It could open up recreation-based business opportunities for the area. The proposed pathway could also tell stories of the area's Maori heritage and European settlement, and could commemorate the spirit of the people who endured life at the epicenters of the recent Christchurch earthquakes.

Works for the Coastal Pathway are proposed to integrate with or be additive to the rebuild works. At this point, the Coastal Pathway proposal is at an early stage, concepts are indicative only and will require further detailed investigation.

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1. INTRODUCTION

1.1 BACKGROUND

The Port Hills communities of Heathcote, Ohika-paru-paru/ Ferrymead, Mt Pleasant, Redcliffs and Matuku tako tako/ Sumner accommodate residences for over 17,000 people - approximately the same population as Ashburton. Ngāi Tahu are the tangata whenua who have the traditional and contemporary relationship with the area and are the kaitiaki within their takiwā. The area is also an important recreation and tourism destination for Christchurch's 370,000 people, as well as domestic and international tourists. Access to the area is achieved alon the arterial Main Road which is situated beside the Ihutai / Avon-Heathcote Estuary, and which connects to the city via Ferry Road over Ferrymead Bridge.

Many of Christchurch's 2011 earthquakes had their epicenters in the Port Hills, and generated severe physical damage and emotional trauma for the people, community assets and homes of the nearest communities, including loss of life. Thousands of houses were damaged and many demolished. Local businesses were destroyed and community facilities including a school, libraries, community centres, sporting facilities and recreational tracks were lost.

The core infrastructure was also severely damaged when roads were blocked by landfalls. Safe pedestrian and cycle access between the Port Hills communities was severely affected.

Since the earthquakes there has been an overwhelming community desire to build the proposed Coastal Pathway not only to provide better connectivity, but also to meet a number of recreational and amenity needs of multiple interest groups. The proposed coastal pathway could provide a string of healthy recreational activities, tell the stories that make this place unique, while providing for viable transport alternatives. There is the strong belief in the community that this project has the potential to inspire and unify the community, and provide a legacy for the ongoing well-being of future generations.

In the Port Hills, the desire for a coastal pathway is not new. The pathway is a long-held ambition of the local Mt Pleasant, Redcliffs and Sumner communities, as well as, more broadly, of Christchurch itself. There is a long history of previous proposals for a – or parts of a – coastal pathway, such as the 'Merle Carter Walkway', and the Moncks Bay to Scarborough Master Plan Draft, that have helped the potential connection take shape in the public's imagination. And previous works, such as the esplanade at Sumner, have given form and improved amenity to parts of the overall pathway route. There has not however – until this study – been a unified vision and concept for the proposed coastal pathway between Ohika-paru-paru/Ferrymead and Matuku tako tako/Sumner.

Figure 1.1 - The earthquakes' impacts are still highly visible in the Port Hills communities. Photograph taken from Shag Rock Reserve, 19th Sept 2012.

1.2 NGĀI TAHU ASSOCIATIONS

Ngāi Tahu ancestral relationships with the coast in this area are extensive through both time and space. Tangata whenua relationships extend from the early occupation sites of first iwi, Waitaha, to the instruments of recognition made during the time of the initial land purchases, through to recent times with the settlement of the Ngāi Tahu claim and recognitions provided to Papatipu Rūnanga and the relationship of Ngāi Tahu to this area through Statutory Acknowledgement. The remnants of this relationship are extensive and the Coastal Pathway provides an opportunity for these relationships and places to be acknowledged in a coherent, culturally satisfying and publicly accessible way.

The Te Ihutai estuary of the Ōtākaro/Avon and Ōpowaho/Heathcote Rivers, and the surrounding coastal area and the valleys and hills behind, are places of great cultural and historical significance to tangata whenua. They were areas of settlement and food gathering and mahinga kai (resource use) for Ngāi Tahu, and before them Ngāti Mamoe and Waitaha, for over 600 years.

The coastal area from Ferrymead to Scarborough Beach involves two Ngāi Tahu sub-tribal groups – Te Ngāi Tūāhuriri Rūnanga based at Tuahiwi, Kaiapoi and Te Hapū o Ngāti Wheke (Rāpaki) Rūnanga based at Rāpaki within Whakaraupo/Lyttelton Harbour – that claim traditional interests for this area, and who hold the manawhenua and kaitiaki status for their ancestral lands and waters along the area of this coast.

Te Ihutai is a Statutory Acknowledgement Area under the Ngāi Tahu Claims Settlement Act 1998. For such areas the Crown has acknowledged the statements made by Te Rūnanga o Ngāi Tahu of the particular cultural, spiritual, historic, and traditional association of Ngāi Tahu with those areas.

Significant sites within the wider cultural landscape include:
- Rapanui / Shag Rock
- Te Rae Kura / Redcliffs Park
- Tuawera / Cave Rock
- Te Ana o Hineraki / Moa Bone Cave
- Views to Tauhinu Korokio / Mount Pleasant

The detailed design should consider how to acknowledge these sites and involve engagement with Rūnanga.

This proposal addresses matters of relevance and significance to tangata whenua. These include:
- Ensuring the coastal water and streams are pollution free;
- Recognising of manawhenua history pre-1840;
- Using of correct Māori names for places;
- Protecting wāhi tapu and wāhi taonga;
- Increased use of appropriate native trees and restoration of habitat'
- Involving manawhenua in planning processes; and
- Considering the wider environment.

The degradation of Te Ihutai and its tributaries and its loss as a mahinga kai is a significant issue for Rūnanga. The potential effects (both negative and positive) on tangata whenua values include:
- Possible intrusion on, and disturbance of, sites of cultural significance, wāhi taonga and wāhi tapu around the estuary and coastline (from construction of the pathway and/or increased public access).
- Possible disturbance of Māori archaeological sites.
- Possible encroachment on the estuary and loss of habitat e.g. if the pathway requires extension of the sea wall.
- Effects on the estuary in general and its ecological and cultural health e.g. through access to sensitive areas.
- Opportunities to promote the restoration of coastal vegetation and planting of indigenous species that whakapapa to the area i.e. are locally indigenous.
- Opportunities to incorporate features that mitigate the effects of stormwater runoff from roads and stormwater discharges into the estuary e.g. stormwater treatment measures such as swales and treatment traps.
- Opportunities to incorporate landscape design, planting, artwork, and interpretation that acknowledges, in a specific and meaningful way, the relationship of tangata whenua with Ihutai and coastal areas.

In relation to the proposed SCIRT project to rebuild the Causeway, tangata whenua have acknowledged the need for effective repair of the sea wall. They have indicated that subject to mitigation of the effects of the work, principally sediment control, and managing the effects on shellfish and birds and the use of culturally appropriate design, the construction of a 1 in 3 slope of rip-rap boulders may be acceptable.

1.3 PRECEDENCE

The success of coastal pathways in reinvigorating communities is well proven. Many waterfront communities around the world have been reinvented by providing coastal pathways that serve multiple purposes: they are both a community facility and a statement of identity embodied in place. They provide a reason for being there.

In New Zealand, communities in New Plymouth and Wellington have galvanised around the public facilities and diverse activities associated with a coastal pathway. Not surprisingly, they have been designed not just for access – this is important – but also to provide a number of recreational, event-based or commercial activities and destinations along its route.

Figures 1.2-1.6 - Photographs from the coastal walkway at New Plymoth (left) and Wellington waterfront promenade, both highly successful and hugely popular.

1.4 BENEFITS

The proposed pathway aims to achieve the following in terms of earthquake recovery and community improvement. The breadth of these targeted benefits demonstrate that this proposal could potentially deliver:

- the widest possible benefit for the community;
- resilience of community;
- multiple benefits that address the needs of multiple groups with one solution.

Transport

The proposed pathway offers increased travel choice and equality of access for all, with amenity and safety benefits by giving less experienced cyclists an alternative to the busy Main Road carriageway. It can potentially help alleviate the demand for on-road transport, reducing pressure on the Main Road infrastructure. It can improve safety for non-automotive users by providing a continuous vehicle-free route typically at the water's edge. Modifications to adjacent carriageways and crossings – as part of other non-pathway rebuild works – can improve safety for vehicles and provide safer connections to the proposed pathway itself.

Environment

The proposed pathway can integrate various environmental and ecological benefits, including protection and enhancement of ecologies in the estuary. An integrated water-sensitive approach to stormwater management could mitigate pollutant influx to the estuary. The rebuilt edges can in places include substantial planting, which would complement a generally more habitat-friendly edge condition.

Tourism, sport and recreation

Access to the water's edge can provide access to a range of activities that will suit the diverse population of the Port Hills and wider Christchurch. The pathway proposal has the

potential to be the most significant and accessible outdoor recreation development in Canterbury.

Health
The proposed pathway can provide incentive and more opportunities for the communities to exercise in a safe and beautiful environment, encouraging a healthy lifestyle.

All Ages, all abilities
The pathway can and should provide open, democratic access to a range of activities associated with the estuary, coastal edges and other conditions along the proposed pathway route. Youth and families can be catered for with specific additions and activites. Mobility concerns – such as adequate overall width and smooth surfaces – will assist the elderly and ensure disabled access to the pathway.

Heritage and culture
The proposed pathway provides an opportunity and a place to promote the art, culture and histories of iwi, the local area, and its communities.

Economic revitalisation
The proposed pathway can help to bring more visitors to the Port Hills communities and tourists to Christchurch. A high-quality and high-amenity, well-connected environment can have a range of economic, investment and employment benefits.[1]

Population retention
The proposed Coastal Pathway provides a positive rebuild outcome. It proposes a much-desired facility that adds a reason for people to stay in the area and in Christchurch after the devastating effects of the earthquakes. It can help the very viability of the city as it strives to rebuild.

1.5 SCOPE

Christchurch Coastal Pathway Group (CPG) is proposing that the earthquake-damaged coastal edge is rebuilt with a multi-functional pathway incorporating walking, cycling, recreation and amenity facilities. There has never been access along the entirety of this stretch of coastline before. The proposed pathway will be for pedestrians and cyclists, as well as other non-motorised transport modes and will be nominally four metres in width.

This study is concerned with the coastal pathway from Ferrymead Bridge to Scarborough and includes an additional 1.3km loop around McCormacks Bay. This coastal section, it is anticipated, can form part of a broader network of linked greenways onwards to the CBD and along riverways. This document provides a high-level overview of the proposed coastal pathway, outlining its route, form, materials and 'events' along it. Whilst this report has utilised the most current information available, it is acknowledged that this is a dynamic environment and it is likely that new data will emerge which will need to be taken into account in subsequent investigations and detailed design.

The proposal has been coordinated wherever possible with upcoming infrastructural and rebuild works taking place. There are now ten post-earthquake projects concurrently addressing the area. These include: the Ferrymead Bridge project, Main Road 3-laning project, The Ferry Rd / Main Rd Master Plan and the Sumner Village Centre Master Plan. Some of these projects are accommodating the proposed pathway as modifications and additions, also described as 'betterment'. Coordination of projects with the proposed coastal pathway will ensure cost-effectiveness. Representatives of the CPG and Christchurch City Council are keen to plan holistically rather than undertake piecemeal repairs.

1 See, for example: MfE, 'The Value of Urban Design: The economic, environmental and social benefits of urban design, http://www.mfe.govt.nz/publications/urban/value-urban-design-full-report-jun05/value-of-urban-design-full-report-jun05.pdf

Patrick McGeehan (New York Times), 'The High Line Isn't Just a Sight to See; It's Also an Economic Dynamo', http://www.nytimes.com/2011/06/06/nyregion/with-next-phase-ready-area-around-high-line-is-flourishing.html?_r=1&

The proposal that follows identifies a number of adjoining modifications and possibilities, such as the redesign of Redcliffs Park and the rebuilding of saltwater baths at Sumner. While these are not directly part of the pathway proposal or other infrastructure repair works, their eventual integration is important to the overall quality and success of the proposed coastal pathway, particularly in terms of the aspiration that it encompass a series of diverse activities and destinations.

Figure 1.8 - The local proposed Coastal Pathway context. The proposed route, and scope of this report, is identified.

1.6 POLICY FRAMEWORK

Christchurch City Planning Instruments

The pathway proposal will be in accordance with

- a number of objectives from the Christchurch City Plan which include:
  - Preservation of the natural character of the coast,
  - Management of activities in a way which remedies or mitigates any adverse effect on the natural values.
  - Minimisation of adverse effects of erosion and flooding and maintain the stability of the coastal dune system.
  - Preservation of the scenic, recreational and wildlife habitat value of the rocky coastline and headlands.
  - Recognition of the importance of, and provide for, the relationship of Māori, their culture and traditions with ancestral lands, waters, sites, waahi tapu and other taonga.
- the Christchurch Transport Strategic Plan, particularly in relation to the long-term visions for a major cycleway network, major recreational routes and centres, and the core public transport routes.
- the vision, principles, goals objectives and priorities of Christchurch City Council's Public Open Space Strategy 2010-2040, particularly in its connecting, enhancing and creating of new recreational networks.
- Christchurch City Council's Community Outcomes 2013-2022
- Christchurch City Council's Surface Water Strategy
- Christchurch City Council's Three Year Plan
- Christchurch City Council's Infrastructure Design Standard
- Christchurch City Council's Tsunami guidelines for coastal Chrisrchurch and Banks Peninsula
- Christchurch City Council's Climate Smart Strategy

Coastal Planning Instruments
As part of the site will take in the coastal marine area, the proposal recognises
- the Regional Coastal Plan which lists the estuary as an area of Significant Natural Value.
- the objectives of the NZ Coastal Policy Statement and Draft Christchurch Coastal Strategy are acknowledged.
- the Ihutai - Avon Heathcote Estuary proposed Estuary Edge Master Plan.
- NZ Climate Change Centre, Climate Change Adaptation in New Zealand

CERA Recovery Strategy
The proposal will also be consistent with the economic, social, cultural, built environment and natural environment goals of CERA's Recovery Strategy for Greater Christchurch.

SCIRT
The pathway proposal is coordinated with the Stronger Christchurch Infrastructure Rebuild Team (SCIRT) rebuild projects and programme. There can be numerous efficiencies associated with building the proposed pathway together with the road, coastal edge and infrastructure repair works.

Local Plans and Projects
The proposed pathway will integrate with Christchurch City Council's Suburban Centre Programmes Master Plans, such as the Sumner Village Centre Master Plan – details from which are incorporated in the pathway plans in this document – and the Ferry Road / Main Road Corridor Master Plan.

Ngāi Tahu Claims Settlement Act 1998
The provisions of this act are aimed at recognising the mana of Ngāi Tahu with particular areas, and to enable them to practically give effect to kaitiakitanga. There is a statutory acknowledgement area relevant to the Coastal Pathway project.

Mahaanui Iwi Management Plan 2013
This Iwi Management Plan (IMP) is a mandated statement from the six Rūnanga around Christchurch and Canterbury. It is an expression of kaitiakitanga and rangatiratanga. The plan provides a values-based, plain language policy framework for the protection and enhancement of Ngāi Tahu values and for achieving outcomes that provide for the relationship of Ngāi Tahu with natural resources across Ngā Pākihi Whakatekateka o Waitaha and Te Pātaka o Rākaihautū.

1.7 THE PROCESS

The process included the preparation of a design brief, and subsequently a concept plan for capital expenditure costing. This report describes:
- The Research (Section 2), including site analysis and community consultation
- The Proposal (Section 3) for the pathway, the vision, site-wide strategies, and details on a site by site basis.
- Implementation (Section 4) including costing
- Outcomes (Section 5)

The project was jointly managed by the Christchurch City Council and the Christchurch Coastal Pathway Group (CPG). Wraight and Associates (WA) were the primary consultants and authors of this document. WA collaborated with Rob Greenaway, tourism and recreation specialist and consulted with a multidisciplinary Christchurch City Council team. Davis Langdon were engaged to provide costing information.

Community and Stakeholder
Christchurch City Council requirements are for the plan to be realistic, imaginative and achievable. Community involvement was fundamental in order to provide ownership of the scheme and incentive for use. The scoping and physical concept plan for the pathway was developed following consultation with the local communities of the Mt Pleasant, Redcliffs and Matuku tako tako/Sumner neighbourhoods where there is strong support for a pathway, and with stakeholders (ECan, Christchurch City Council, SCIRT, yacht clubs, estuary trusts and others).

Ngāi Tahu
Mahaanui Kurataiao Ltd (MKT) were commissioned by Christchurch City Council to consult with the Rūnanga on this project. Preliminary advice was provided in December 2011, and further consultation was undertaken between August and December 2012.

2. THE RESEARCH

2.1 CONTEXT

The 6.5km-long proposed coastal pathway traverses a number of distinct neighbourhoods and communities, as well as a range of environmental and edge conditions. The diagram below introduces the main neighbourhoods that comprise the route. Within each neighbourhood, the pathway traverses a number of distinctive character areas – the 'zones' – and locations where the existing coastal edge / pathway condition changes. The zones are identified broadly by the dominant surrounding environment – adjacent water and topography for example – while the conditions are identified by the immediate physical state of the coastal edge and existing surfacing along the pathway route. These categorisations provide a way of analysing down and understanding the site. The range of conditions and characters provide opportunity to celebrate the diversity of experience along the route, where the views, the microclimate, the estuary channels, the bird habitat, the beaches, the parks and urban activity are all different, and can be even more diverse depending on the wind and the tide. The concept plan will look at amplifying these qualities within a coherent, legible pathway.

Refer to Appendix 1 for a selection of site photographs taken along the route.

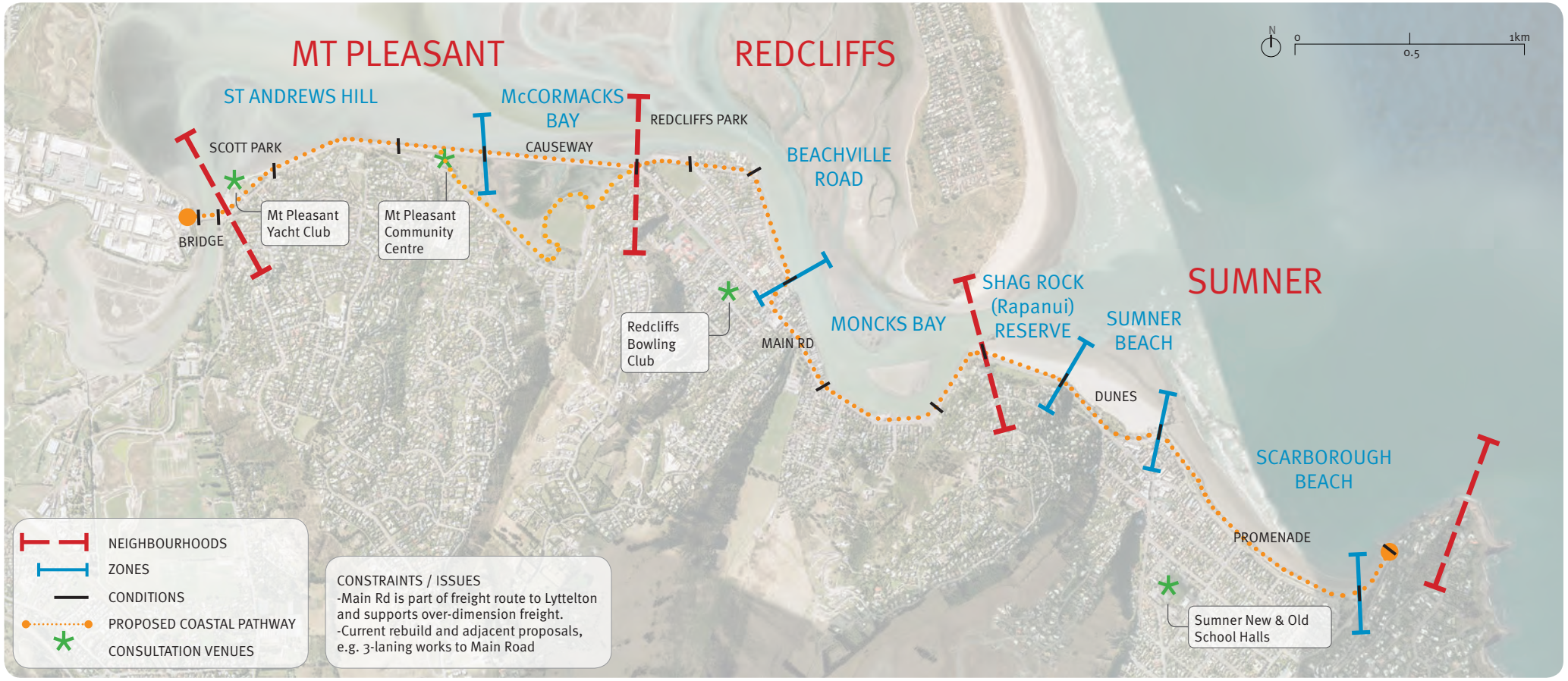


Figure 2.1 - Neighbourhoods, Zones and Conditions. Consultation venues also indicated.

2.2 SITE ANALYSIS SUMMARY

Research and mapping exercises were undertaken as part of this study to analyse the context and the site's: history and cultural significance; geology and past ecosystems; hydrology; wildlife; broad and local connections; and its primary recreational uses. These studies informed the concept design, but were not intended to be exhaustive. The analysis has been summarised here to provide some background to the concept design as well as identifying conditions that could inform developed proposals. Refer to Appendix 2 for more detail.

History
The proposed coastal pathway area is a cultural landscape of high heritage significance to both Māori and Pakeha / Europeans. The estuary, Ihutai, was an immensely significant site to early Māori. It was a major site of food and resource gathering – mahinga kai – and served as a hub for regional trade between south island iwi. There were a number of settlements by early Māori – notably at Te Rae Kura (Redcliffs Park) by the first people of the area, the Waitaha, and the caves were also significantly utilised landmarks.

The estuary and its river connections were also important to early European settlers for trade and commerce. The river connections with the township were utilised for trade with Lyttelton harbour that came via the estuary. The estuary also served as a disposal site for various pollutants, much of which arrived via the Ōtākaro/Avon and Ōpowaho/ Heathcote Rivers, and the resulted in siltation which essentially removed the rivers' transport uses by 1900.

The estuary has a long history as a recreational resource. Rowing and yachting have always been popular. A particularly notable 'recreational infrastructure' of the past was the coastal tramway which connected Sumner Beach with the city, but its construction entailed some major reclamations that had significant impacts on the estuary's hydrological patterns. The 2010-2011 earthquakes are important events in the area's recent history.

Recreation
There are diverse recreation activities in the coastal area key water-based recreation activities are: water-craft recreation is very important in Scott Park in Mt Pleasant; major fishing spots are located in Redcliffs at Beachville Rd and Moncks Bay; and surfing and swimming takes place at Sumner Beach. Significant reserves and sports amenities occur at McCormacks Bay, Redcliffs Park and Barnett Park. A number of smaller reserves, such as Shag Rock Reserve, are used for more passive forms of recreation like dog-walking and picnicing. Cycling and walking are already popular along parts of the proposed route. McCormacks Bay is important for bird watchers. And there are numerous connections into the Port Hills for tramping, although many of these tracks have been closed as a result of the earthquakes.

Connections
In the broadscale, there are limited ways to reach the pathway neighbourhoods. Pinched between the Port Hills and estuary, they are reached almost exclusively via the Ferrymead bridge and Main Rd, which was damaged in the 2010-2011 earthquakes. SCIRT road and infrastructure rebuild works are scheduled to take place alongside various parts of the proposed pathway.

Main Road, which extends towards the city along Ferry Rd, is identified as a major cycleway and core public transport route in the Christchurch Strategic Transport Plan. A relatively high proportion of serious crashes along it in recent years have involved cyclists suggesting that cycle / car safety needs to be addressed. The route is freight-supporting to and from Lyttelton Port for over-dimension and some dangerous goods.

The neighbourhoods have multiple connections to Port Hills tracks, a number of parks and coastal amenities. The proposed coastal pathway can draw these networks together and improve connectivity and safety.

Geology + Ecosystems
The 2010-2011 earthquakes revealed previously unknown fault lines in Christchurch. These include a 14km long fault along the northern Port Hills, which was the origin of the February 2011 earthquake1. The proposed pathway site is also significant for being at the juncture of the Port Hills, two rivers, the estuary and the ocean - the meeting of geological, alluvial and marine systems. This results in a diverse range of ecosystems that fringe the edges.

Wildlife
The Te Ihutai/Avon-Heathcote estuary for a long time has had a rich diversity of natural edge environments, such as dunelands and saltmarshes. It is a significant habitat for a high diversity of bird life – over 100 reported species2 – and migratory birds, such as godwits. There is less diversity in but an abundance of marine species. Changes to feeding and roosting patterns are still being observed following the significant geomorphic environmental changes that have resulted from the 2010-2011 earthquakes.

Hydrology
The site is a highly complex hydrological system. Two rivers, four 'city drains' and numerous stormwater outlets discharge into the estuary. A sewerage treatment plant and oxidation ponds occupy much of the estuary's northern edge, though these no longer discharge into the estuary as they have been piped directly to sea since 2010. Two distinct, though adjacent, beach systems exist at Matuku tako tako/Sumner, and water speeds through the channel and past South Brighton Spit / Te Karoro Keroro. The tides in the area (Sumner) produce a MSL of 1.3 and MHWS of 2.5m above Chart Datum - refer tide envelope included in Appendix 2.

1 See GNS: http://www.gns.cri.nz/Home/Our-Science/Natural-Hazards/Recent-Events/Canterbury-quake/Hidden-fault
2 McMurtrie S. and Kennedy S, Exploring an Estuary - A Field Guide to the Avon-Heathcote Estuary/Ihutai, 2012, p. 4.

2.3 CONSULTATION

Meetings

Three public consultation events were held at three different venues, central to each of the three neighbourhoods. Nine meetings in total, of two hours each, took place with the public at which a projector and A1 prints were used to present, discuss and record feedback.

At the first meetings, held 18–19 September 2012, the scope of the project and preliminary site analyses were presented. The community was invited to raise any and all ideas relating to the pathway project and the site. These were recorded within groups, presented to the others and discussed.

At the second consultation, held 9–10 October 2012, a draft vision for the project, developed from the previous sessions' feedback, and a range of design options were presented and discussed. Groups documented their feedback and preferences. Design ideas and the vision were refined.

The third series of meetings took place over 23 and 24 October 2012. During these sessions a concept design was presented that took into account preferences and suggestions from the previous session, as well as constraints from the ongoing coordination with other rebuild projects. In parallel with these public meetings several stakeholder meetings were conducted with the same data.

The hui was held with Ngai Tūāhuriri Rūnanga representatives on 21 March 2013. This together with submission on the draft concept plan helped to ensure that the plan captures and reflects tangata whenua values.

Refer to Appendix 3 for a summary of consultation undertaken during this study.

Outcomes

Feedback and suggestions from the initial session onwards were mapped and organised into six thematic categories: Natural Environment, Cultural and Heritage, Recreational, Commercial, Movement, and Spatial.

As a means of re-communicating the range of suggestions with some weighting as to their importance (by frequency of occurrence) graphical 'ideas clouds' were created. These were refined through the consultation sessions as direction was clarified and relative importance confirmed.

By returning to communities with design options and then a draft concept design, participants were given a say throughout the design process. This ensured it was enthusiastic and democratic, and encouraged community buy-in and ownership of the proposed Coastal Pathway project.

Figure 2.3 - Photograph from consultation event at Redcliffs Bowling Club, 19 Sept.

Figure 2.4 - Excerpt from mapping of feedback and suggestions by theme.

Ngāi Tūāhuriri Manawhenua whānau/families
Nga Waka Mahinga kai Hi-ika Te Ana o Hineraki
Pātiki Tuawera mātauranga education shellfish nohoanga
Cultural Heritage Pakiwaitara Ngāi Tahu tūranga ahi-kā
Legends Whakataukī Karoro Te moana contamination/sewerage fishing
water quality Te Rae Kura Te Tuahiwi whakawhanaungatanga
Te Ihutai reserve foreshore and seabed huarahi/trails
Ngā Manu pingao Rapanui confiscation/healing kaitiakitanga
RMA customary fishing Whakaraupō
Karakia TŪPUNA harakeke mauri
Papatipu Marae Ti kouka

Figures 2.5 - Graphical summary of feedback, suggestions and their relative importance, produced following some of the community consultation events, from Mt Pleasant (top), Redcliffs, Sumner and Tuahuriri Korero.

3. THE PROPOSAL

3.1 VISION

Key findings and values from consultation were documented, interpreted and distilled into thematic categories...

...which frame the community's vision for the project:

NATURAL ENVIRONMENT	...An ecological playground...
CULTURAL + HERITAGE	...A place to tell our stories about the coast...
RECREATIONAL	...It's more than a route, it's a braided necklace of activities...
COMMERCIAL	...Support recreation activities with commercial opportunities...
MOVEMENT	...Safe movement along and easy connections to the pathway...
SPATIAL	...Be broad, be generous, and be diverse...

... that underly the overall vision for the Coastal Pathway:

'A necklace of jewels connecting communities'

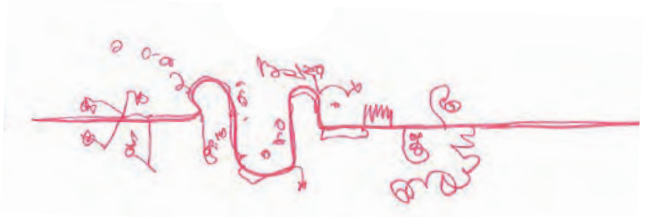
Through the analysis and consultation phases, three critical structuring devices were identified. These form the overarching spatial aspects to engage and are as follows:

The Coast

The ever-changing water's edge. Its varying conditions provide the essence of identity and meaning for this place.

The Pathway

The quality, condition and layout of the path provides the medium for travelling along and engagement with the Coast.



Active Community

The pathway can connect, create and encourage activities, which draw the community to the coastal edge.

3.2 SITE-WIDE STRATEGIES

3.2.1 EXPERIENCES

In response to the site analysis and consultation feedback, primary spatial 'experiences' and 'nodes' that occur along the route were identified.

The diagram presents both a refined site analysis and a conceptual overview of how the different sections of the pathway could be experienced. It reflects the existing conditions and environment. And it emphasises the diversity of spaces and activities possible. The coloured line articulates distinctive sections of the pathway. The nodes are key moments of the journey in terms of distinctive views, activity or orientation.

Figure 3.1 - 'Experiences' diagram.

EXPERIENCES

01A - SCOTT PARK: boating edges, landing place
01B - MT PLEASANT: rock pools and mud flats
02A - CAUSEWAY: linear edge, access points, possible art/sculpture
02B - McCORMACKS BAY: soft edge, bird watching
03A - REDCLIFFS PARK: Estuary beach, possible wetland
03B - BEACHVILLE RD: treed, enclosed, opening to views
03C - BEACHVILLE SEA WALL: deep water, lookouts, fishing, linear park
04A- treed, enclosed, shops, Barnett Park + tracks links
04B - MONCKS BAY: retained historic elements (wall, tram stop), fast water, wind protected, beach
05A - SHAG ROCK RESEVE / RAPANUI: dunes, sand beach, timber, easy access
05B - MEMORIAL WALK: dunes, trees, commemoration
06A - SCARBOROUGH BEACH: promenade, surf beach
06B - LIFESAVING CLUB: possible lookout - dramatic finale

MAJOR NODES / MOMENTS

i - Scott Park, diverse water access
ii - Redcliffs Park, jetty, wetland + boardwalk, beach
iii - Beachville Reserve
iv - Shag rock, viewing platform, sea meets estuary
v - Cave rock, beach options and views
vi - Cafe + playground
vii - Viewing platform, ocean

LEGEND

Experience
major node
node
tracks

3.2.2 GEOTECHNICAL ISSUES AND THE EDGE EXPERIENCE

Refer to Appendices 4 and 5.

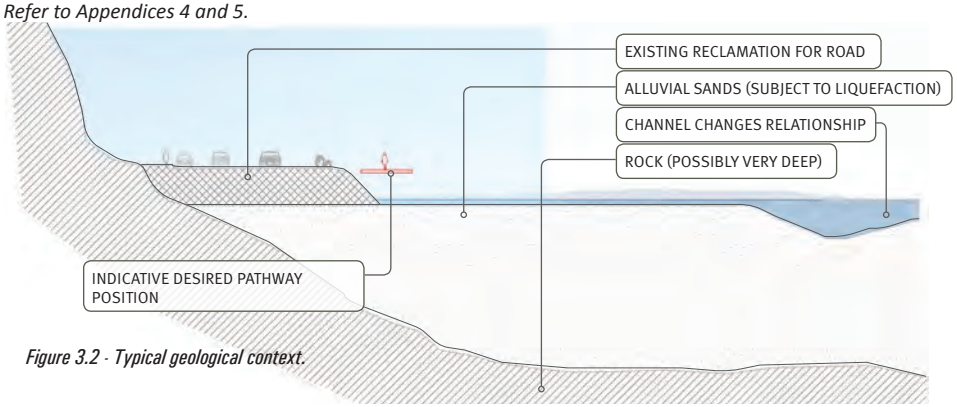


Figure 3.2 - Typical geological context.

The typical condition has the proposed coastal pathway on the seaward side of an existing road reclamation.

The edge experience is very important along the pathway because it will facilitate engagement with water, but marine and alluvial sediment provides a challenging condition to pile structures, so rip-rap walls tend to be the preferred solution for engineering. The baseline solution – the 1:3 seawall edge rebuild proposal by SCIRT engineers – does not offer the same opportunities for water engagement that a steeper (1:2) solution could. A 1:2 edge could reduce the impact of reclamation on the estuary, or could accommodate a range of minor modifications, such as a lower level access pathway and rock pools, which will enhance experience and engagement with water.

It is important that the Coastal Pathway proposal itself does not entail any reclamation. The concept design is adapted to suit existing proposals by SCIRT and Christchurch City Council.

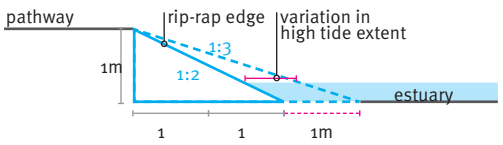
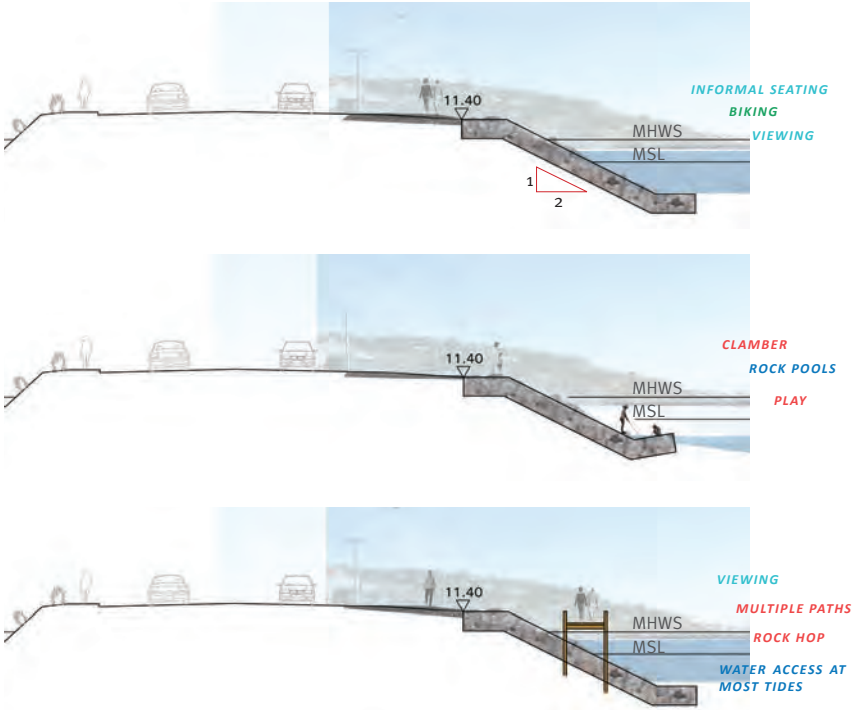


Figure 3.3 - Diagram illustrating principle of reduction in reclamation due to steeper rip-rap edge with 1m nominal elevation of pathway above estuary bed.

BASELINE SOLUTION – 1:3 RIP-RAP

PROPOSED PATHWAY SOLUTION – 1:2 RIP-RAP + MODIFICATION OPTIONS



Figures 3.4 - Baseline and modified solutions. Note edge elevation and sea levels are indicative only.

3.2.3 WAYFINDING AND INTERPRETATION
Wayfinding and interpretation is an important part of the identity of a place. It makes people feel safe and comfortable, and expresses the unique culture of the communities that have, and continue to, inhabit the place. Artwork can also be incorporated.

The 'experiences' strategy provides a foundation for the spatial principles that should inform proposed pathway wayfinding and interpretation, which are shown below. A specific interpretation plan should be developed for the proposed coastal pathway that would address historic sites, cultural and environmental interpretation, element siting, existing interpretation, Crime Prevention Through Environmental Design (CPTED), vandalism concerns and, importantly, commemoration of the earthquakes.

Signage is important for information, wayfinding, interpretation and as distance markers. Elements should form a consistent suite in terms of materials, graphics and typography and should conform with the specifications and objectives of the Christchurch City Council Sign Manual. Signs should be modifiable to receive additions as the pathway and linked network of amenities develops and connects to Port Hills tracks. Distance markers should be included at intermediate points. A consistent suite of small information and warning signs, eg. 'no fishing', should be used sparingly and should also conform to the Christchurch City Council Sign Manual (note: not illustrated on below diagram). Waharoa - gateways - could also be considered for inclusion at appropriate points along the proposed Coastal Pathway.

1. Information and Wayfinding Sign.
These elements should be highly visible and sited at strategic locations where people are likely to join or begin the coastal pathway. Opportunity to include QR codes that could trigger aural content. Provision for the visually-impaired should be included.

2. Interpretation Sign.
These elements should be sited at key interpretation locations, e.g. historic sites or at strong viewing points. Opportunity to include QR codes that could trigger aural content and story-telling. Provision for the visually-impaired should be included.

3. On or In-Ground Distance Marker
These 'events' will encourage recreational pathway users, while helping to create an animated experience along the route. Opportunity to include QR codes and provision for the visually-impaired, through tactility, for example.

Precedent images of main signage and wayfinding elements

Figure 3.5 - Indicative locations for signage and interpretation elements.

3.2.4 TRANSPORT CONNECTIONS

Transport connections to the pathway will be an important part of its success. It is expected that the Coastal Pathway would contribute to an increase in visitors to the area by private car, public transport and non-motorised means. Refer to Appendix 2 for an overview of street and walkway networks.

Estimating vehicular increase is beyond the scope of this study, but it is anticipated that some limited provision may need to be made for increased vehicle parking associated with the coastal pathway and increased visitor numbers. This will be a matter for further consideration as detailed design develops. The strategy is to integrate any new parking with existing parking and facilities at strategic locations or 'nodes' on the route, however, there is need for further study to firm up options when opportunities have been identified.

There are a range of transport modes of accessing the proposed Coastal Pathway. Bus-stops occur regularly along the route. New cycle stands should be installed at strategic locations along the proposed coastal pathway.

Further investigations should be undertaken in detailed design phases into suitable pedestrian / cycling crossings and access opportunities to the new proposed pathway. The concept proposal suggests new crossings are protected median islands.

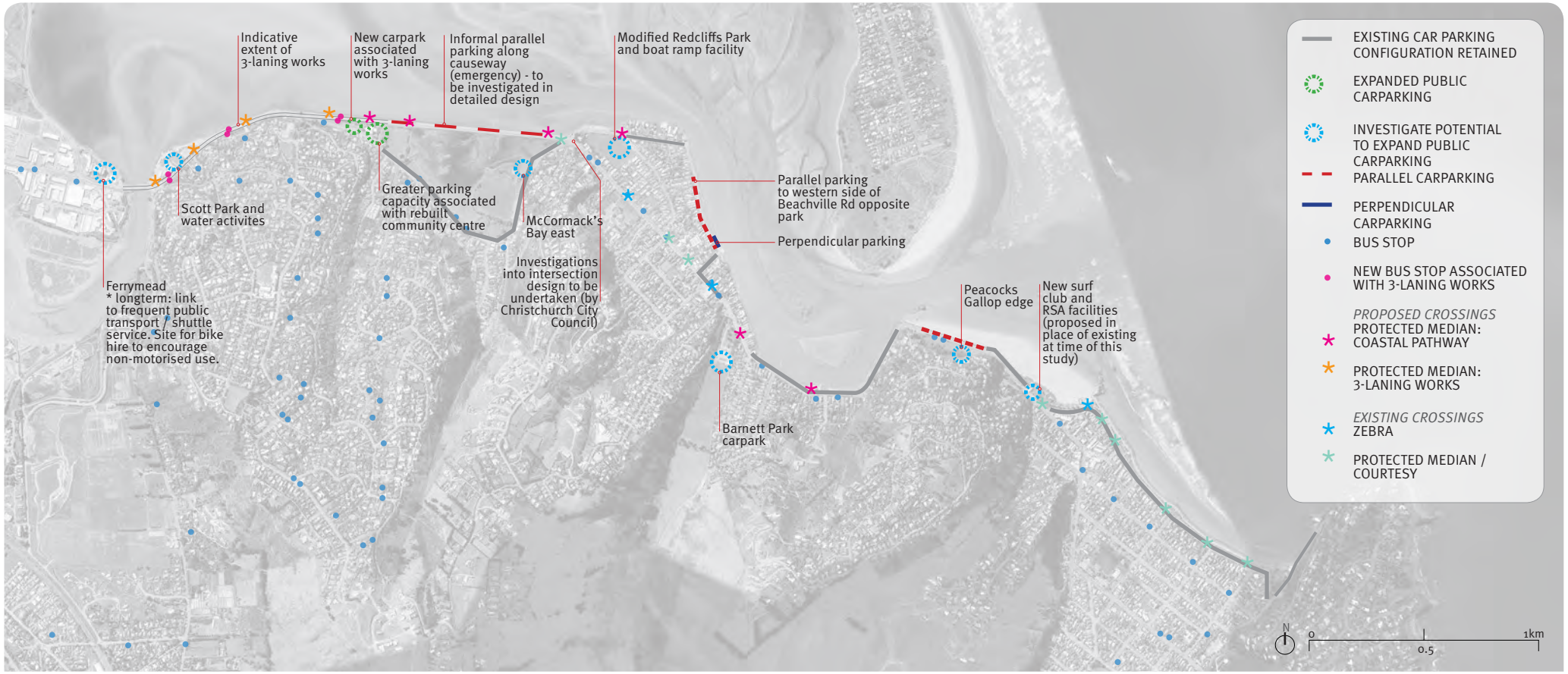


Figure 3.6 - Transport connections diagram.

3.2.5 LIGHTING

Lighting along the pathway will help to ensure a unique identity and night-time experience as well as safety.

Lighting should be designed to highlight important features, nodes and access points, and provide general lighting along the overall route where it will ensure safety of pathway users. As the proposed pathway is typically adjacent to a roadway it will receive some illumination from carriageway lighting. This would be supplemented by a trail of low-level lighting which can be controlled for appropriate hours of use, and could be powered by LED technology. These matters will require further investigation at detailed design phase. New light columns are proposed where carriageway lighting is anticipated to be insufficient for pedestrian / cyclist safety. All lighting should be designed to minimise impact on the night sky environment and wildlife habitats.

There are three primary lighting typologies proposed, however all are subject to further investigation:

1. Low level/ on-ground / recessed bulk head lighting @ 10m centres
2. 7m light columns with 2 luminaires @ 15m centre
3. Low level feature and directed lighting to elements or auxilliary parts of pathway, e.g. lookout pier.

1. Distinctive, low-level lighting element.
The main lighting treatment of the Coastal Pathway route. Intended to highlight the trail.

2. High-quality, Distinctive Light Columns.
Anticpate limited use along Coastal Pathway. Needed in areas where there is little spill from carriageway, e.g. new carparks.

3. Feature lighting
Range of fitting types employed to highlight specific elements and access points.

Precedent images of primary proposed lighting typologies.

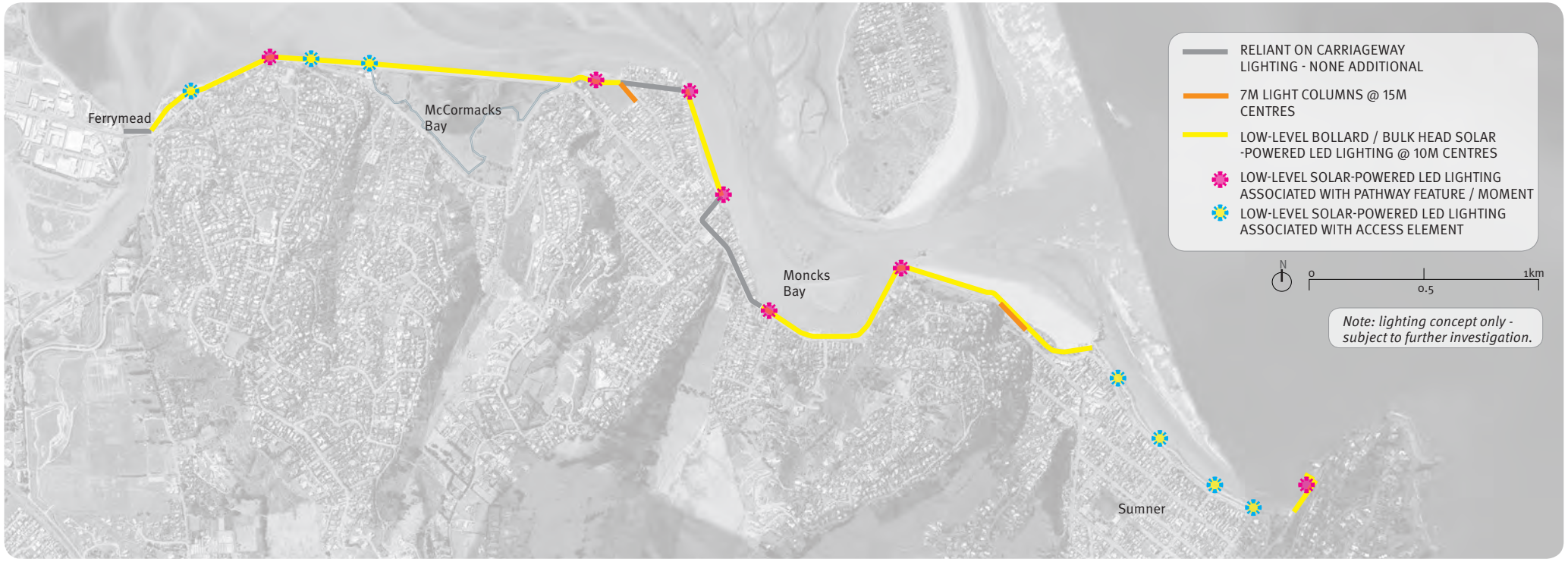
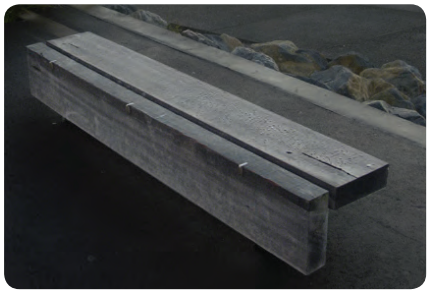


Figure 3.7 - Lighting diagram.

3.2.6 FURNITURE

A simple, robust suite of furniture elements should be used along the pathway and can assist in creating a cohesive identity and experience along the route.

Furniture will need to be durable in the coastal environment and should be suited to the range of situations that occur along the pathway. Furniture design and siting should contribute to the structuring of spaces, rather than being mere objects within them and there is the opportunity for it to incorporate cultural references. Sustainably-sourced hardwood timber is an appropriate material for seating. Bins, bollards and other elements should be used sparingly and should be discreet and consistent in terms of their finish and materials. Detailed design of furniture will occur in future stages of development. When this occurs, all users of all abilities, CPTED and maintenance requirements should be considered.



Figures 3.8 - Precedent images of robust, bespoke seating.

3.2.7 PLANTING

Planting can increase the potential ecological and health benefits for the estuary.

Three main typologies make up the planting strategy for the Coastal Pathway:
- Street tree planting;
- Roadside planting; and
- Rip-rap / coastal edge planting

New tree planting will occur at select locations along the streets but will also feature at the redeveloped Redcliffs Park, Beachville Rd Park and in an enhanced park landscape behind the dunes at Sumner beach. New trees should be native and appropriate to the ecological condition they exist within or alongside. However in some places, such as along Main Road at the Redliffs shops, exotic tree planting may be more appropriate for its scale, form and deciduousness.

Roadside planting should comprise a range of locally native estuary edge species which can also be suited to bio-retention swales. Where the proposed pathway exists alongside a carriageway, planted swales have the potential to significantly mitigate auto-originating pollutant runoffs into the estuary, thereby improving ecological health.

Coastal edge planting amongst the rip rap will be hardy, locally-native species suited to high salt exposure and, in some cases, inundation.

There are various areas where planting is not directly associated with the primary typologies. At Redcliffs Park, a naturalised edge will potentially entail substantial areas of wetland and saltmarsh, the detail for which is subject to input from ecologists, as well as iwi. The pathway also navigates behind a sensitive, regenerating sand dune ecology at Sumner where local native species should be used to maximise ecological health and habitat potential.

Figures 3.9 - Selection of native species appropriate for Coastal Pathway development. It is recommended that a detailed planting list is developed in consultation with a local ecologist and Tangata Whenua.

3.2.8 TEXTURES & KEY PLAN

Materials

A simple, robust palette is proposed that responds to adjacent edge conditions.

The diagram outlines the primary material treatments of the proposed Coastal Pathway. Asphalt is the predominant pathway material proposed where the path is on solid ground and should be of a fine grade. Timber boardwalks are proposed in areas where such structures are required: over water, moving sand or where structures may require some flexibility. Wide decking timbers will provide a smoother surface for wheeled users. Composite materials should be investigated at detailed design stages.

Trees and flush in-ground planting (not illustrated below) are the primary soft typologies utilised along the route, along with modification and planting of rip-rap edges that is proposed to soften the condition and provide habitat.

Sites for 'clusters' of furniture are also indicated. These correspond to nodes along the route, situated at key access, event, viewing or reprieve spots. In this way furniture is used to complement and help in the creation of distinctive moments along the pathway route.

Universal barrier free design, and the use of colour palettes to aid legibility for the visually impaired will ensure that the pathway is accessible and safe for all users.

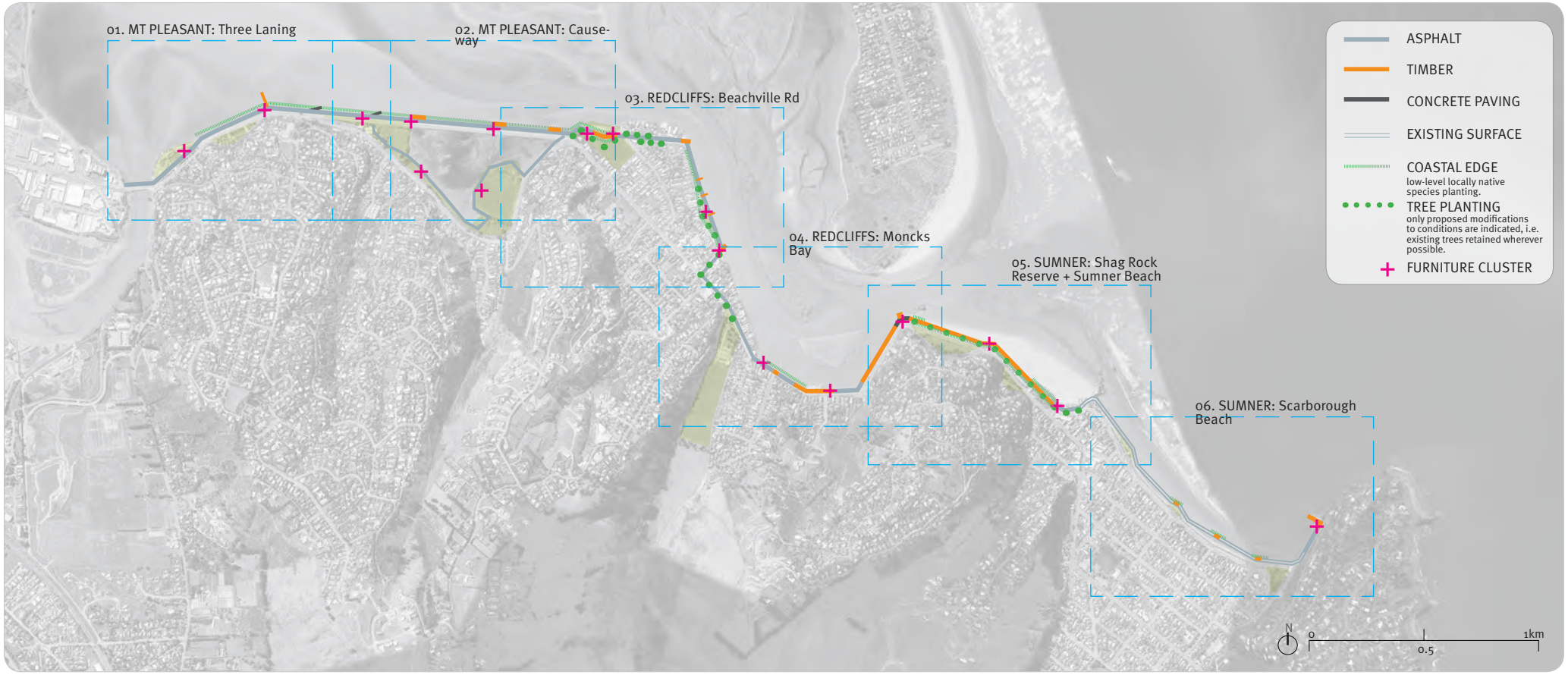


Figure 3.10 - Primary material treatment along the pathway and key plan identifying plans that follow.

3.3 CONCEPT DESIGN

INTRODUCTION

The following plans and sections describe the concept design for the proposed Coastal Pathway. The proposed pathway design is integrated with rebuild and other works proposals wherever these occur. The extent of rebuild works has been noted where applicable to clarify the scope of the proposed Coastal Pathway. It should be noted that there will likely be additional future rebuild plans with which to integrate developed pathway proposals.

Cross Sections

Cross sections have been identified on all plans with a letter and number tag. Where more than one cross section tag is associated with a section line it indicates that options or variations have been proposed. Refer to Appendix 4 for an illustration of how sections are based on rebuild proposals.

** REBUILD WORKS - by SCIRT / others:*
All works to carriageway, new rip-rap edge and associated reclamation and stabilisation is by others.

Relevant Plan: SCIRT: Main Rd 3 Laning – Scheme Design Option 1 [Sheets 1-7], No. A 28.09.11. [digital file: 3390292-060-C-100-C-107.dwg]. Received 18th October, 2012.

Timber pier at hinge point

Ramp access to estuary ground level at bus-stop

M1
M2
M3

M4

M1
M2
M3

MAIN RD

connect to estuary path

investigate youth-focussed destination with bike/skate park and parking

Separate Planning Process

MAIN RD

cob cottage

FERRY RD

4m pathway route continued across new Ferrymead bridge (under construction)

connect to Heathcote Tow Path

BRIDLE PATH RD

01. MT PLEASANT : 3-LANING

The western extent of the proposed Coastal Pathway begins at the Ferrymead Bridge. The pathway route is taken through Scott Park as a four-metre wide shared route parallel to Main Road - allowing water activities to operate on the estuary while providing opportunities for pathway users to either pass through the park or stop to enjoy the recreational amenities. The proposed pathway then follows the rebuilt rip-rap edge and integrates with '3-laning' works to Main Rd. Rip rap is proposed to be planted in places and access points to the lower estuary level are suggested.

Selection of precedent images.

N

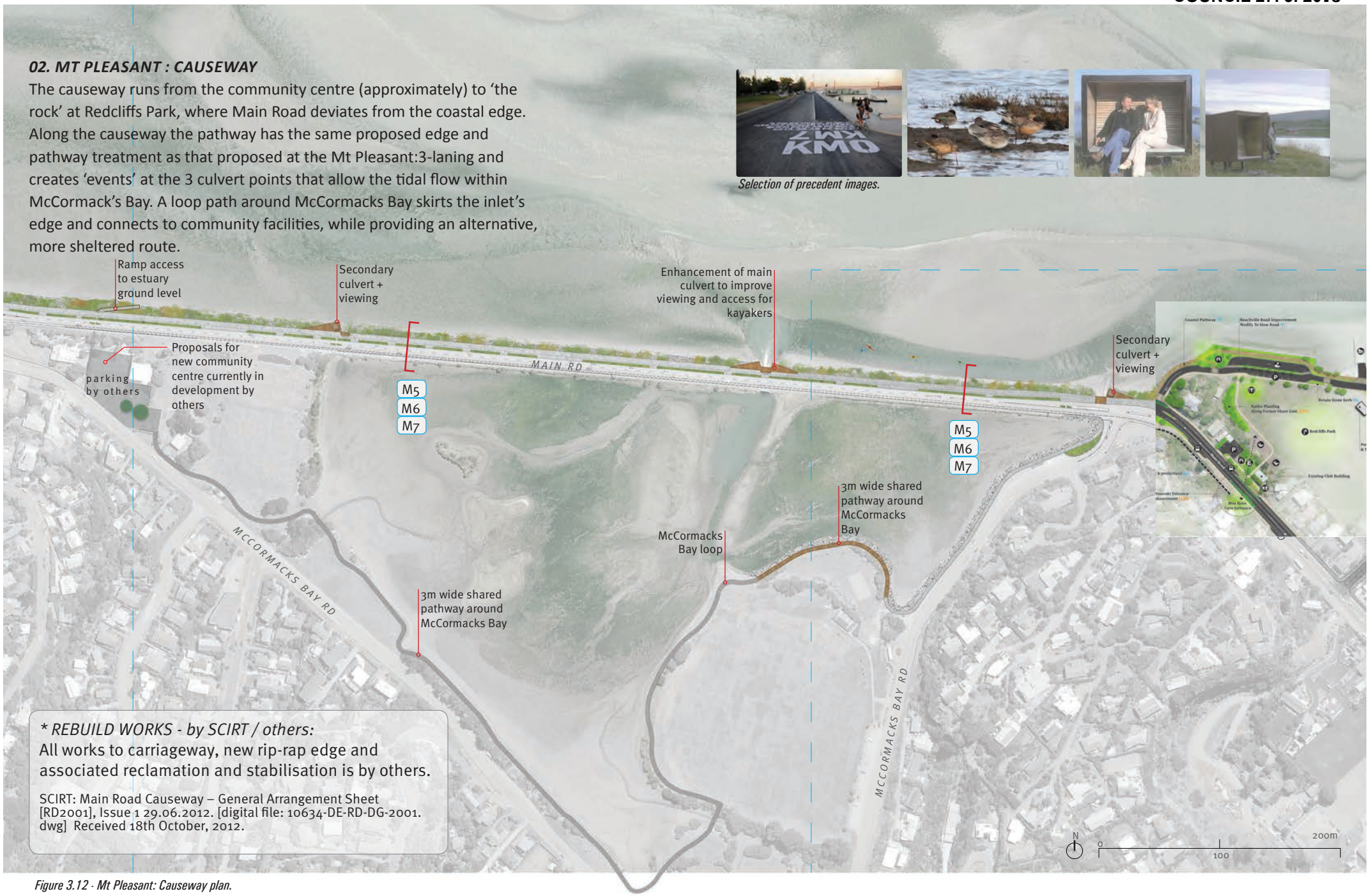
0 100 200m

Figure 3.11 - Mt Pleasant: 3-laning plan.

02. MT PLEASANT : CAUSEWAY

The causeway runs from the community centre (approximately) to 'the rock' at Redcliffs Park, where Main Road deviates from the coastal edge. Along the causeway the pathway has the same proposed edge and pathway treatment as that proposed at the Mt Pleasant:3-laning and creates 'events' at the 3 culvert points that allow the tidal flow within McCormack's Bay. A loop path around McCormacks Bay skirts the inlet's edge and connects to community facilities, while providing an alternative, more sheltered route.

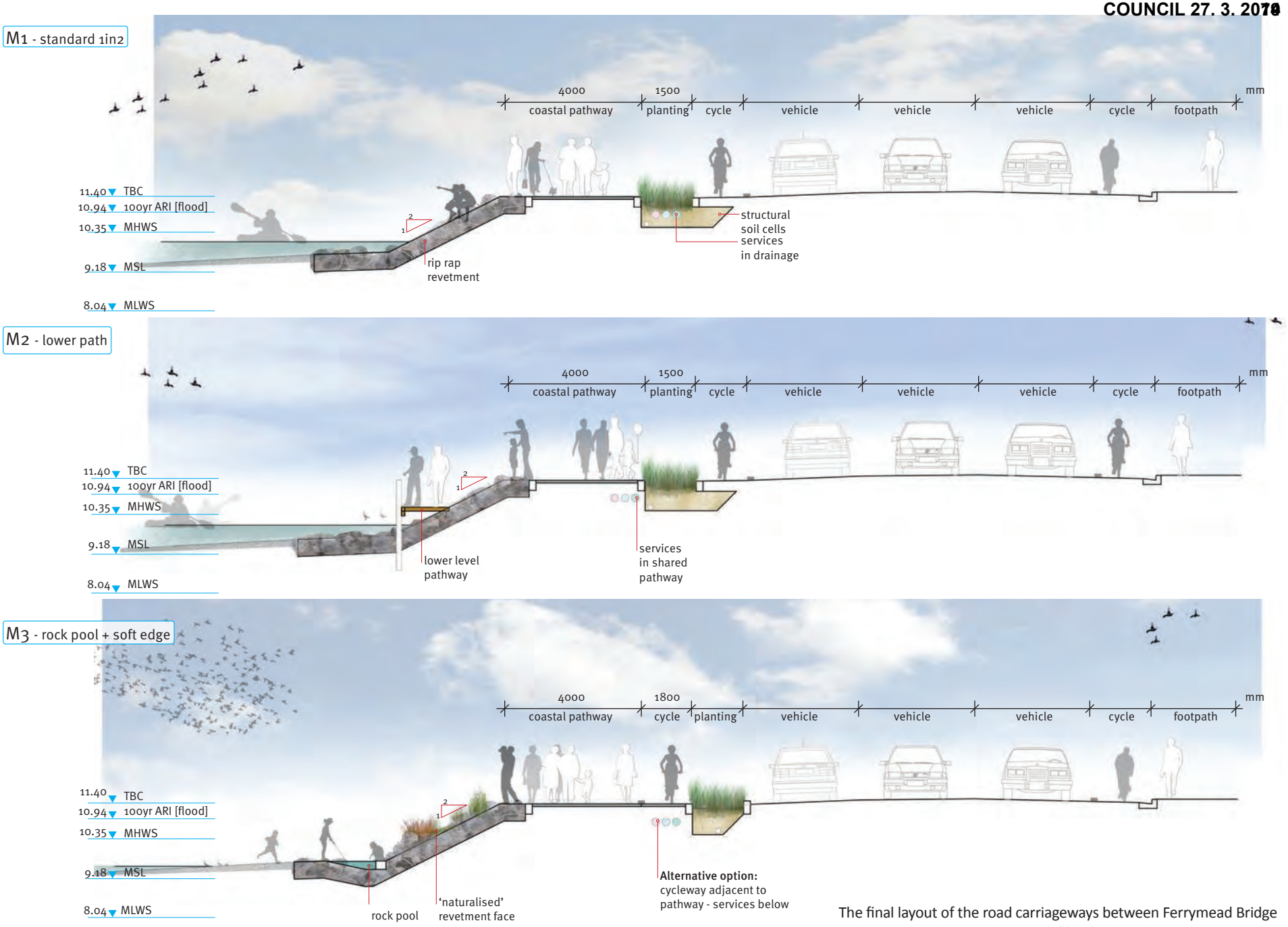
Selection of precedent images.



** REBUILD WORKS - by SCIRT / others:*
All works to carriageway, new rip-rap edge and associated reclamation and stabilisation is by others.

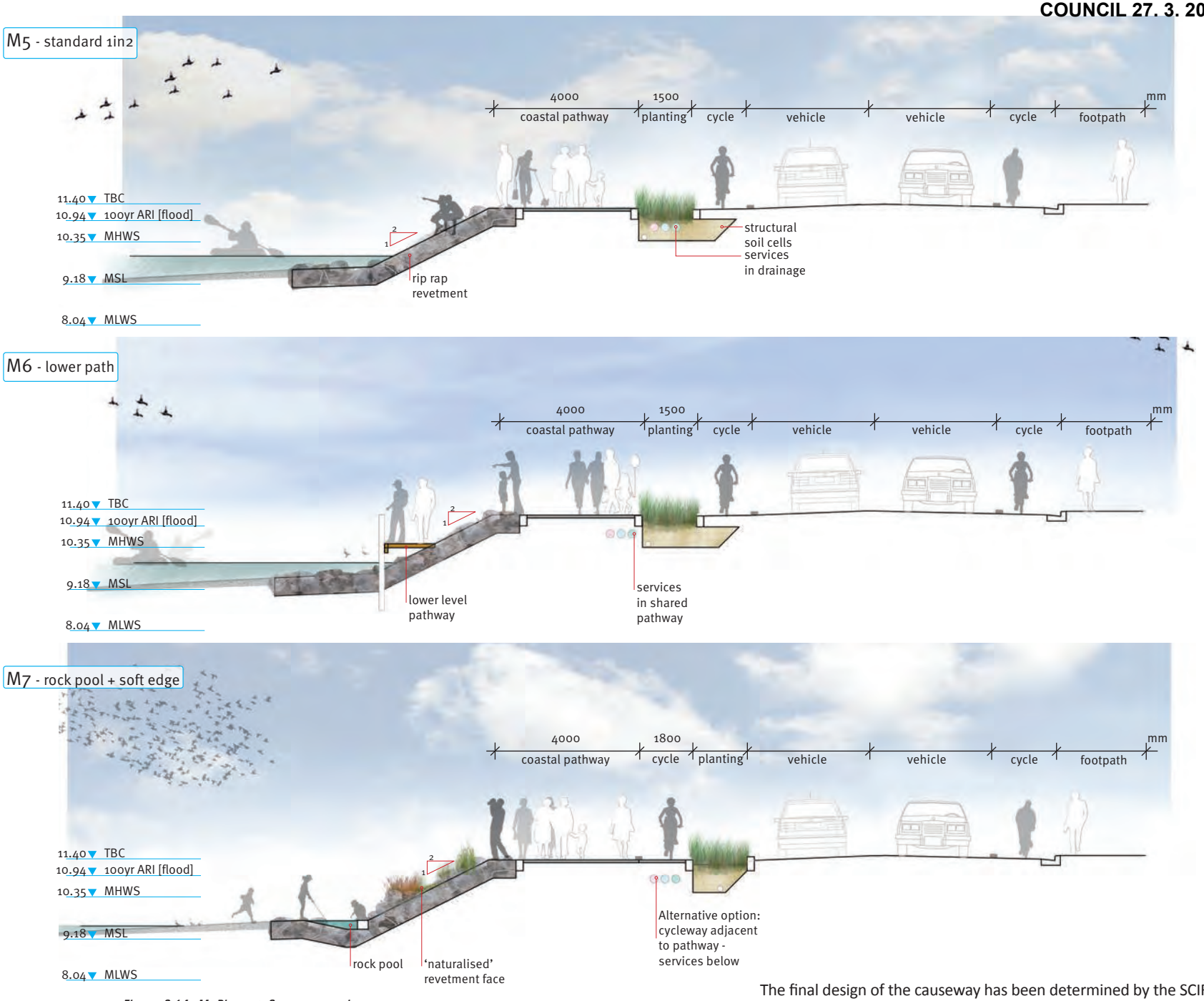
SCIRT: Main Road Causeway – General Arrangement Sheet [RD2001], Issue 1 29.06.2012. [digital file: 10634-DE-RD-DG-2001.dwg] Received 18th October, 2012.

Figure 3.12 - Mt Pleasant: Causeway plan.



Figures 3.13 - Mt Pleasant: 3-laning sections.

The final layout of the road carriageways between Ferrymead Bridge and McCormack Bay is determined by the three laning project.



Figures 3.14 - Mt Pleasant: Causeway sections.

The final design of the causeway has been determined by the SCIRT rebuild project.

M1, M2, M3, M4

Sections M1, M2 and M3 illustrate variations and options for the rock rip-rap condition that is proposed for the Mt Pleasant: 3-laning section of the proposed Coastal Pathway. They also show options relating to the position of the commuter cycleway, planting and services position. A four metre wide pathway is the minimum width proposed. This provides a shared cycle and walking pathway that allows the opportunity to pause or stop along the route. The New Zealand Transport Agency[1] and New Zealand supplement to Austroads guidance[2] suggests a desirable minimum width for a shared recreational path of 3.5m. The guidance suggests greater than 4m may be required where there are a high number and diversity of users - both anticipated conditions for the proposed coastal pathway.

Section M1 depicts an unmodified 1 in 2 steep rip-rap condition. (A 1 in 3 rip-rap wall is the initial engineering solution put forward - see p 15). The rock rip-rap does not directly form part of the Coastal Pathway proposal as it will be installed by others. Section M2 shows a pathway at a lower level and M3 indicates a rock pool and planted revetment face. This would comprise scattered pockets of hardy, locally-native plant species. M3 also illustrates the preferred configuration of the commuter cycle lane with it alongside the main shared pathway.

The precise extent of each condition is subject to design development. However it is envisaged that a lower pathway will be included for around 10% of the total length, rock pools for approximately 20%, and a planted revetment face for about 50% of the edge - note that the planted face can occur alongside other modifications to the standard rip rap wall.

Section M4 shows an estuary level access ramp at the bus stop along the route. The bus stop is at a break in the proposed planting to provide a drop-off area.

M5, M6, M7

The causeway has the same proposed treament and options extended from the 3-laning part of the pathway. Sections M5, M6 and M7 illustrate these.

Integrating with the Rebuild

Along the 3-laning and causeway sections the existing vertical wall is being rebuilt as rock rip-rap.

The concept proposal for the pathway suggests a 1in2 slope with planting pockets, rock pools and ramped accessways integrated or added on to the slope.

Introducing rock pools and planting pockets at varying levels can create a condition with ecological potential. It can create a range of habitat for various species to occupy.

**Note that the rip-rap revetment, carriageway and footpath opposite is to be installed by others and is not part of the Coastal Pathway proposal. Refer to Appendix 4 for illustration of how the pathway sections integrate with rebuild proposals.*

Figure 3.15 - The existing seawall and edge condition along the causeway (Sept, 2012).

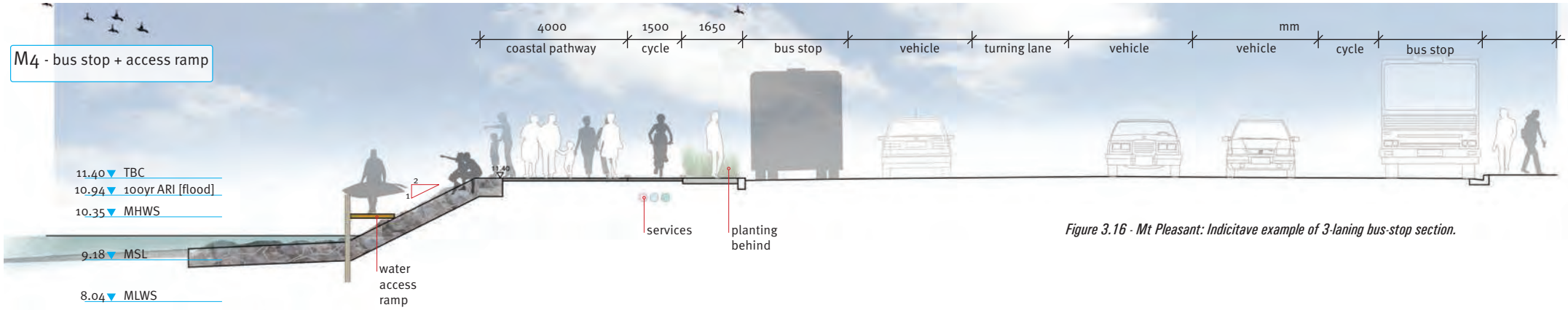
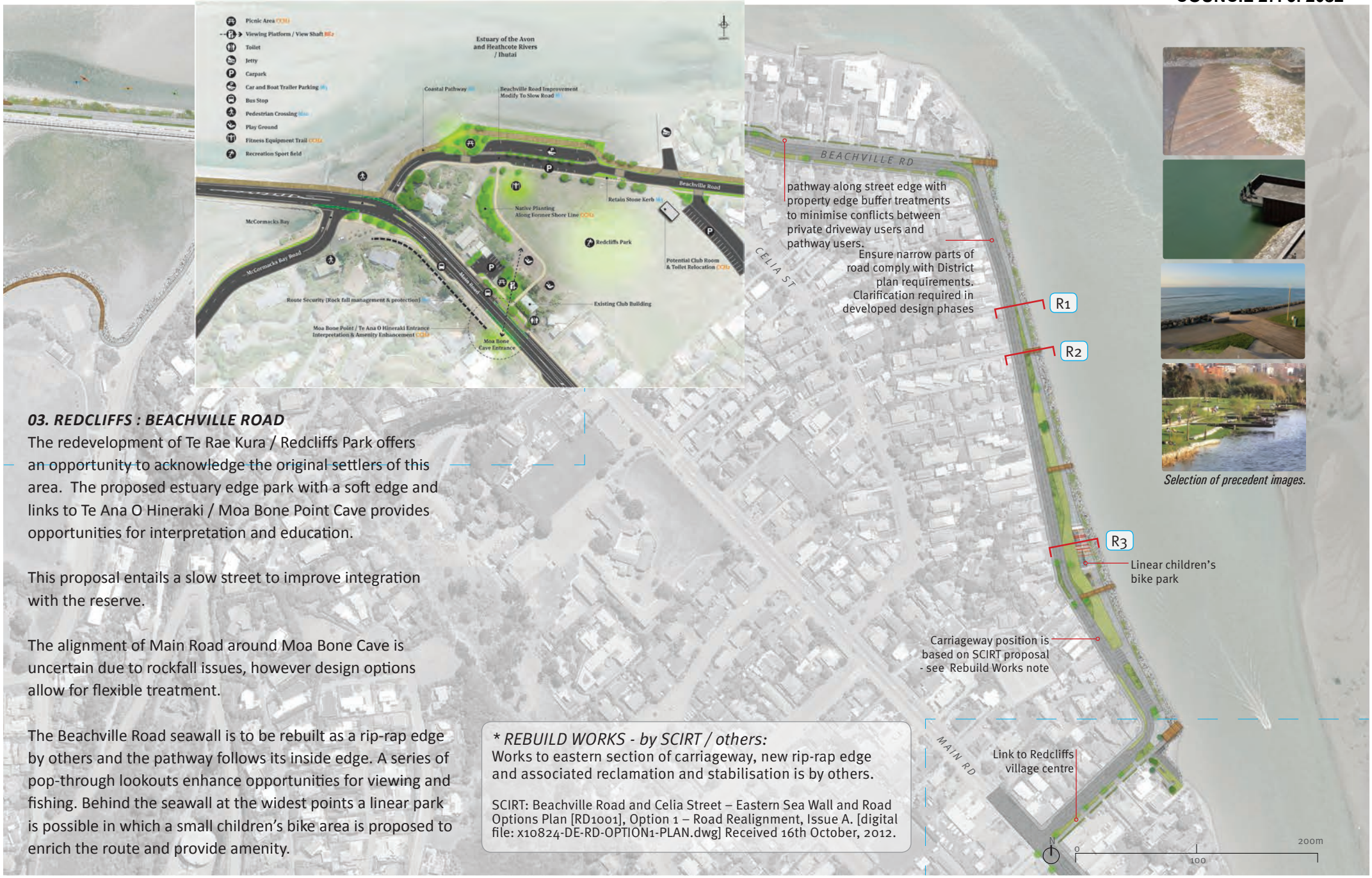


Figure 3.16 - Mt Pleasant: Indicitave example of 3-laning bus-stop section.

1 http://www.nzta.govt.nz/resources/pedestrian-planning-guide/
2 http://www.nzta.govt.nz/resources/nz-supplement-austroads-gtep-part-14-bicycles/



Selection of precedent images.

03. REDCLIFFS : BEACHVILLE ROAD

The redevelopment of Te Rae Kura / Redcliffs Park offers an opportunity to acknowledge the original settlers of this area. The proposed estuary edge park with a soft edge and links to Te Ana O Hineraki / Moa Bone Point Cave provides opportunities for interpretation and education.

This proposal entails a slow street to improve integration with the reserve.

The alignment of Main Road around Moa Bone Cave is uncertain due to rockfall issues, however design options allow for flexible treatment.

The Beachville Road seawall is to be rebuilt as a rip-rap edge by others and the pathway follows its inside edge. A series of pop-through lookouts enhance opportunities for viewing and fishing. Behind the seawall at the widest points a linear park is possible in which a small children's bike area is proposed to enrich the route and provide amenity.

** REBUILD WORKS - by SCIRT / others:*
Works to eastern section of carriageway, new rip-rap edge and associated reclamation and stabilisation is by others.

SCIRT: Beachville Road and Celia Street – Eastern Sea Wall and Road Options Plan [RD1001], Option 1 – Road Realignment, Issue A. [digital file: x10824-DE-RD-OPTION1-PLAN.dwg] Received 16th October, 2012.

Figure 3.17 - Redcliffs: Beachville Road plan.

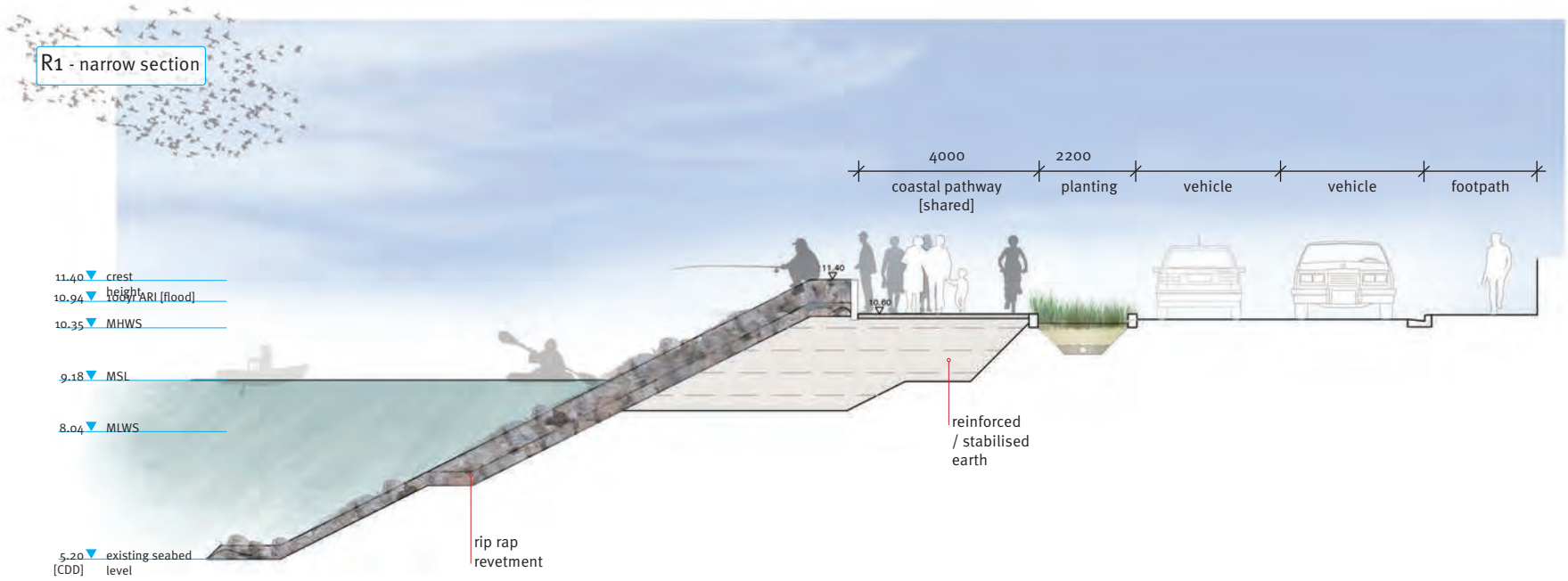
Selection of precedent images.

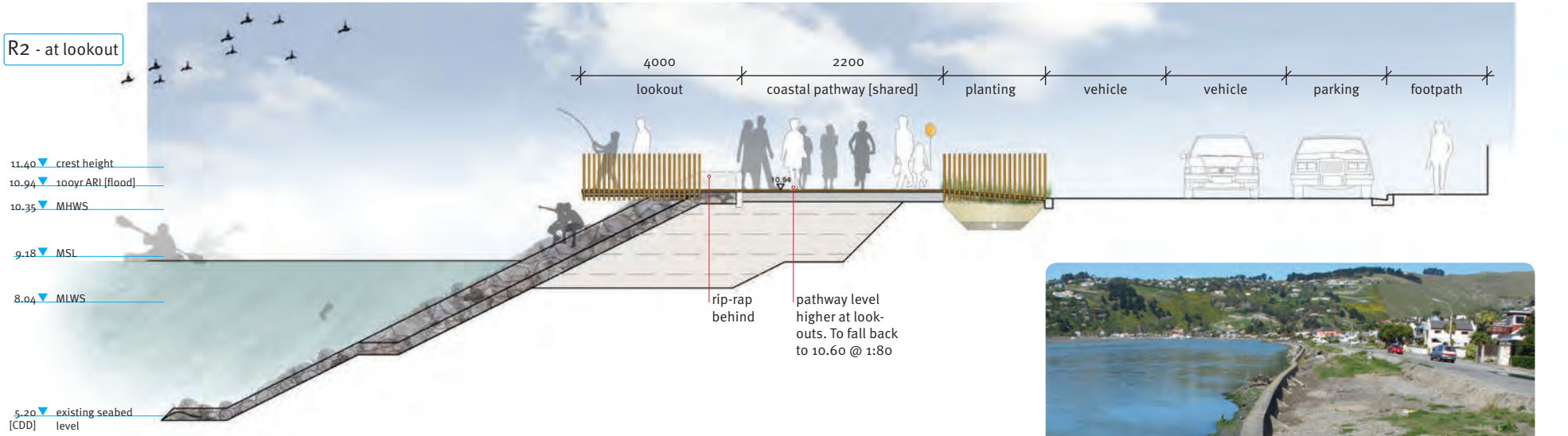
04. REDCLIFFS : MONCKS BAY

From Beachville Reserve the route passes through the Redcliffs village linking the pathway with the community, supporting local business, and continues past Barnett Park and its linked tracks.

At central Moncks Bay, the existing shallow rip-rap and beach conditions are retained, along with the historic wall and tram stop. The yacht club are proposing to rebuild their water-side facilities: its design will provide places for boat and channel viewing and will be integrated with the pathway. The eastern boardwalk commences from around a new potential boat shed and will be integrated atop a restored rip-rap edge. It culminates in a lookout at one of the most significant viewing points along the entire proposed pathway.

Figure 3.18 - Redcliffs: Moncks Bay plan.





Figures 3.19 - Redcliffs: Beachville Road seawall sections.

Figure 3.20 - The existing Beachville Rd seawall and space adjacent (Sept, 2012).

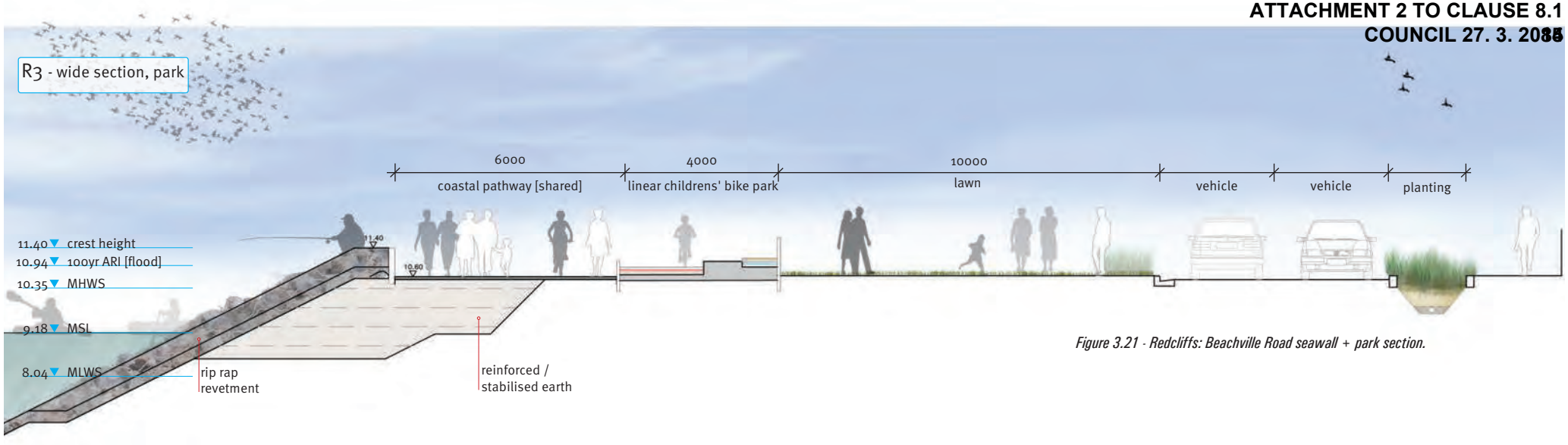


Figure 3.21 - Redcliffs: Beachville Road seawall + park section.

R1, R2, R3

Section R1 shows the general treatment along narrow sections adjacent to the Beachville Rd seawall where planting is possible.

Section R2 shows where a proposed lookout point is integrated into the wall. The lookout will be timber deck linking to timber boardwalk than extends back across the pathway. The lookout includes a timber balustrade.

Section R3 indicates the park that is possible in wider sections adjacent to the seawall. A linear children's bike park is proposed adjacent to the pathway. This might be a simple undulating pavement for scooter and bike confidence building play.

Integrating with the Rebuild

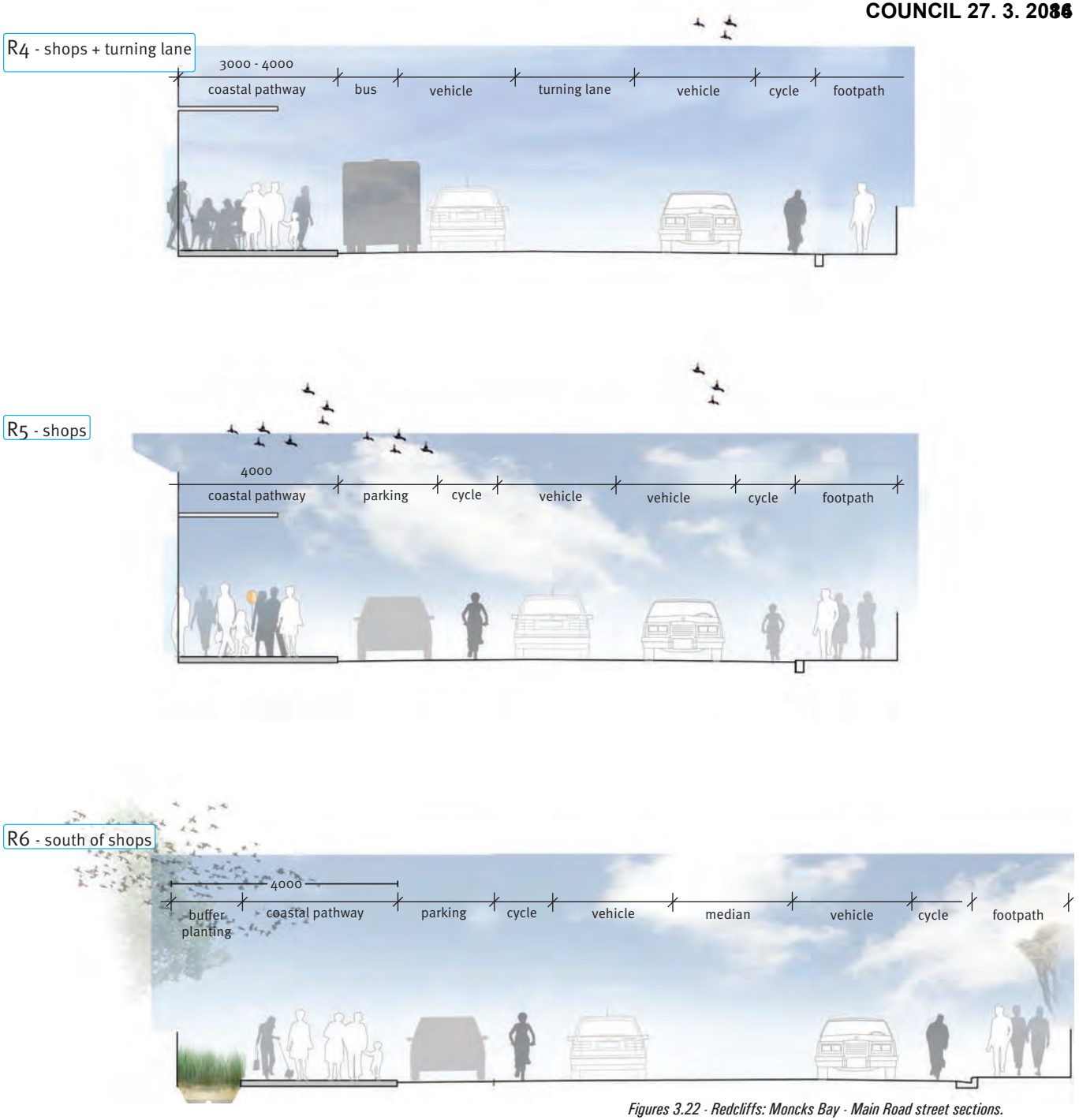
The Coastal Pathway proposal integrates with the SCIRT seawall proposal and proposes no additional modification to the edge position or wall condition. In the SCIRT proposal, the crest of the proposed new rip-rap revetment is located *landward* of the existing seawall (pre-earthquake) position. The distance set back from this position varies from approximately 0.7m, at the narrowest parts along this section of seawall, to 3.7m, at the widest points. The toe of the 1in2 battered revetment will extend further than the existing toe of the rip-rap, however most of this condition is permanently inundated.

**The rip-rap revetment, carriageway and footpath opposite is by others and not part of the Coastal Pathway proposal.*

R4, R5, R6

Sections R4, R5 and R6 describe the typical on-street condition that the proposed Coastal Pathway will take as it traverses a portion of Main Rd that takes in the Redcliffs shops and Barnett Park.

In sections R4 and R5 the pathway comprises a widened footpath around the Redcliffs shops with tree planting on the opposite side of the road and parking to both sides where a turning lane is not needed. Section R6 includes buffer planting between driveway accesses to the boundary of private properties, which will improve safety, privacy and amenity.



Figures 3.22 - Redcliffs: Moncks Bay - Main Road street sections.

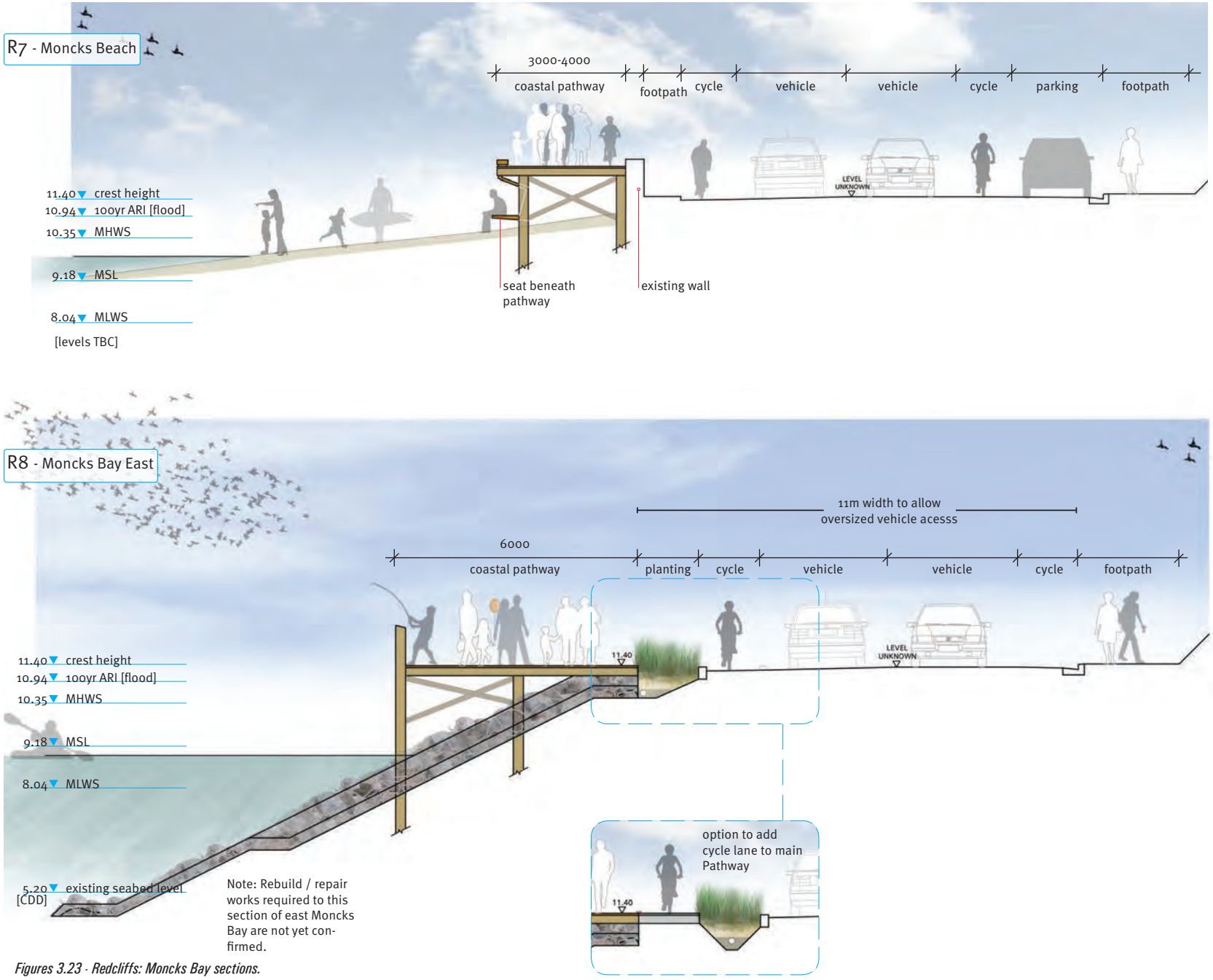
R7, R8

Section R7 shows the proposed timber boardwalk along a section of the beach at Moncks Bay with existing wall retained. A seating element is integrated beneath to provide a useable edge to the beach.

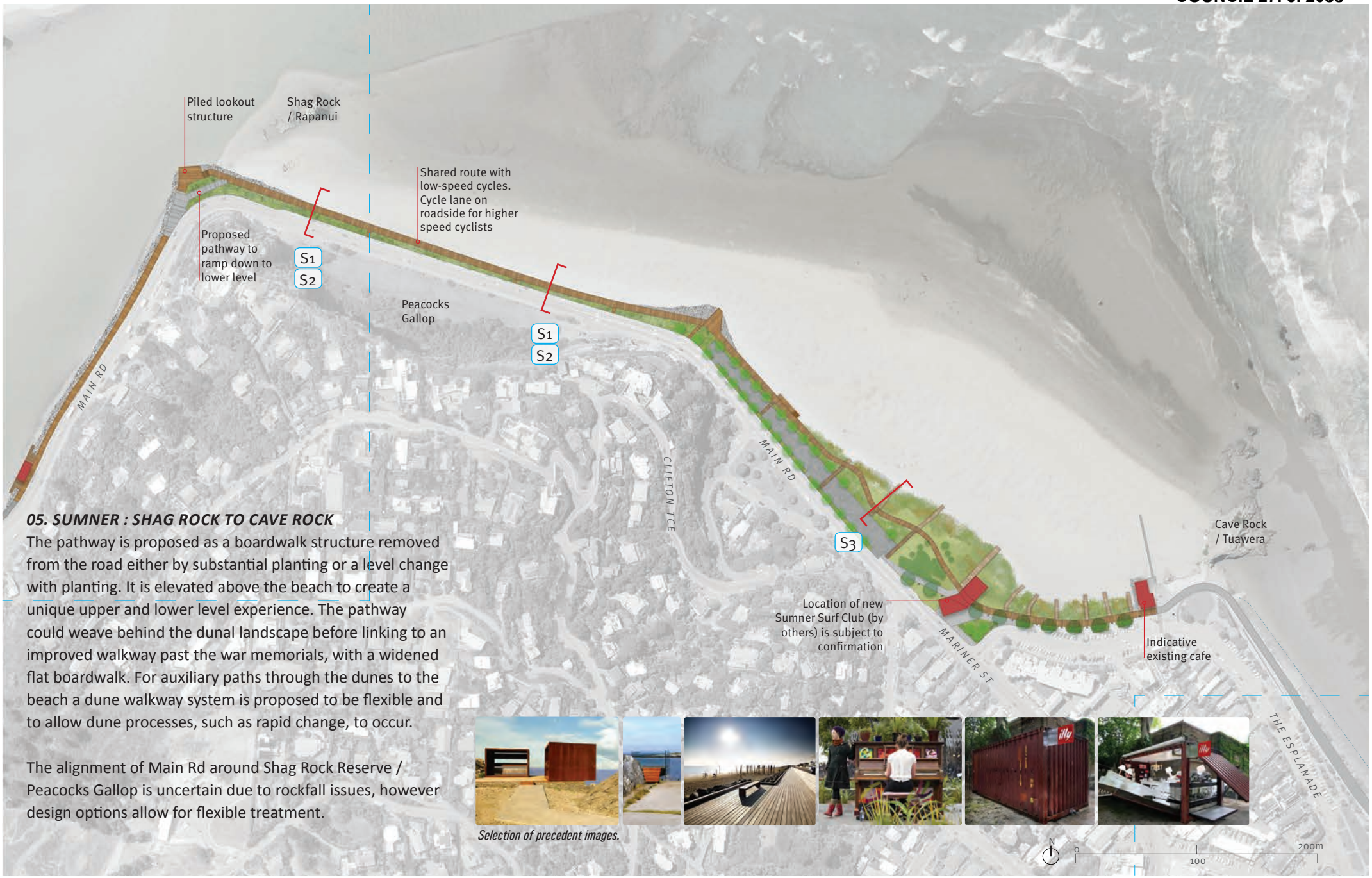
Section R8 indicates the proposed condition along eastern Moncks Bay. Here the carriageway and general condition is tight, particularly where it turns the corner at Rapanui / Shag Rock. A rebuilt rip-rap seawall is proposed, atop which a timber promenade is integrated. A variation of the cycle lane position is shown. The 6m width provided here allows for flexibility in relation to the potential issues arising from the road repair / rebuild where road widening may be required.

Integrating with the Rebuild

At section R8, along eastern Moncks Bay, there is an existing, wide area of rip-rap. This condition, it is anticipated, will be repaired and rebuilt as required to support and accomodate boardwalk piling.



Figures 3.23 · Redcliffs: Moncks Bay sections.



05. SUMNER : SHAG ROCK TO CAVE ROCK

The pathway is proposed as a boardwalk structure removed from the road either by substantial planting or a level change with planting. It is elevated above the beach to create a unique upper and lower level experience. The pathway could weave behind the dunal landscape before linking to an improved walkway past the war memorials, with a widened flat boardwalk. For auxiliary paths through the dunes to the beach a dune walkway system is proposed to be flexible and to allow dune processes, such as rapid change, to occur.

The alignment of Main Rd around Shag Rock Reserve / Peacocks Gallop is uncertain due to rockfall issues, however design options allow for flexible treatment.

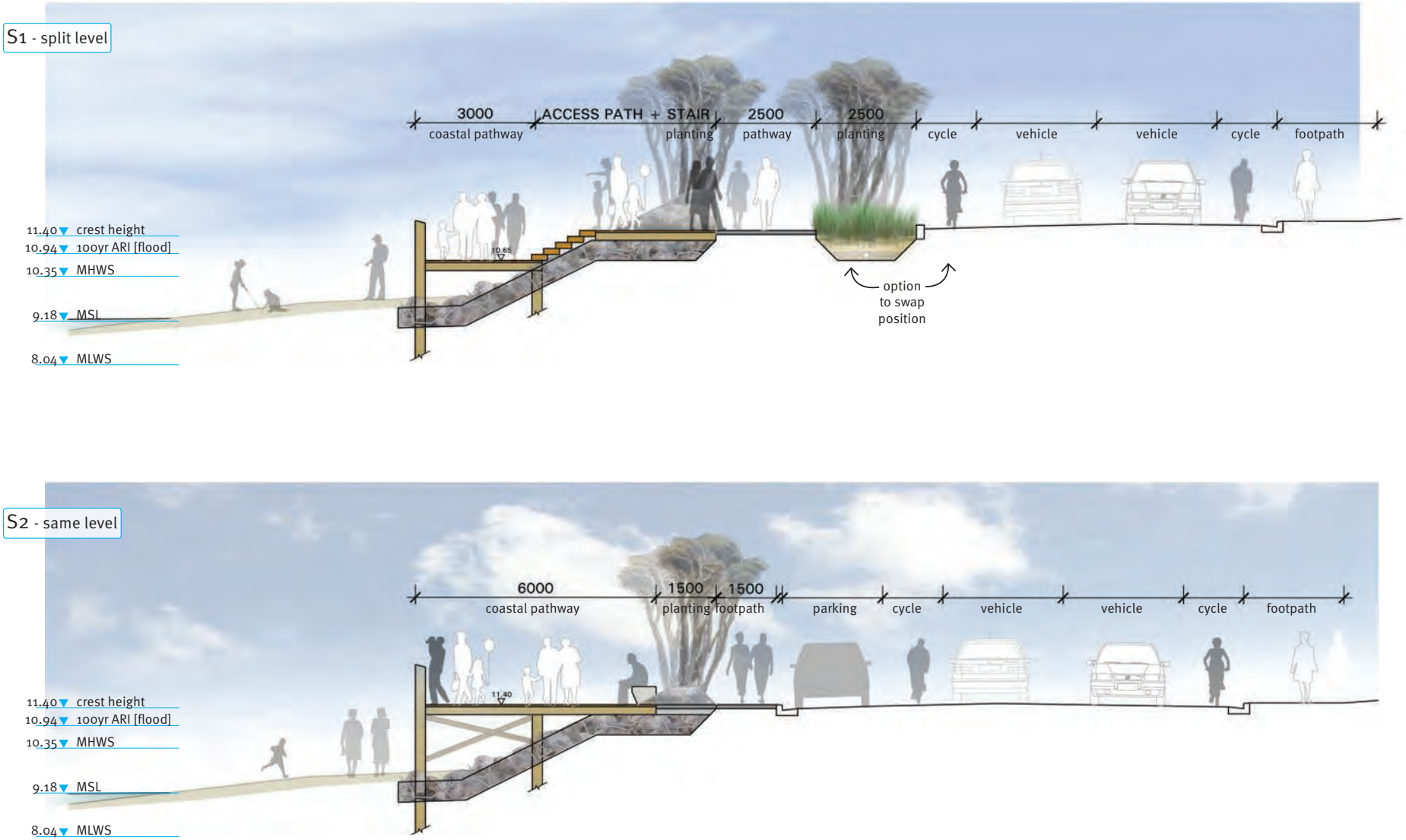
Selection of precedent images.

Figure 3.24 - Sumner: Shag Rock to Cave Rock plan.

06. SUMNER : SCARBOROUGH

The esplanade requires improvement, however it currently caters for the proposed Coastal Pathway in width. At this stage minimal modification is proposed along the Scarborough esplanade. Proposed are improved access points negotiating the existing rip-rap revetment and provide better access between the promenade and beach. Similarly, improved accessways are proposed between the Esplanade and park space behind. Further opportunities to enhance the esplanade could be investigated including the potential scope for integration with the pathway. The proposed pathway should be extended beyond the cafe and park towards the lifesaving club and Scarborough. Here there is the opportunity to recreate the experience of the historic tidal baths – in a contemporary way – and provide a final lookout point with views back to the city.

Figure 3.25 · Sumner: Scarborough plan.



Figures 3.26 - Sumner: Shag Rock Reserve sections.

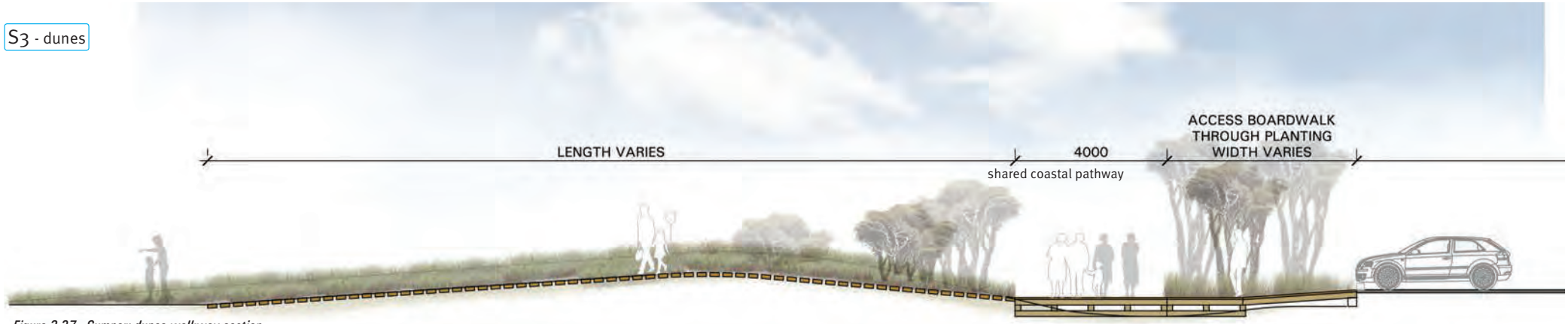


Figure 3.27 - Sumner: dunes walkway section.

S1, S2

Sections S1 and S2 illustrate options or variations for the pathway treatment along the beach at Shag Rock Reserve. S1 has the pathway at a lower level, with an additional upper, potentially higher-speed path between planting. The street side planting could have intermittent parallel parking, and the cycle lane could be included on the upper pathway. S2 shows the possibility of having the pathway at the same level, raised more above the beach but creating a generous space for users. Both options include a portion of pathway at a higher level to allow its use in storm events.

S3, S4

Section S3 shows the pathway behind the dunes with carparking and access adjacent. A timber accessway through the dunes connects to the main pathway. This can be an ecologically rich section of the pathway.

S4 shows how access can be improved on the existing revetment down to the beach with a combination of concrete steps, timber deck and ramping. These access points need to be more generously-scaled and less steep than the existing provision. Attention should be given to slip performance as, at the lower levels, ramps will be subject to occasional inundation. Scarborough is only a low-mid tide beach as successive modifications to the edge have resulted in its erosion. There is some scope longer-term to modify the revetment condition and in turn restore a dry-beach at high tide, however this modification is beyond the scope of the Coastal Pathway proposal.

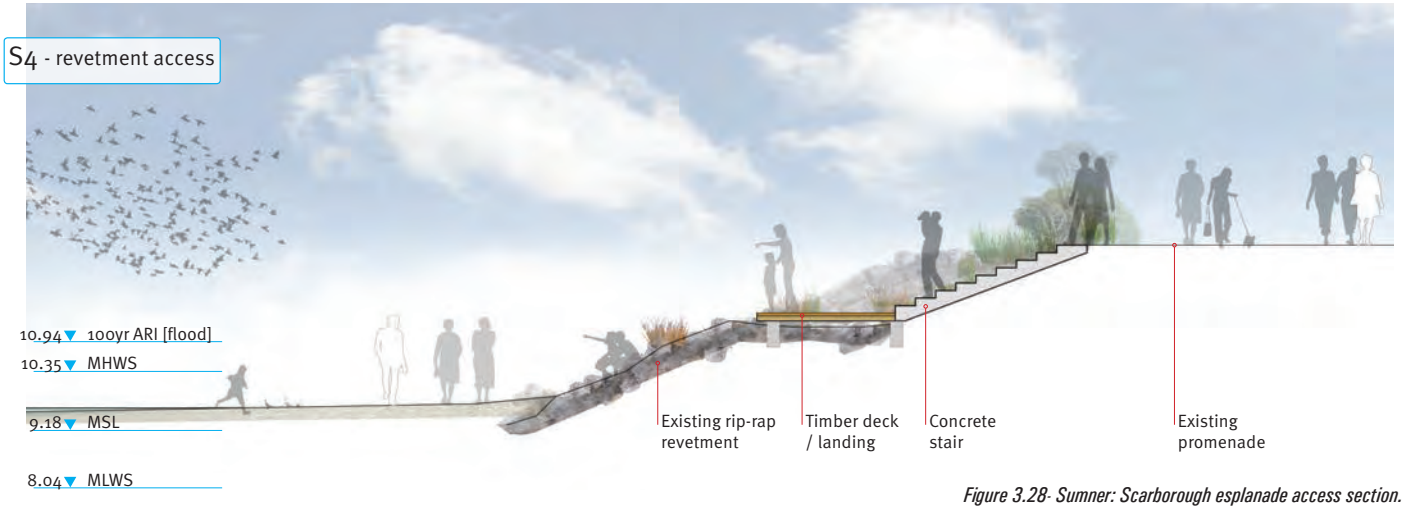


Figure 3.28- Sumner: Scarborough esplanade access section.

4. IMPLEMENTATION

4.1 COST

The total estimated cost for the proposed Coastal Pathway is:

$17,751,399.81 (plus GST)

Allow estimated escalation of 4% per annum.

The costing has been broken down into six overall sections along the proposed pathway and into further sub areas. The overall sections correspond broadly to the plans presented in the Concept section (3.3) of this report. Costing by sub-area is included on the following page and relates to the below key plan, while the plans that follow (section 4.2) more precisely define the scope that has been costed.

The estimate includes for: Contractors Preliminaries & General; Margins; Design & Construction Contingency; and professional fees, and is based on current day competitive costs.
The estimate excludes the following: GST; Finance & Legal Costs; Land Related Costs; Inflation; Programme related Penal Costs / Shift Work; Non competitive tendering; Work outside boundary; Unforeseen ground conditions; Supply of sculptures, works of art; Building Consent charges; Resource Consent and associated hearing costs; Costs associated with obtaining a Coastal Permit; RMA and zoning charges; Noise limitation costs; Disruption costs to the existing surrounding establishment; Unforeseen increase in Labour costs as a direct result of the Christchurch Earthquake rebuild.

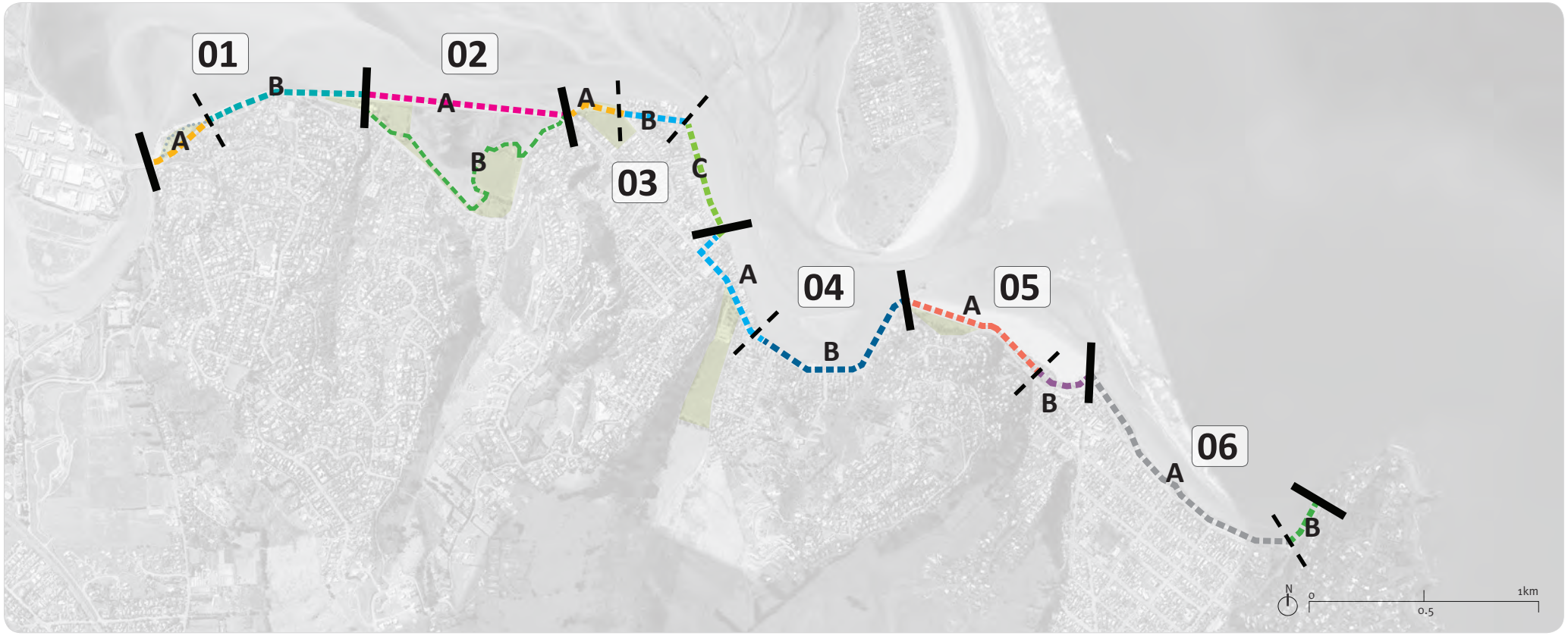
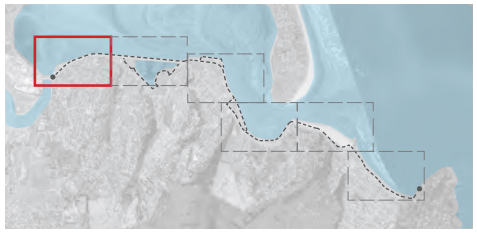


Figure 4.1 - Costing key plan.

01. MT PLEASANT : 3-Laning



01A - Scott Park, path to road edge	$218,150.38
01B - Mt Pleasant, adjacent 3-laning	$712,763.53
01 Total :	**$930,913.91**

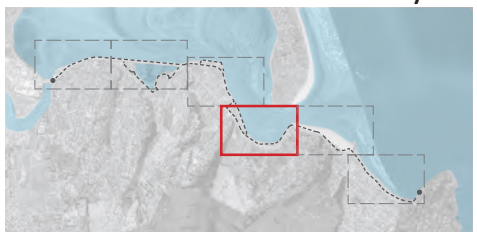
02. MT PLEASANT : Causeway

02A - Causeway	$1,751,083.70
02B - McCormacks Bay	$850,454.13
02 Total :	**$2,601,537.83**

03. REDCLIFFS : Beachville Road

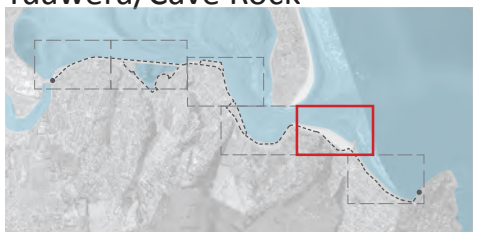
03A - Te Rae Kura Park	$2,588,444.22
03B - On Beachville Road	$303,294.64
03C - Beachville Sea Wall	$1,062,387.19
03 Total :	**$3,954,126.05**

04. REDCLIFFS : Moncks Bay



04A - Beachville / Main Road	$483,911.92
04B - Moncks Bay	$2,881,789.73
04 Total :	**$3,365,701.65**

05. SUMNER : Rapawi/Shag Rock to Tuawera/Cave Rock



05A - Rapanui / Shag Rock Reserve	$3,839,506.85
05B - Memorial Walk	$1,849,794.31
05 Total :	**$5,689,301.16**

06. SUMNER : Scarborough

06A - Scarborough Beach	$520,872.00
06B - Lifesaving Club	$688,947.21
06 Total :	**$1,209,819.21**

4.2 COSTED SCOPE

The following plans highlight the extent of the works that are costed for the proposed coastal pathway. The areas are highlighted in yellow and outlined red dashed. The extent of sub-areas (1a,1b, etc.) are indicated.

** REBUILD WORKS - by SCIRT / others:*
All works to carriageway, new rip-rap edge and associated reclamation and stabilisation is by others.

Relevant Plan: SCIRT: Main Rd 3 Laning – Scheme Design Option 1 [Sheets 1-7], No. A 28.09.11. [digital file: 3390292-060-C-100-C-107.dwg]. Received 18th October, 2012.

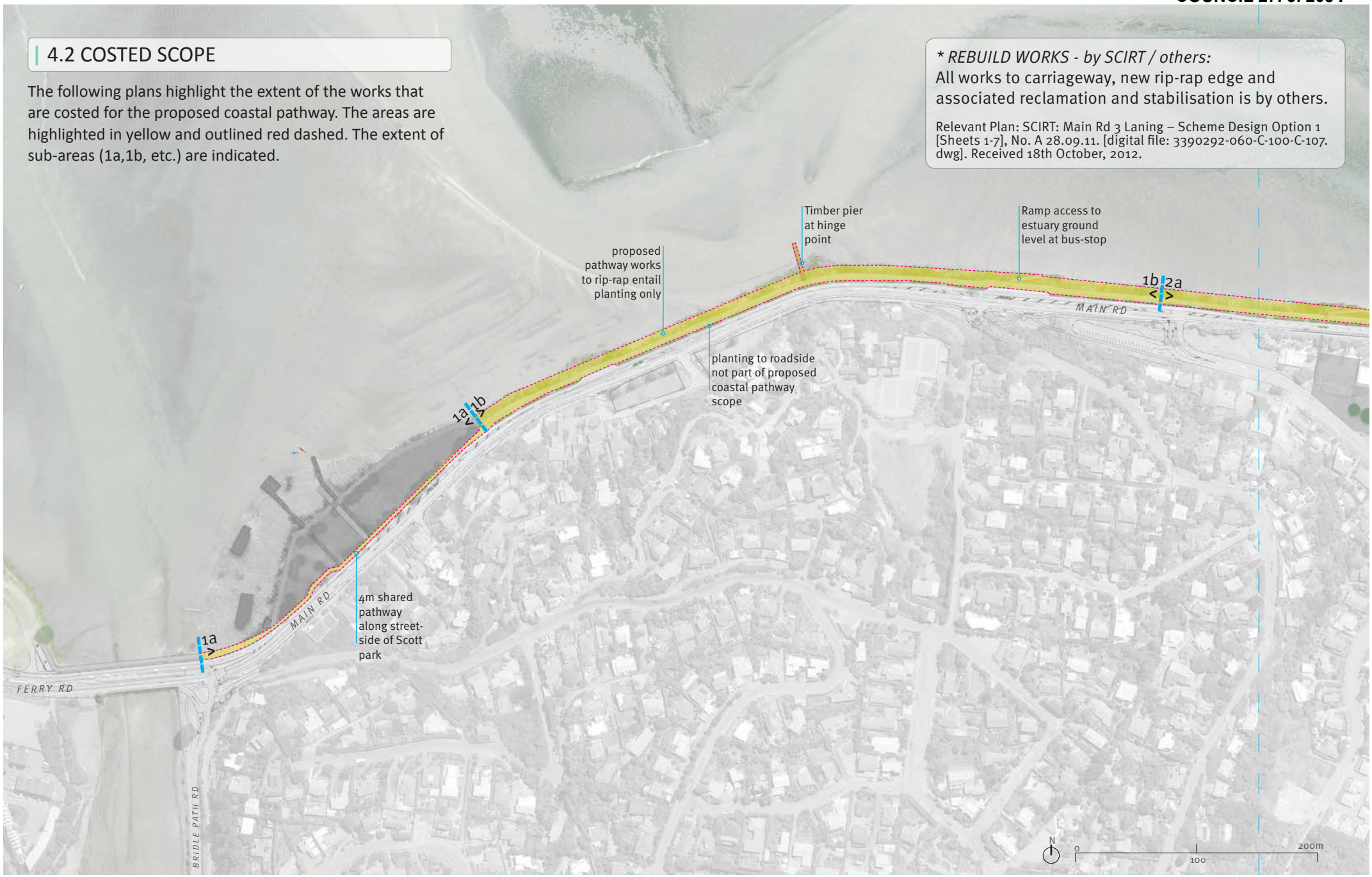


Figure 4.2 - Mt Pleasant: 3-laning plan with areas of costed works identified.

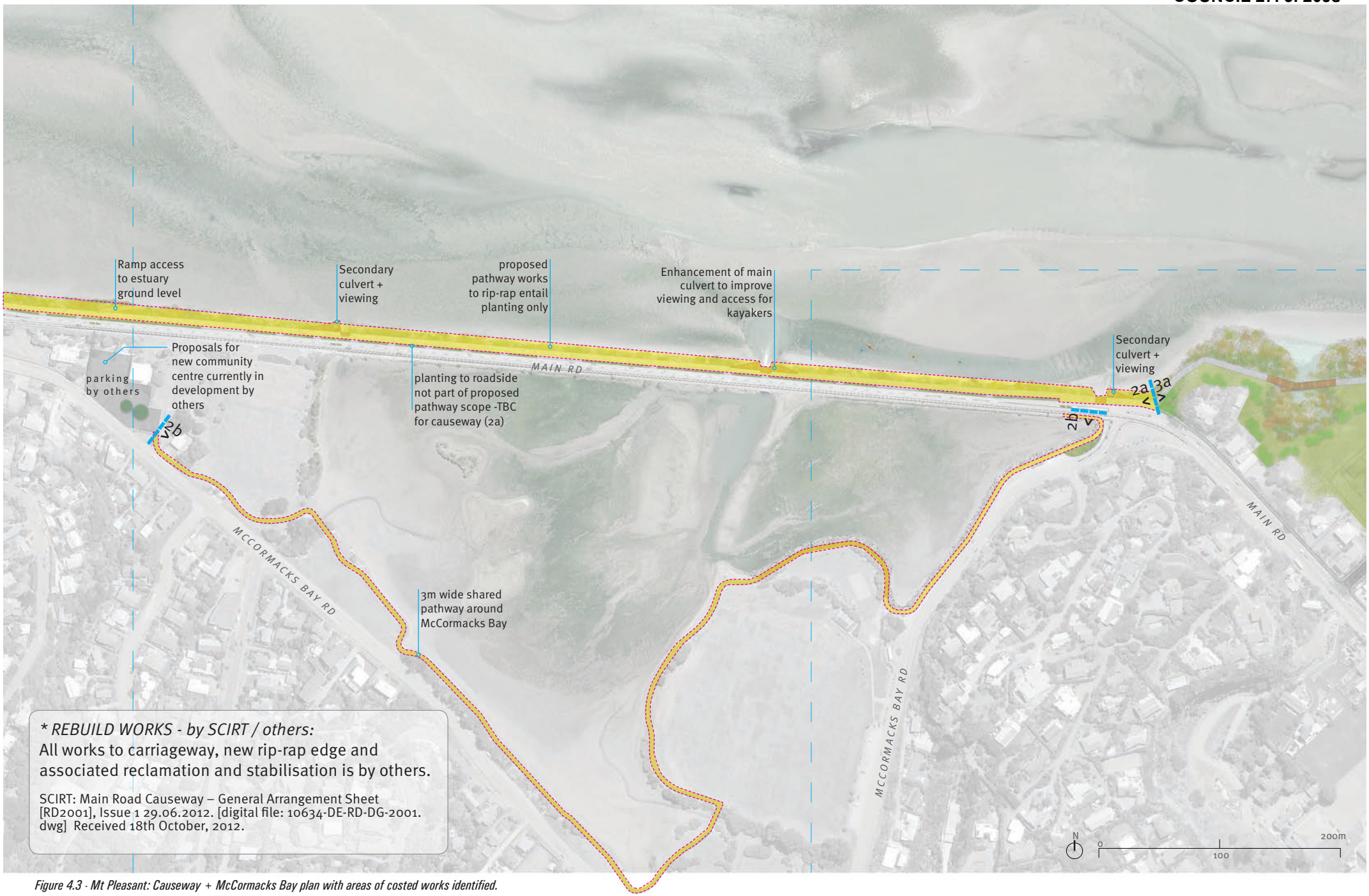


Figure 4.3 - Mt Pleasant: Causeway + McCormacks Bay plan with areas of costed works identified.

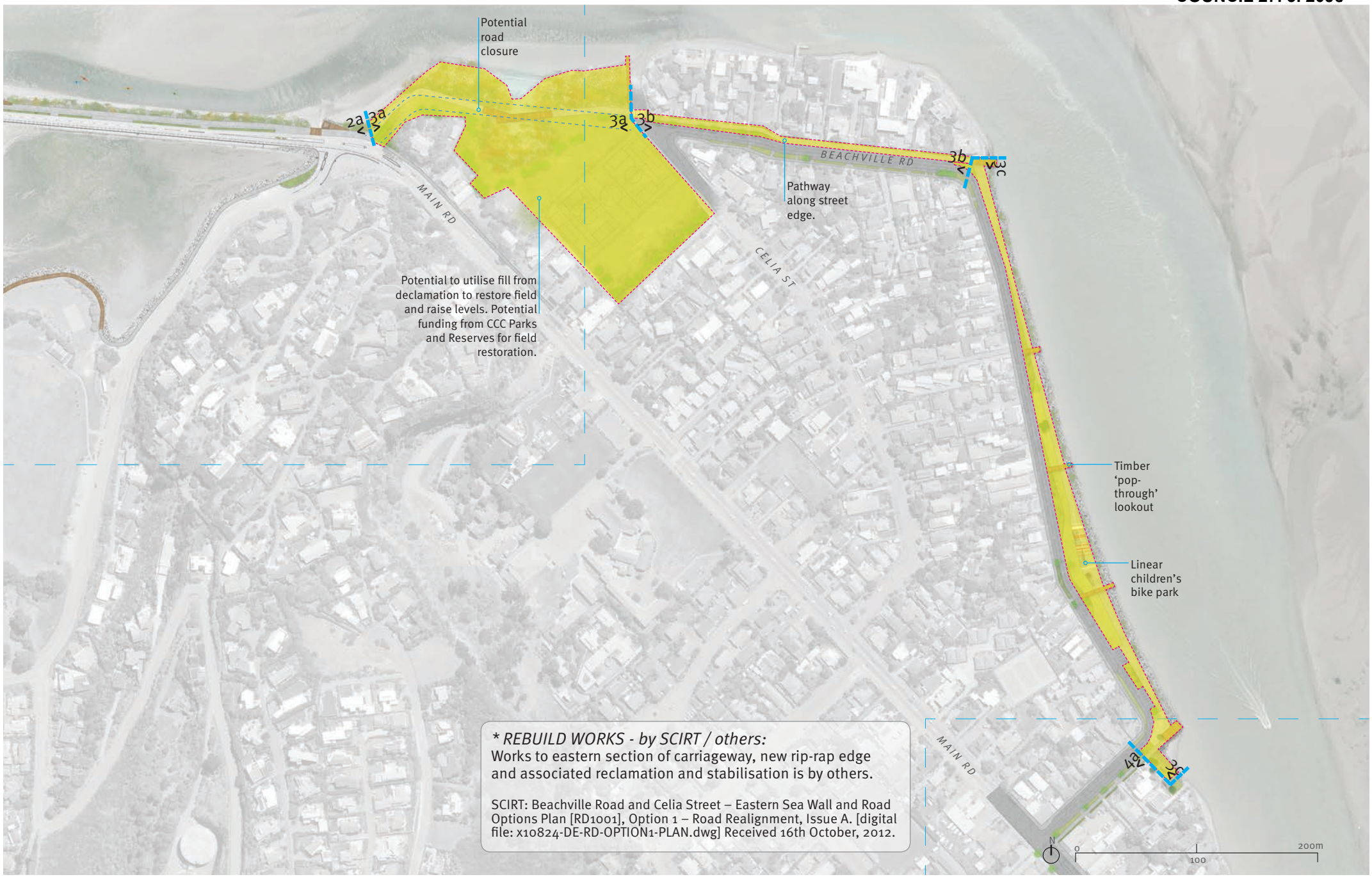


Figure 4.4 - Redcliffs: Beachville Road plan with areas of costed works identified.

Figure 4.5 - Redcliffs: Moncks Bay plan with areas of costed works identified.

Figure 4.6 - Sumner: Shag Rock to Cave Rock plan with areas of costed works identified.

Figure 4.7- Sumner: Scarborough plan with areas of costed works identified.

4.3 NEXT STEPS

Protection of sites of cultural value during the proposed upgrades of facilities along the foreshore is of great importance to tangata whenua. An archaeological assessment and archaeological authority may be required. Further, appropriate protocols need to be in place should any development works accidently unearth archaeological or cultural material. An ADP (accidental discovery protocol) needs to be used for any proposed earthworks, with works ceased and Papatipu Rūnanga and the NZ Historic Places Trust immediately notified of any such discoveries.

To ensure momentum in this project is maintained, the immediate short-term actions are recommended:
- Christchurch City Council adopt Coastal Pathway proposal concepts for use within Christchurch City Council planning processes;
- CPG and Christchurch City Council agree to utilise report material for ongoing consultation and project promotion;
- Further public consultation takes place to establish priorities;
- Further liaison with SCIRT;
- Briefing for further investigations and studies;
- Feasibility and costings are peer-reviewed; and.
- Christchurch City Council and CPG investigate funding options.

Further Issues to consider
- Additional investigations required (e.g. geotechnical, planning);
- Further design development of strategies (materiality, wayfinding, interpretation, ecology, traffic / parking);
- Further opportunity for more detailed consultation; and
- Integration with other infrastructure/planning projects.

Various aspects of design development and detailing will be subject to more detailed feasibility designs / options and community consultation.

Phasing and Coordination
The proposed Coastal Pathway will be realised through a phased process of development and implementation.

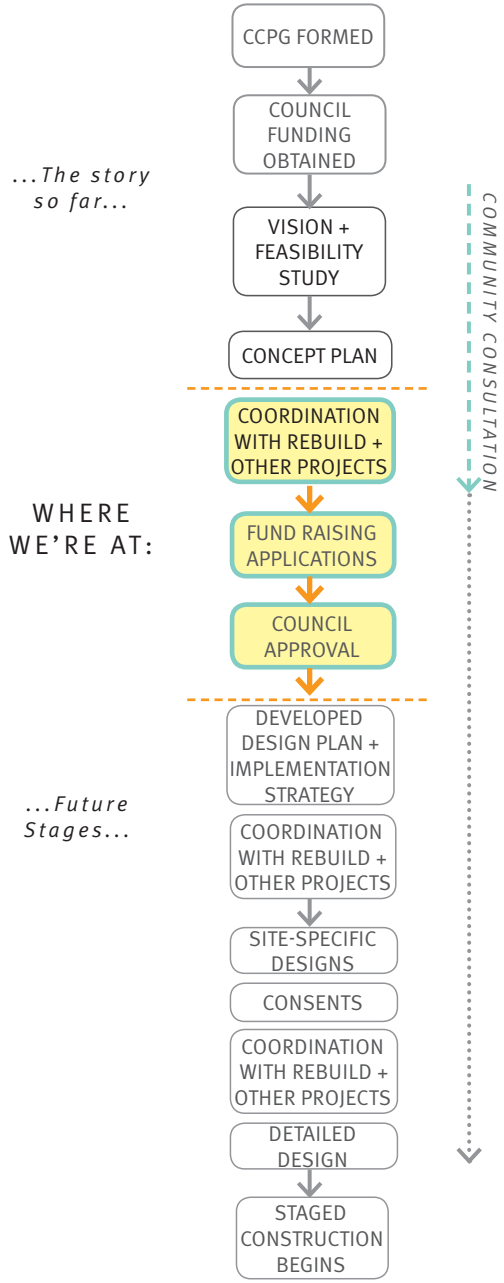
The first parts of the proposed pathway to be developed further will necessarily be those that require coordination with current or imminent rebuild projects, which are:
- *The Ferrymead Bridge replacement*
- *Main Road 3-laning works*
- *The Causeway rebuild*
- *Beachville Road Seawall*

These rebuild projects correspond broadly with the first three proposed pathway plans as illustrated in this report: Mt Pleasant: 3-laning, Mt Pleasant: Causeway, and Redcliffs: Beachville Road.

Other anticipated rebuild works for which detail is not currently available but will potentially effect the proposed Coastal Pathway design, include:
- *Main Road alignment around Moa Bone Cave*
- *Main Road alignment around Shag Rock Reserve / Peacocks Gallop*

For developed pathway proposals coordination also needs to continue with:
- *The Sumner Village Centre Master Plan*
- *The Ferry Road / Main Road Master Plan*
- *The Christchurch Transport Strategic Plan*
- *The Estuary Edge Master Plan*

Thorough coordination between all plans and rebuild projects hold opportunities for increased efficiencies and, ultimately, improved outcomes.



5. OUTCOMES

These outcomes describe those anticipated effects associated directly with the Coastal Pathway proposal. It does not assess the impact of SCIRT proposals to which parts of the proposed pathway design are adapted.

1. Net Ecological Gain for the Estuary

- Declamation at Redcliffs offsets reclamation by SCIRT. SCIRT 3-laning and causeway works will entail some reclamation. This is not part of the Coastal Pathway proposal, however it is anticipated that these works will be sufficiently offset in physical area by the amount of declamation in the Redcliffs / Te Rae Kura Park that is proposed as part of the coastal pathway development.

- Habitat can be enhanced by providing a diverse rocky shore habitat and planting within the rip-rap wall. Planting in the rip-rap can enhance habitat and increase indigenous vegetation along the estuary edge.

- Stormwater treatment swales can improve the quality of discharges into the estuary, which may have benefits for estuary and ecological health.

- Increased awareness of ecological values can be promoted through treatment of coastal edges, access to ecological amenities - e.g. improved path around McCormacks Bay - stormwater treatment, dune walkway and associated interpretation. This is expected to have indirect long-term benefits to ecological health.

2. Net Economic Gain for the City

- It is essential that tourists have access to 'free' local recreation activities in well-designed and developed settings if they are to have genuine high-quality experiences and recommend a destination as a 'must see' location. The Christchurch Coastal Pathway fulfils the need for an accessible activity-based experience of the estuary and coast. The level of interest from tourists will directly correlate with the quality of the design, development and delivery of the pathway.

- Walking, cycling and sight-seeing are key domestic and international tourism activities in all districts in New Zealand. The infrastructure which underpins walking, cycling and sight-seeing will also underpin the majority of domestic and international tourism expenditure in Christchurch, and all sectors – accommodation, transport, food and entertainment – depend on the ability of the city to attract visitors for high quality experiences and to keep them in the city for longer (by giving them more to do). The coastal pathway will become a key part of Christchurch tourism marketing for national and international tourism and an important reason for longer stays in the region.

- New Plymouth, with a city population of approximately 53,000, recorded 427,000 users in the year ended June 2012 on its Coastal Walkway, with a peak of more than 51,000 users in January 2012. Considering New Plymouth's experience, the coastal pathway's target for annual activity should be no fewer than 1 million users p.a. (including domestic, international and local traffic). Activity may well be far in excess of this. Even low levels of local expenditure from this market will be an important contribution to the regional economy.

- There is no marginal cost to each use of the walkway.

3. Net Cultural Gain for Ngāi Tahu

- The proposed pathway recognises the place and values of Ngāi Tahu in this landscape in the past, now and into the future.

- All relevant areas will be referred to by both their Māori and European names.

- The proposed Redcliffs / Te Rae Kura 'estuary park' could more explicitly recognise Ngāi Tahu's presence through, for example, a "taonga house" that could contain some of the important artefacts from the area, such as at Moa Bone Point Cave / Te Ana-O-Hineraki.

- The proposed pathway recognises Ngāi Tahu as the kaitiaki of this place and provides for their values and relationships.

- Edge conditions to the estuary, including stormwater treatment and planting of native indigenous species, will provide for cultural values and improve ecological health.

Such processes will be explored with the runangas.

4. Net Social Gain for the Community

- Coastal pathway projects elsewhere confirm that this project can play a key role in creating a stronger and more vibrant community.

- The Coastal Pathway proposal provides better linkages between communities. The pathway can create new and enhance existing spaces for social interaction. The proposed pathway will tie the community to key aspects of the environment.

- The proposed pathway will encourage learning and education opportunities.

- The pathway can contribute to a strong sense of community identity through a strong place identity.

- The pathway will become a commemoration of the community spirit that was uncovered after the shocking events of 2010 and 2011

5. Net Recreational Gain

- Sport New Zealand research indicates that walking is the most popular form of active recreation in New Zealand and in Canterbury. Over 65% of adults in the Canterbury West Coast Sports Trust region walk for recreation, and almost 30% cycle. This compares with just over 10% who play golf (the highest participation sport in Canterbury West Coast). Walking is particularly popular amongst women, with over 74% participating. Cycling is especially popular amongst men, with almost 36% participating. (all 2007/08 data).

- International research indicates that 'activity friendly environments' are critical to supporting participation in healthy outdoor activities. These are settings where residents and visitors are encouraged to be active because the environment is highly attractive. We are encouraged to be active because being out there is extremely pleasant – not just because we think we should be active for our health. The motivation presented by an attractive setting is possibly more important than worries about personal fitness levels, and participation is likely to be more enduring.

- Personal safety in recreation is a key issue, and perceptions of unsafe settings are a deterrent to participation. Busy recreation settings encourage more use through passive surveillance, and separation from vehicle traffic is vital if we are to increase participation in cycling, walking and other wheeled pursuits, such as scootering and skate boarding (these all occur on the New Plymouth Coastal Walkway with very low levels of conflict).

- The benefits of activity for physical, mental and community health are widely accepted..

- There is currently very poor provision of outdoor recreation opportunities for people with disabilities in the region, particularly within or near natural settings. The proposed coastal pathway, with its even and level surfaces, will represent a massive opportunity for people who rely on walking aids or who have mobility issues.

- Access for students travelling between home and school will vastly improve, as it will for residents commuting to work. This form of 'incidental' physical activity makes very important contributions to physical and mental health.

- The proposed coastal pathway has the potential to be the most significant and accessible outdoor recreation development in Canterbury, exceeding activity levels at, for example, Bottle Lake and potentially the cycle and walking tracks on the Port Hills.

6. Net Gain in Public Access to the Coastal Margin

- The public have access to all of the existing coastal margin, except for in front of the two separate sections of private properties (one along Beachville Rd, and the other along Main Road), but this access is currently of poor quality which limits use of the coastal margin. The proposed pathway significantly improves access to and along this coastal margin. Diverse opportunities to access the water itself are integrated along the proposed pathway.

- Enabling such public access along the entire coastal margin is a key principle of the RMA.

7. Explicit recognition of the loss that has been suffered and the legacy this provides for future generations

- The plan incorporates the potential to remember the local people that lost their lives in the earthquakes or were seriously injured, lost their houses or businesses, as well as heroes such as the members of the local fire brigade, council workers, etc. It must be remembered that one of the main reasons for the proposed pathway is a legacy of community spirit that arose out of the earthquakes, and the recovery.

APPENDICES

APPENDIX 1 - SITE PHOTOGRAPHS

Selection of site photographs indicating various edge conditions along anticipated Coastal Pathway route.


Mt Pleasant - Scott Park


Redcliffs - Beachville Rd seawall


Redcliffs - Moncks Bay


Sumner - Clifton dunes


Mt Pleasant - Causeway


Redcliffs - Private edge


Redcliffs - Moncks Bay East


Sumner - Memorial walk


Redcliffs - Boat ramp carpark


Redcliffs - Main Rd shops


Sumner - Shag Rock Reserve


Sumner - Scarborough

APPENDIX 2 - SITE ANALYSIS

HISTORY

Pre-European

The estuary, Ihutai, was an immensely significant site to early Māori. It was a major site of food and resource gathering - mahinga kai - and also served as a hub for regional trade between south island iwi. There were a number of settlements by early Māori and the caves were also significantly utilised landmarks.

The first Māori in the Ōtautahi/Christchurch area were the Waitaha. They were followed in the 1500s and assimilated by Ngāti Mamoe, who came south from the Te Ika-a-Māori/North Island. In the mid-1700s Ngāi Tahu arrived and after after a time assumed customary authorty over the Canterbury region and the broader South Island.

Ensuing years saw Ngāi Tahu challenged and diminished by wars - particularly with the rangatira ('chief'), Te Rauparaha - and later epidemics of measles and influenza that were brought by European settlers. Relationships with the new arrivals were initially profitable and amicable, however the continued migration of Europeans saw continued loss of ancestral lands and ongoing shift in power.

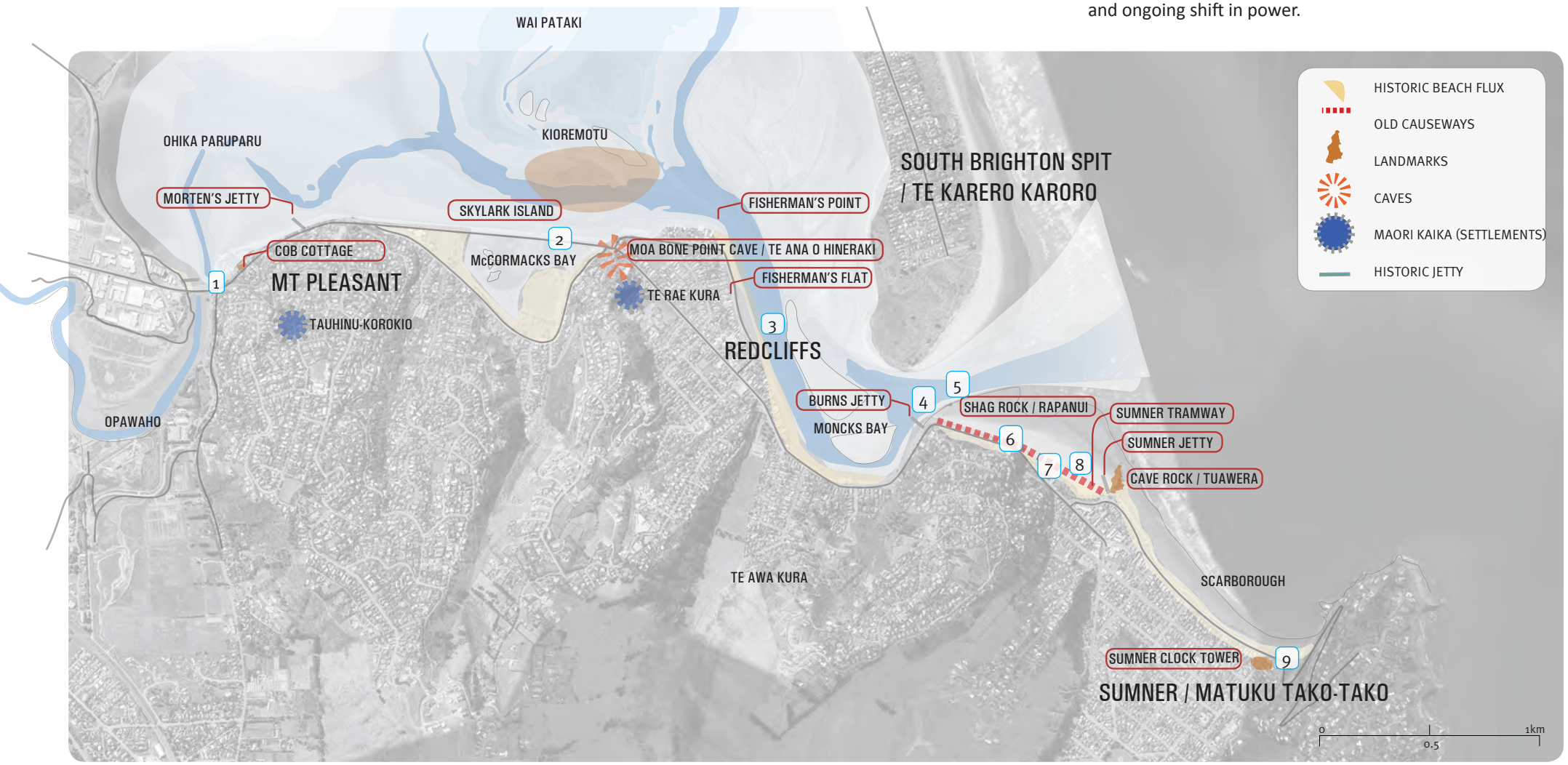


Figure A2.1 - Diagram of selected historical and cultural sites along the proposed Coastal Pathway.

Figure A2.2 - Trails and place names in Ngāi Tahu times. Adapted from Christchuch City Council, 'Christchurch before 1850 - The First Peoples'.

European

The estuary and its river connections were also important to early European settlers for trade and commerce. Goods were brough via the estuary to the Ōpawaho/Heathcote River docks. The waterways' industrial uses also meant the estuary served as a disposal site for various pollutants, much of which arrived via the Ōtākaro/Avon and Ōpawaho/Heathcote Rivers, which removed food-gathering practices. The associated siltation removed the rivers' transport uses by 1900. The estuary has a long history as a recreational resource for rowing and yachting. A particularly notable 'recreational infrastructure' of the past was the coastal tramway which connected Sumner Beach with the city. It resulted in some of the major reclamations of the early 20th century that had significant impacts on the estuary's hydrological patterns, though helped to galvanise a popular tourist destination. The 2010-2011 earthquakes are an important event in the area's recent history.

'Rakawakaputa, Port Cooper Plains', 1848, William Fox. (SOURCED FROM Christchurch City Council, 'Christchurch Before 1850 - The First Peoples'.)

Photographs

The historic photographs present a sample of the environment and life along the pathway route in the late 19th and early-mid 20th centuries. They identify some major changes that have taken place along the route, such as the tramway reclamations (2,6) and the pre-modification condition of Scarborough Beach (9).

FERRYMEAD BRIDGE - DURING WW1 (SOURCE: 'THE ESTUARY, WHERE OUR RIVERS MEET THE SEA: DAVID BARR)

McCORMACKS BAY: THE CAUSEWAY - EARLY 1900s (SOURCE: 'THE ESTUARY, WHERE OUR RIVERS MEET THE SEA: A. ALDERSLEY; CANTERBURY MUSEUM)

FISHERMAN'S FLAT + MONCKS BAY - 1800s (SOURCE: 'THE ESTUARY, WHERE OUR RIVERS MEET THE SEA: CANTERBURY MUSEUM)

MONCKS BAY - 1882 (SOURCE: 'THE ESTUARY, WHERE OUR RIVERS MEET THE SEA: J. SPILLER, PILGRIMS ASSOCIATION COLLECTION)

SHAG ROCK: THE MOUTH OF THE ESTUARY - 1900 (SOURCE: 'THE ESTUARY, WHERE OUR RIVERS MEET THE SEA: J.J KINSEY; CANTERBURY MUSEUM)

CLIFTON: TRAM CAUSEWAY (SOURCE: 'THE ESTUARY, WHERE OUR RIVERS MEET THE SEA: CANTERBURY MUSEUM)

CLIFTON: THE ROAD BELOW - 1907 (SOURCE: 'THE ESTUARY, WHERE OUR RIVERS MEET THE SEA: CANTERBURY MUSEUM)

SUMNER BEACH - CIRCA 1910 (SOURCE: TIMEFRAMES, TAKEN BY WILLIAM A.PRICE)

SCARBOROUGH - EARLY PHOTO (SOURCE: 'THE ESTUARY, WHERE OUR RIVERS MEET THE SEA: CANTERBURY MUSEUM)

GEOLOGY + ECOSYSTEMS

The 2010-2011 earthquakes revealed previously unknown fault lines in Ōtautahi/Christchuch. These include a 14km long fault along the northern Port Hills, which was the origin of the February 2011 earthquake[1]. Up-lift ruptures are still regular occurances in the area. The pathway site is also significant and unique for being at the juncture of the Port Hills, two rivers and the ocean - the meeting of geological, alluvial and marine systems. This resulted in a diverse range of historic ecosystems that surround the pathway site. The estuary once had a richer diversity of natural edge environments, such as dunelands and saltmarshes.

1 See GNS: http://www.gns.cri.nz/Home/Our-Science/Natural-Hazards/Recent-Events/Canterbury-quake/Hidden-fault

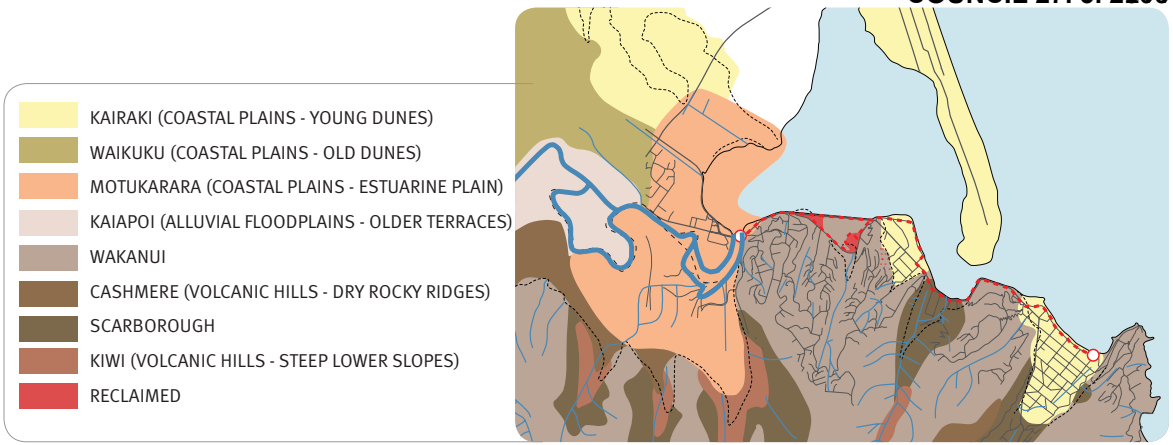


Figure A2.4 - Geology, soils. Adapted from resources.ccc.govt.nz (soils + geomorphology of Chch)

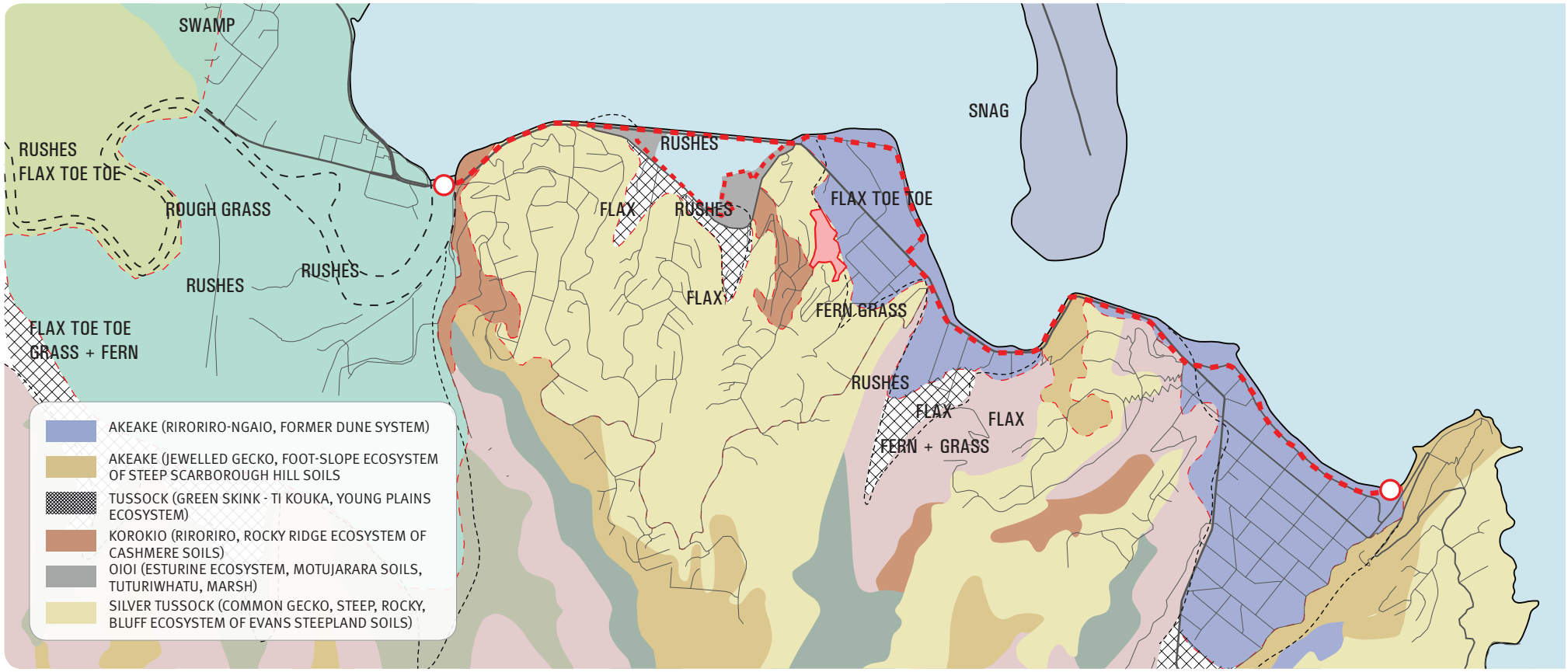


Figure A2.3 - Historic ecosystems. Adapted from Lucas Associates, *Swamps and Vegetation Cover 1856*.

HYDROLOGY

The site is a highly complex hydrological system. Two rivers, four 'city drains' and numerous stormwater outlets discharge into the estuary. A sewerage treatment plant and oxidation ponds occupy much of the estuary's northern edge though these no longer discharge into the water body as it has been piped directly to sea since 2010.

Tidal

The 2010-2011 earthquakes had significant impact on the tidal patterns of the estuary. They notably resulted in an approximate 0.5 metre uplift along the southern edge of the estuary. The estuary is reshaping in response to this changes, which has effected habitat and erosion, for example. It has been observed that contaminated sediment has in some places been buried by uprisings, and is alleviating some aquatic weed problems.

Topography

The land rises steeply from the coastal edge, forming deeply incised valleys and high ridges. This topographical condition restricts cross-valley connections to the coastal edge for all but the Matuku tako tako/Sumner communities. The proposed pathway route moves through a series of open to confined conditions, in terms of the immediate topographical adjacency.

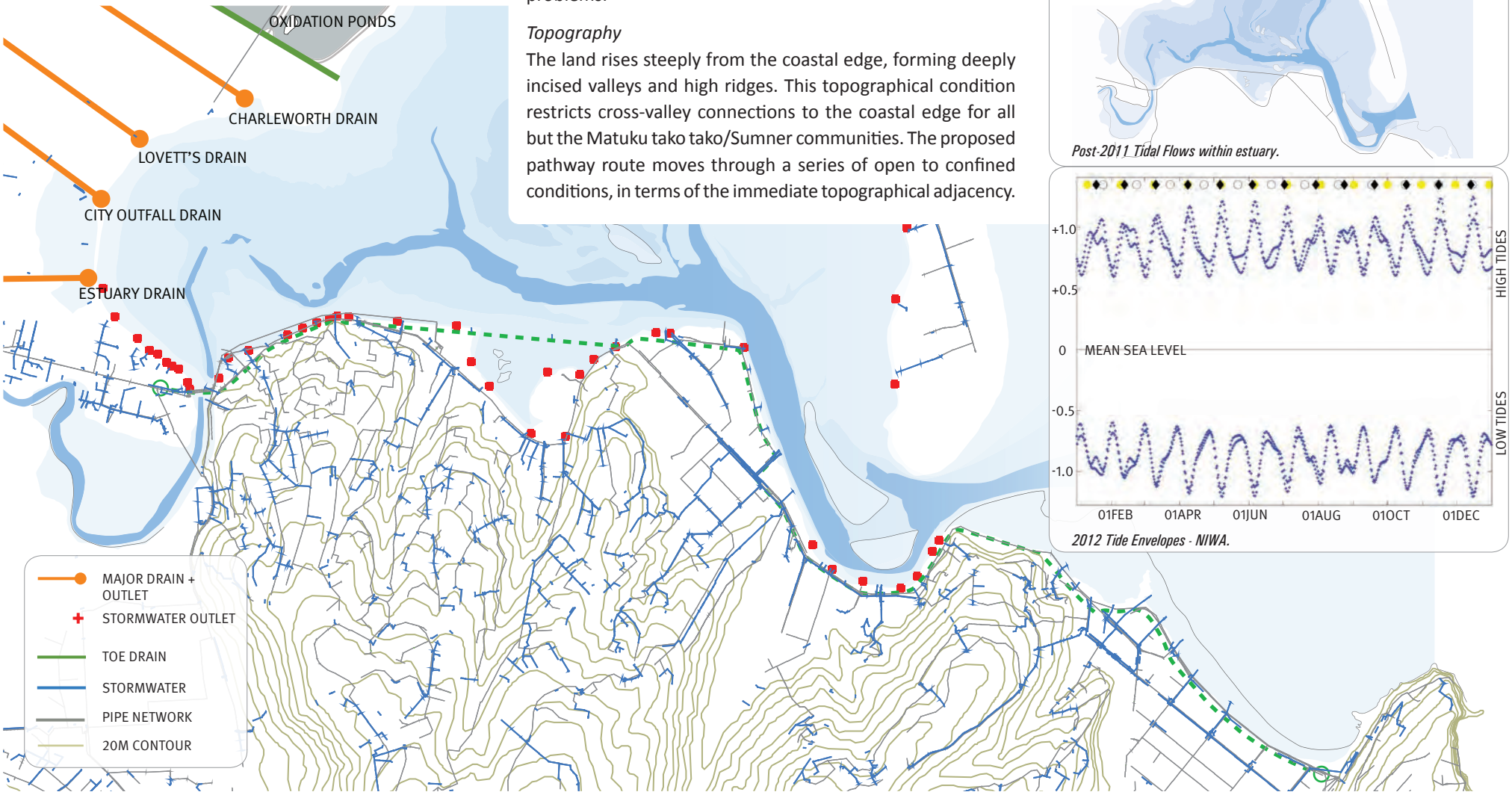
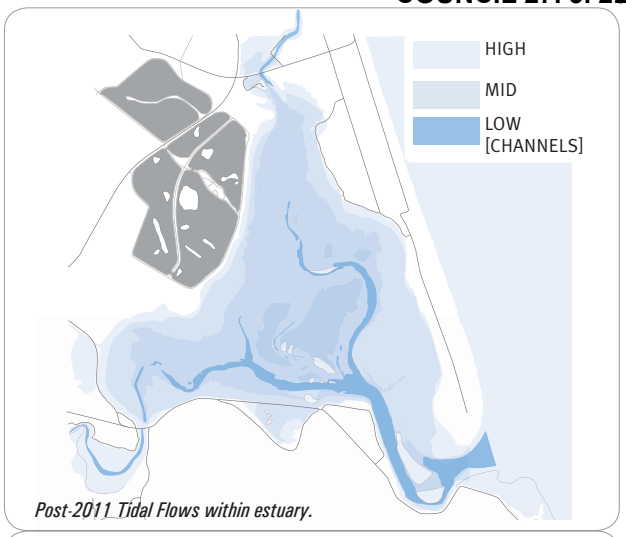


Figure A2.5 - Diagram of hydrological systems.



Post-2011 Tidal Flows within estuary.

2012 Tide Envelopes - NIWA.

WILDLIFE

The Te Ihutai/Avon-Heathcote estuary is a highly significant habitat for a diversity of bird life and marine species. It is also culturally very significant as a major historic source of shellfish gathering and trade to Ngāi tahu. Changes to feeding and roosting patterns are still being observed due to the significant geomorphic changes to the environment. Over 100 bird species have been reported at the estuary[1] and it is an important habitat, both nationally and internationally, for migratory birds – most notably for the hundreds of godwits that stay for the summer months before returning to Alaska.

For a detailed guide to the birdlife of the estuary, refer to SJ Owen (ed), *The Estuary - Where Our Rivers Meet the Sea,* 1992.

1 McMurtrie S. and Kennedy S, Exploring an Estuary - A Field Guide to the Avon-Heathcote Estuary/Ihutai, 2012, p. 4.

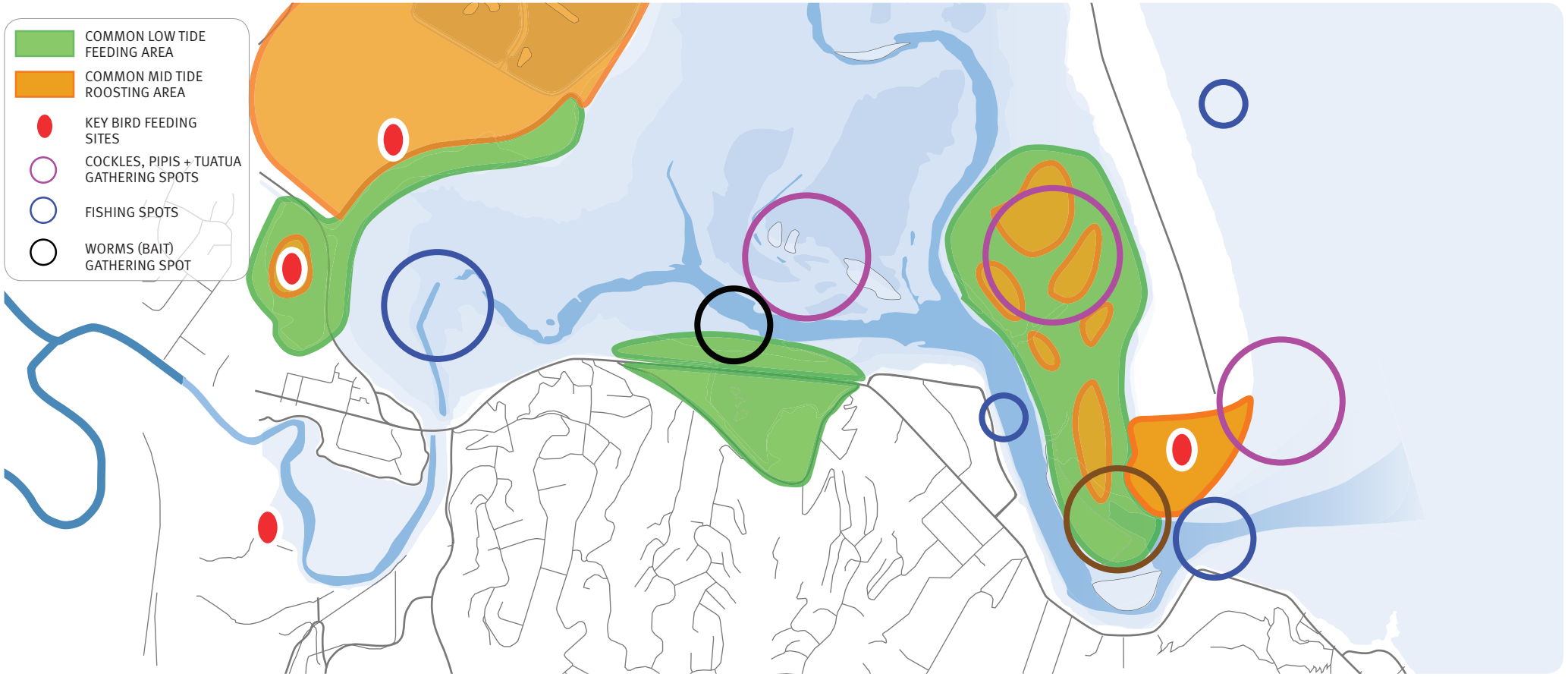


Figure A2.6 - Diagram of predominant wildlife patterns.

URBAN CONNECTIONS

In the broadscale, there are limited ways to reach the pathway neigbourhoods. Pinched between the Port Hills and estuary, they are reached almost exclusively via the Ferrymead bridge and then Main Rd. From the bridge the Pathway is primarily connected to the CBD along Ferry Rd and, while other routes including the ring road converge around Ferrymead, the bridge remains the essential pinch point. The neighbourhoods require Main Rd to be an effective route and also, as the only means of access, one with good provision for a range of transport modes. Main Road also forms part of a freight link to Lyttelton port and is used for over-dimension and sometimes dangerous goods. It was extensively damaged in the earthquakes which has had significant impact on local communities and the port link.

In the Christchurch Transport Strategic Plan 2012 the proposed pathway route is identified as a major cycleway, recreational walkway and core public transport route. The proposed Coastal Pathway has the capacity to fully achieve the first two of these strategic objectives, and to contribute to creating an effective core public transport route. In this way the proposed pathway can not only connect, provide amenity and options for local communities, but contribute to the city's overall infrastructural objectives and resilience.

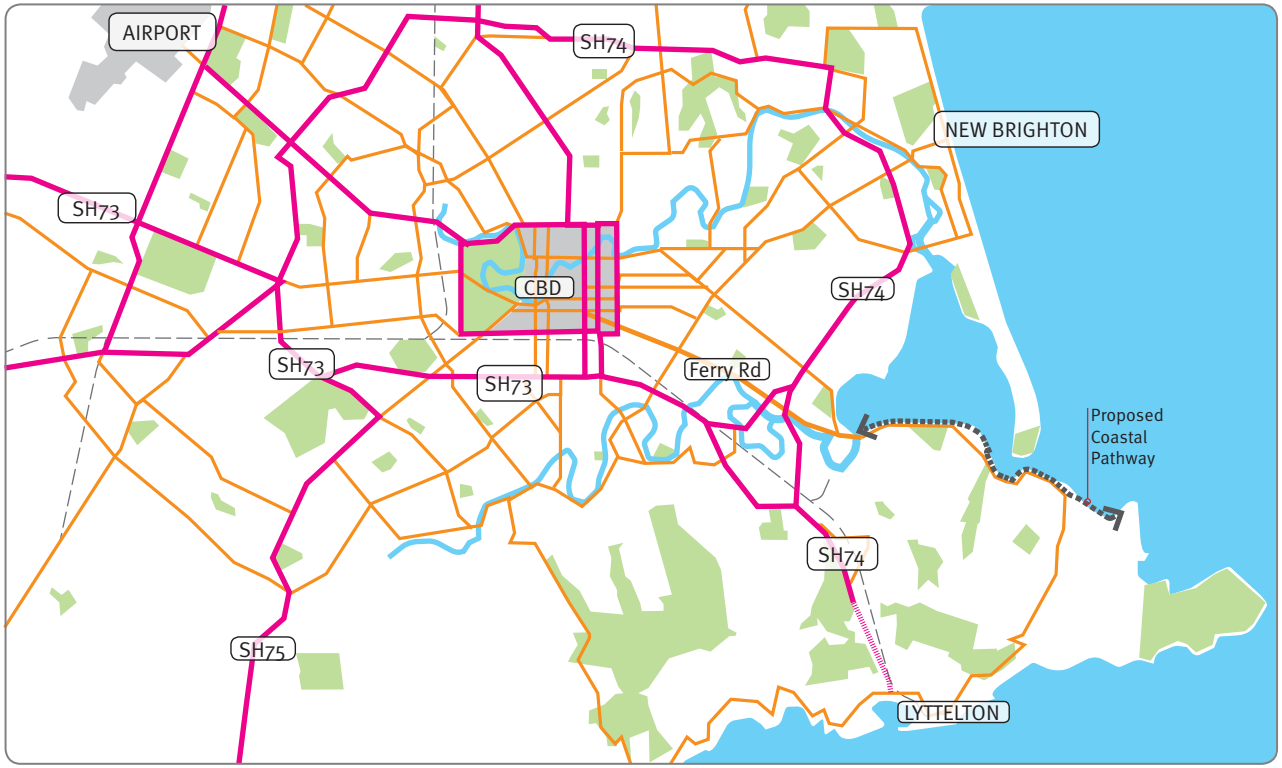


Figure A2.7 - Diagram of broader Christchurch with primary and secondary arterial roads, rail lines and green reserves indicated.

Christchurch City Council diagram of cycle network. Major cycleways indicated bold. Source: Christchurch City Council, Christchurch Transport Strategic Plan, June 2012.

Christchurch City Council diagram of long-term vision for walking. Major recreational routes indicated dashed. Source: Christchurch City Council, Christchurch Transport Strategic Plan, June 2012.

Christchurch City Council diagram of public transport. Core routes indicated bold. Source: Christchurch City Council, Christchurch Transport Strategic Plan, June 2012.

LOCAL CONNECTIONS

A safe pathway is so desired largely because of the high number of walkers/cyclists living near the hills and beaches, but also because a relatively high proportion of serious crashes along Main Road in recent years have involved cyclists. Such a pathway would not only be a great metropolitan and tourism asset for Ōtautahi/Christchurch, offering access from city to beaches and hills, but would also let workers from the coastal communities commute safely into the new cycle-friendly CBD.

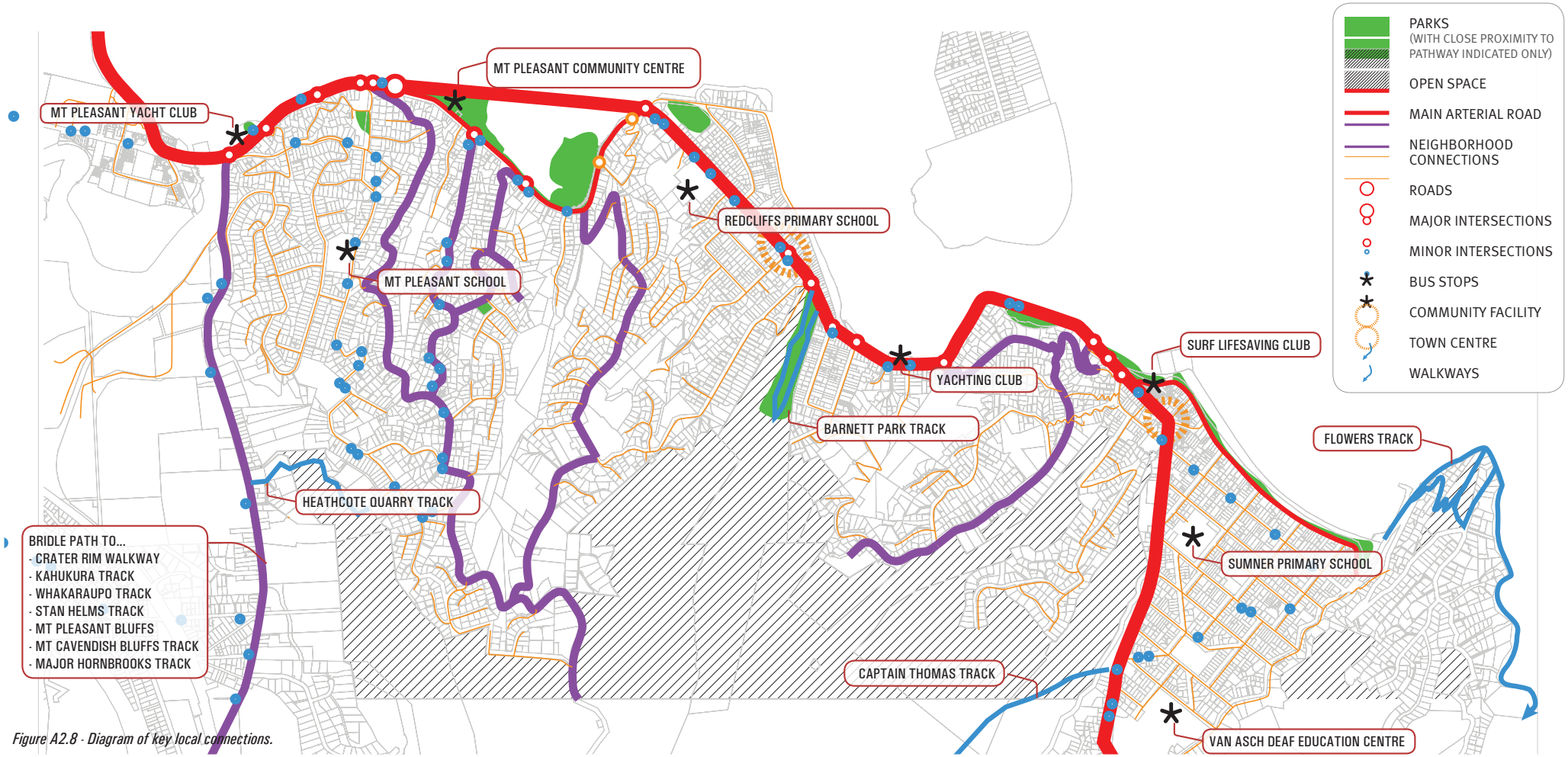


Figure A2.8 - Diagram of key local connections.

RECREATION

The below diagram illustrates some of the main recreation activities associated with various parts of the pathway. It is not an exhaustive survey of everything that takes place everywhere along the route. It does however identify key trends, such as the primacy of water-craft recreation taking place adjacent to Scott Park in Mt Pleasant; that popular fishing spots are located in Redcliffs at Beachville Rd and Moncks Bay; and that surfing and swimming takes place at and near Sumner Beach. The proposed pathway route passes significant reserves and sports amenities at McCormacks Bay, Redcliffs Park and Barnett Park, as well as a number of smaller reserves, such as Shag Rock Reserve / Peacocks Gallop that are used for more passive forms of recreation, like dog-walking and picnicing. Cycling and walking are already popular along parts of the proposed route, such as McCormacks Bay for walkers – and bird watchers – and there are numerous connections into the Port Hills for more serious tramping, although many of these tracks have been closed as a result of the earthquakes.

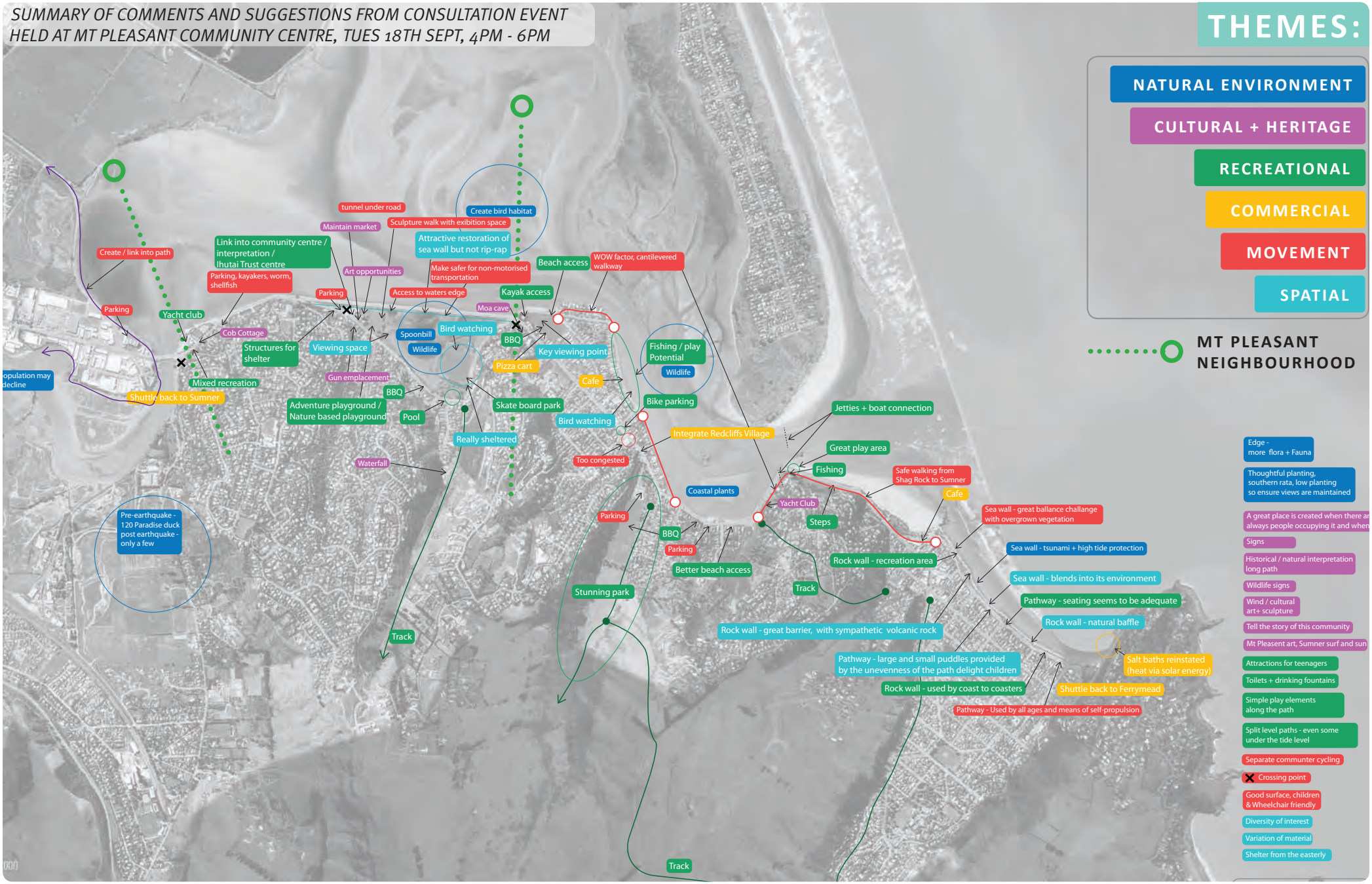
There are extensive opportunities for greater recreational use on the water edge if access is organised, which would help to address the loss of opportunities on the hills.

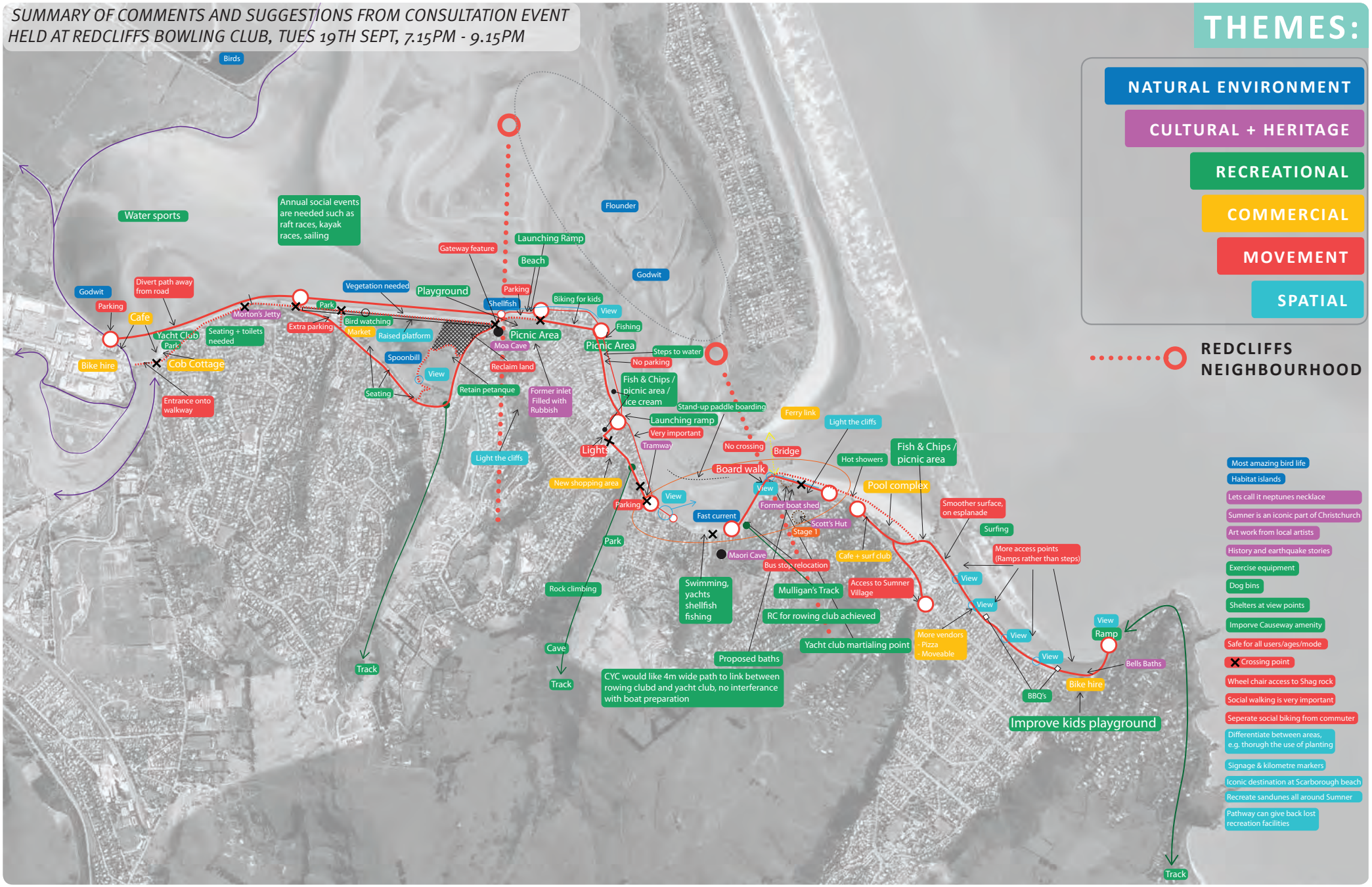
Figure A2.9 - Key recreation locations.

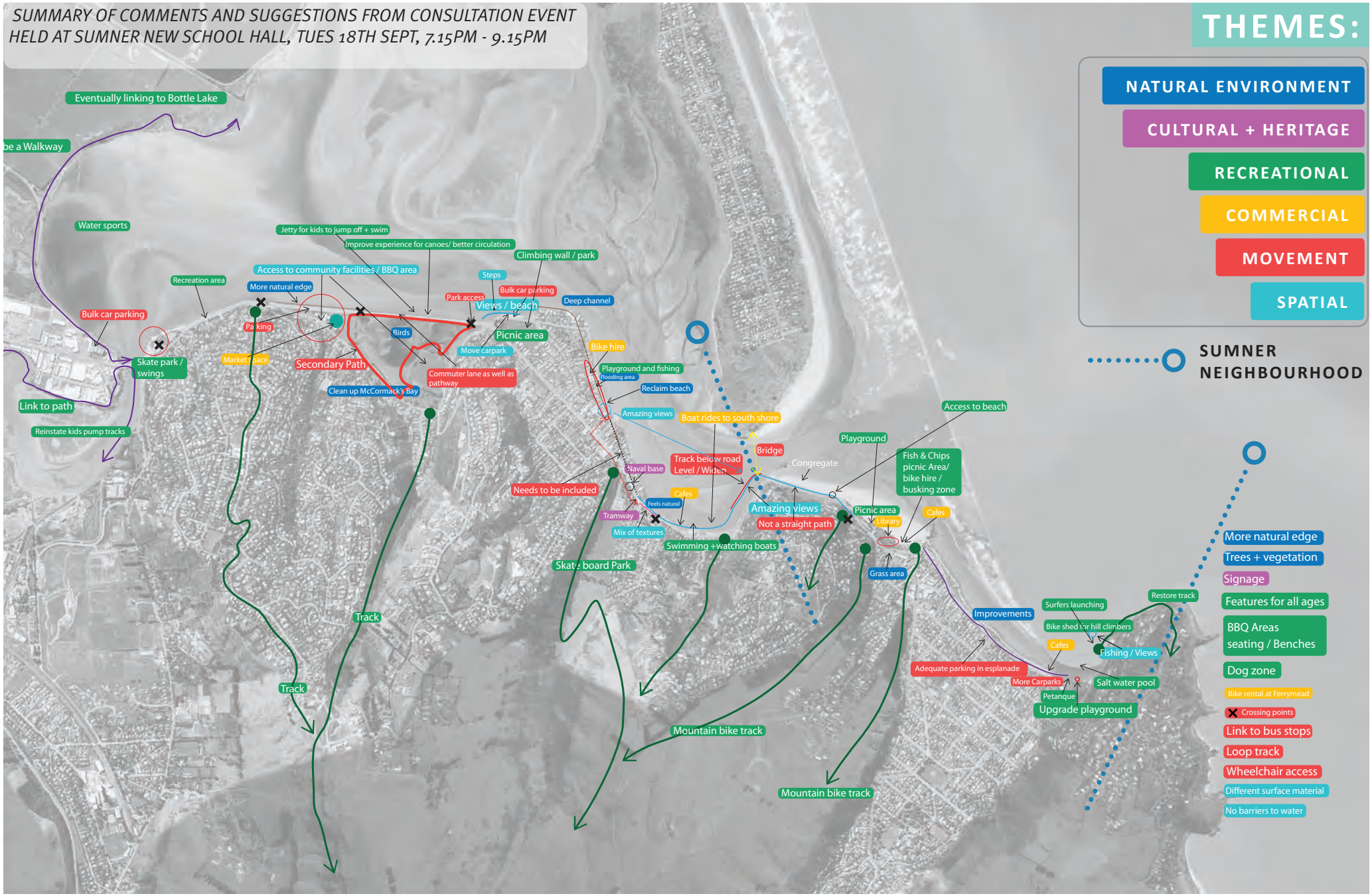
APPENDIX 3 - COMMUNITY CONSULTATION DATA

SUMMARY TABLE OF CONSULTATION UNDERTAKEN

	DATE	VENUE	DURATION	WITH	DESCRIPTION / OUTCOMES
COMMUNITY	18 Sept 2012, 4pm	Mt Pleasant Community Centre	2 hours	Community - Mt Pleasant	Inception, ideas and suggestions from public
	18 Sept 2012, 7:15 pm	Sumner New school hall	2 hours	Community - Sumner	Inception, ideas and suggestions from public
	19 Sept 2012, 7:15 pm	Redcliffs Bowling Club	2 hours	Community - Redcliffs	Inception, ideas and suggestions from public
	9 Oct 2012, 4:00pm	Mt Pleasant Yacht Club	2 hours	Community - Mt Pleasant	Feedback on draft vision and design options
	9 Oct 2012, 7:15pm	Redcliffs Bowling Club	2 hours	Community - Redcliffs	Feedback on draft vision and design options
	10 Oct 2012, 7:15pm	Sumner Old School Hall	2 hours	Community - Sumner	Feedback on draft vision and design options
	23 Oct 2012, 4:00pm	Mt Pleasant Yacht Club	2 hours	Community - Mt Pleasant	Feedback on refined vision and draft concept design
	23 Oct 2012, 7:15pm	Sumner New school hall	2 hours	Community - Sumner	Feedback on refined vision and draft concept design
	24 Oct 2012, 7:15pm	Redcliffs Bowling Club	2 hours	Community - Redcliffs	Feedback on refined vision and draft concept design
STAKEHOLDERS	5 Sept 2012, 10:00am	Christchurch City Council offices	3 hours	Christchurch City Council officers	Briefing, issues for ecology, recreation, traffic
	5 Sept 2012, 2:30pm	Christchurch City Council offices	3 hours	ECAN	Briefing, issues for ecology, recreation, traffic, consent
	18 Sept 2012, 10:00am	Christchurch City Council offices	3 hours	Christchurch City Council officers	Community presentation agenda
	18 Sept 2012, 12:30pm	Mt Pleasant Community Centre	1 hour	Kidsfirst	Values and aspirations
	18 Sept 2012, 2:00pm	Mt Pleasant Community Centre	1 hour	Mt Pleasant Residents Association	Values and aspirations
	19 Sept 2012, 1:30pm	Mt Pleasant Community Centre	1 hour	Christchurch Yacht Club	Values and aspirations
	19 Sept 2012, 2:30pm	Mt Pleasant Community Centre	1 hour	Redcliffs, Brookhaven, Sumner Residents Associations	Values and aspirations
	9 Oct 2012, 9:00am	Christchurch City Council offices	3 hours	Christchurch City Council officers	Community presentation agenda
	10 Oct 2012, 12:00pm	Mt Pleasant Community Centre	2 hours	Ihutai Trust	Values and aspirations
	10 Oct 2012, 2:00pm	Mt Pleasant Community Centre	2 hours	Canterbury University students	Usage patterns
	12 Oct 2012, 2:30pm	Christchurch City Council offices	1 hour	SCIRT	Integration of path and roadworks
	23 Oct 2012, 9:00am	Christchurch City Council offices	3 hours	Christchurch City Council officers	Community presentation agenda
	21 March 2013, 2:00pm	Tauhiwi Marae	1 hour	Ngāi Tūāhuriri	Feedback on draft concept plan. Mihi and korero


SUMMARY OF COMMENTS AND SUGGESTIONS FROM CONSULTATION EVENT HELD AT MT PLEASANT COMMUNITY CENTRE, TUES 18TH SEPT, 4PM - 6PM
THEMES:
NATURAL ENVIRONMENT
CULTURAL + HERITAGE
RECREATIONAL
COMMERCIAL
MOVEMENT
SPATIAL
MT PLEASANT NEIGHBOURHOOD
Create / link into path
Parking
Yacht club
Cob Cottage
Parking, kayakers, worm, shellfish
Link into community centre / interpretation / Ihutai Trust centre
tunnel under road
Maintain market
Sculpture walk with exibition space
Create bird habitat
Attractive restoration of sea wall but not rip-rap
Art opportunities
Make safer for non-motorised transportation
Beach access
WOW factor, cantilevered walkway
Parking
Access to waters edge
Kayak access
Moa cave
Spoonbill
Wildlife
Bird watching
BBQ
Key viewing point
Structures for shelter
Viewing space
Pizza cart
Fishing / play Potential
Wildlife
Gun emplacement
Cafe
Mixed recreation
Shuttle back to Sumner
BBQ
Adventure playground / Nature based playground
Pool
Skate board park
Bike parking
Bird watching
Really sheltered
Integrate Redcliffs Village
Too congested
Waterfall
Jetties + boat connection
Great play area
Fishing
Safe walking from Shag Rock to Sumner
Cafe
Coastal plants
Yacht Club
Steps
Sea wall - great ballance challange with overgrown vegetation
Parking
BBQ
Parking
Better beach access
Rock wall - recreation area
Sea wall - tsunami + high tide protection
Sea wall - blends into its environment
Pathway - seating seems to be adequate
Rock wall - natural baffle
Stunning park
Track
Rock wall - great barrier, with sympathetic volcanic rock
Pathway - large and small puddles provided by the unevenness of the path delight children
Salt baths reinstated (heat via solar energy)
Rock wall - used by coast to coasters
Shuttle back to Ferrymead
Pathway - Used by all ages and means of self-propulsion
Track
Track
Pre-earthquake - 120 Paradise duck post earthquake - only a few
Edge - more flora + Fauna
Thoughtful planting, southern rata, low planting so ensure views are maintained
A great place is created when there ar always people occupying it and when
Signs
Historical / natural interpretation long path
Wildlife signs
Wind / cultural art+ sculpture
Tell the story of this community
Mt Pleasent art, Sumner surf and sun
Attractions for teenagers
Toilets + drinking fountains
Simple play elements along the path
Split level paths - even some under the tide level
Separate communter cycling
Crossing point
Good surface, children & Wheelchair friendly
Diversity of interest
Variation of material
Shelter from the easterly


SUMMARY OF COMMENTS AND SUGGESTIONS FROM CONSULTATION EVENT HELD AT REDCLIFFS BOWLING CLUB, TUES 19TH SEPT, 7.15PM - 9.15PM
THEMES:
NATURAL ENVIRONMENT
CULTURAL + HERITAGE
RECREATIONAL
COMMERCIAL
MOVEMENT
SPATIAL
REDCLIFFS NEIGHBOURHOOD
Birds
Water sports
Annual social events are needed such as raft races, kayak races, sailing
Flounder
Launching Ramp
Gateway feature
Beach
Godwit
Godwit
Parking
Divert path away from road
Vegetation needed
Playground
Parking
Shellfish
Biking for kids
View
Cafe
Morton's Jetty
Park
Bird watching
Fishing
Yacht Club
Seating + toilets needed
Extra parking
Market
Raised platform
Picnic Area
Picnic Area
Park
Moa Cave
Steps to water
Bike hire
Cob Cottage
Spoonbill
No parking
Reclaim land
View
Fish & Chips / picnic area / ice cream
Seating
Retain petanque
Former inlet Filled with Rubbish
Stand-up paddle boarding
Ferry link
Light the cliffs
Launching ramp
Very important
Entrance onto walkway
Lights
Tramway
No crossing
Bridge
Hot showers
Fish & Chips / picnic area
Light the cliffs
Board walk
New shopping area
View
View
Pool complex
Parking
Former boat shed
Smoother surface, on esplanade
Fast current
Scott's Hut
Surfing
Stage 1
Park
More access points (Ramps rather than steps)
Maori Cave
Cafe + surf club
Bus stop relocation
View
Rock climbing
Swimming, yachts shellfish fishing
Mulligan's Track
Access to Sumner Village
View
RC for rowing club achieved
View
Ramp
More vendors - Pizza - Moveable
View
Bells Baths
Cave
Yacht club martialing point
View
Track
Proposed baths
Bike hire
Track
CYC would like 4m wide path to link between rowing clubd and yacht club, no interferance with boat preparation
BBQ's
Improve kids playground
Track
Most amazing bird life
Habitat islands
Lets call it neptunes necklace
Sumner is an iconic part of Christchurch
Art work from local artists
History and earthquake stories
Exercise equipment
Dog bins
Shelters at view points
Imporve Causeway amenity
Safe for all users/ages/mode
Crossing point
Wheel chair access to Shag rock
Social walking is very important
Seperate social biking from commuter
Differentiate between areas, e.g. thorugh the use of planting
Signage & kilometre markers
Iconic destination at Scarborough beach
Recreate sandunes all around Sumner
Pathway can give back lost recreation facilities

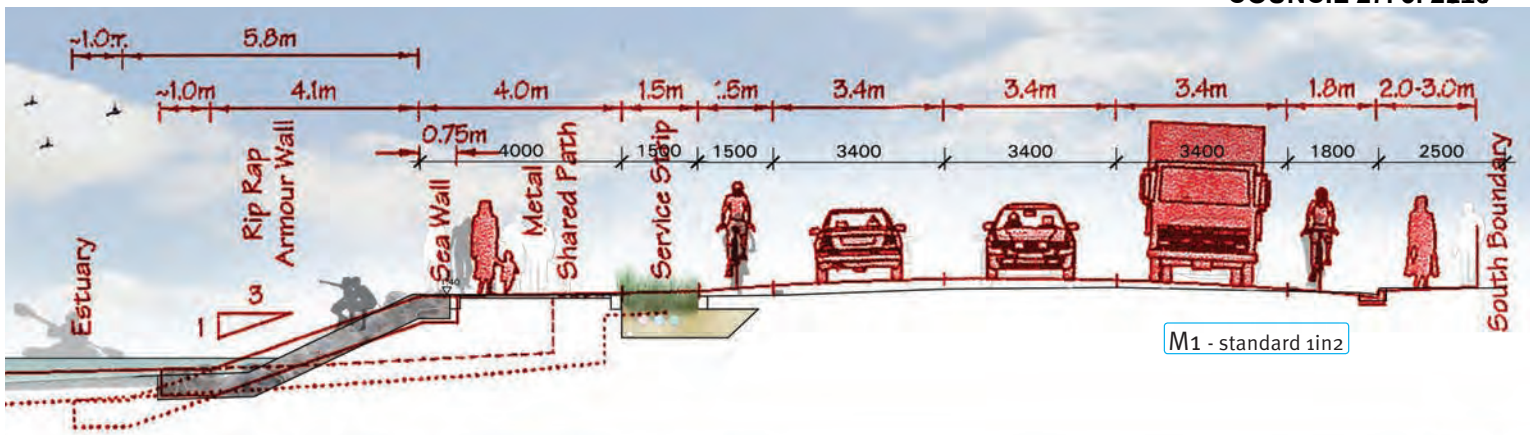

SUMMARY OF COMMENTS AND SUGGESTIONS FROM CONSULTATION EVENT HELD AT SUMNER NEW SCHOOL HALL, TUES 18TH SEPT, 7.15PM - 9.15PM
THEMES:
NATURAL ENVIRONMENT
CULTURAL + HERITAGE
RECREATIONAL
COMMERCIAL
MOVEMENT
SPATIAL
SUMNER NEIGHBOURHOOD
Eventually linking to Bottle Lake
be a Walkway
Water sports
Jetty for kids to jump off + swim
Improve experience for canoes/ better circulation
Climbing wall / park
Access to community facilities / BBQ area
Recreation area
More natural edge
Steps
Bulk car parking
Park access
Views / beach
Deep channel
Bulk car parking
Parking
Birds
Picnic area
Market space
Secondary Path
Move carpark
Commuter lane as well as pathway
Clean up McCormack's Bay
Skate park / swings
Link to path
Reinstate kids pump tracks
Bike hire
Playground and fishing
Flooding area
Reclaim beach
Amazing views
Boat rides to south shore
Access to beach
Playground
Bridge
Track below road Level / Widen
Naval base
Congregate
Fish & Chips picnic Area/ bike hire / busking zone
Needs to be included
Cafes
Feels natural
Tramway
Mix of textures
Amazing views
Not a straight path
Picnic area
Library
Cafes
Swimming +watching boats
Skate board Park
Grass area
Track
Track
Improvements
Surfers launching
Bike shed for hill climbers
Cafes
Fishing / Views
Restore track
Adequate parking in esplanade
More Carparks
Petanque
Salt water pool
Upgrade playground
Mountain bike track
Mountain bike track
More natural edge
Trees + vegetation
Signage
Features for all ages
BBQ Areas seating / Benches
Dog zone
Bike rental at Ferrymead
Crossing points
Link to bus stops
Loop track
Wheelchair access
Different surface material
No barriers to water

APPENDIX 4 - SECTION OVERLAYS

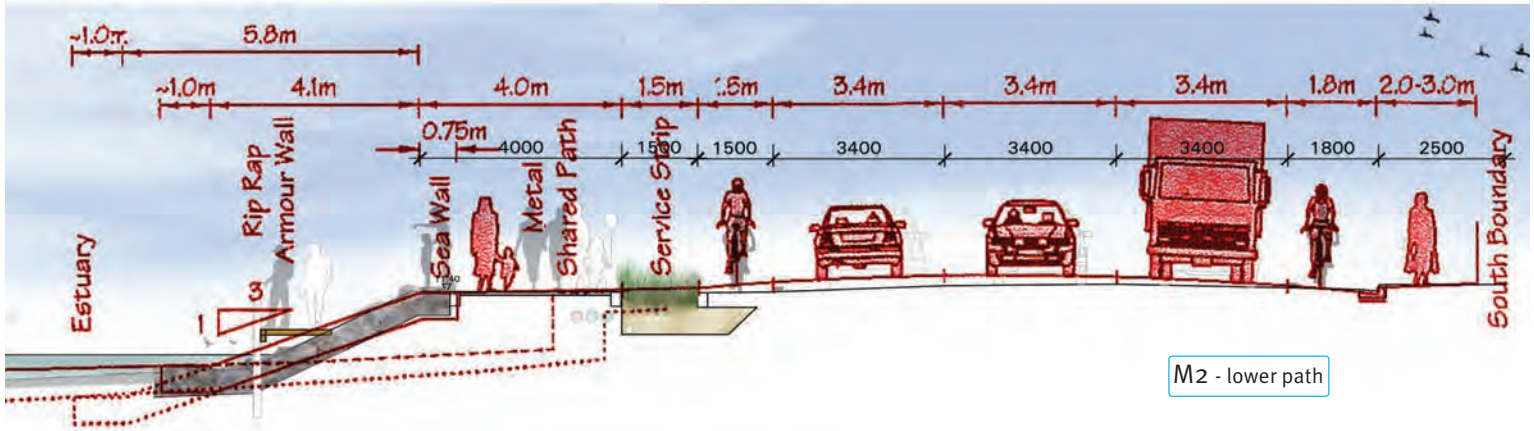
The proposed Coastal Pathway sections were adapted to existing SCIRT/Christchurch City Council rebuild proposals wherever these were available.

TYPICAL 3-LANING AND CAUSEWAY SECTIONS WITH SCIRT/CHRISTCHURCH CITY COUNCIL BASE OVERLAID.

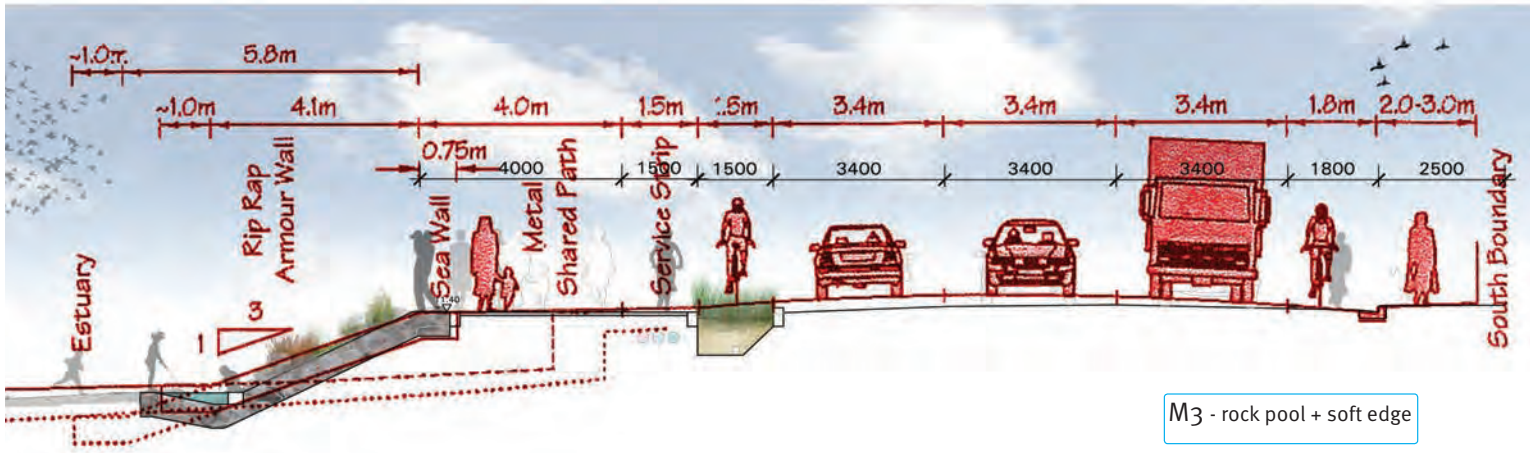
SCIRT section from:
Main Road 3-Laning - Street Renewal Consultation Plan, Issue 2, 18/05/2012 - [TP323504]
- pdf-file only received October, 2012



M1 - standard 1in2



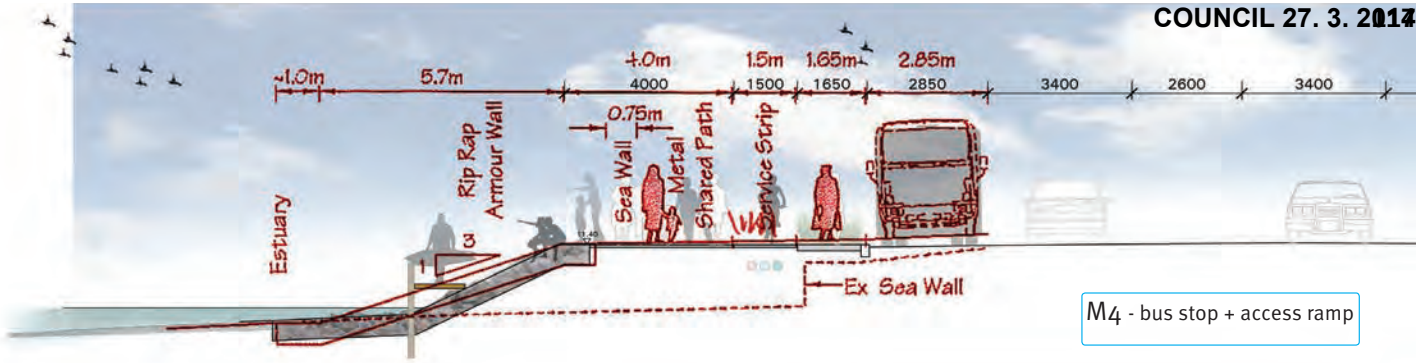
M2 - lower path



M3 - rock pool + soft edge

3-LANING BUS-STOP SECTIONS WITH SCIRT/ CHRISTCHURCH CITY COUNCIL BASE OVERLAID.

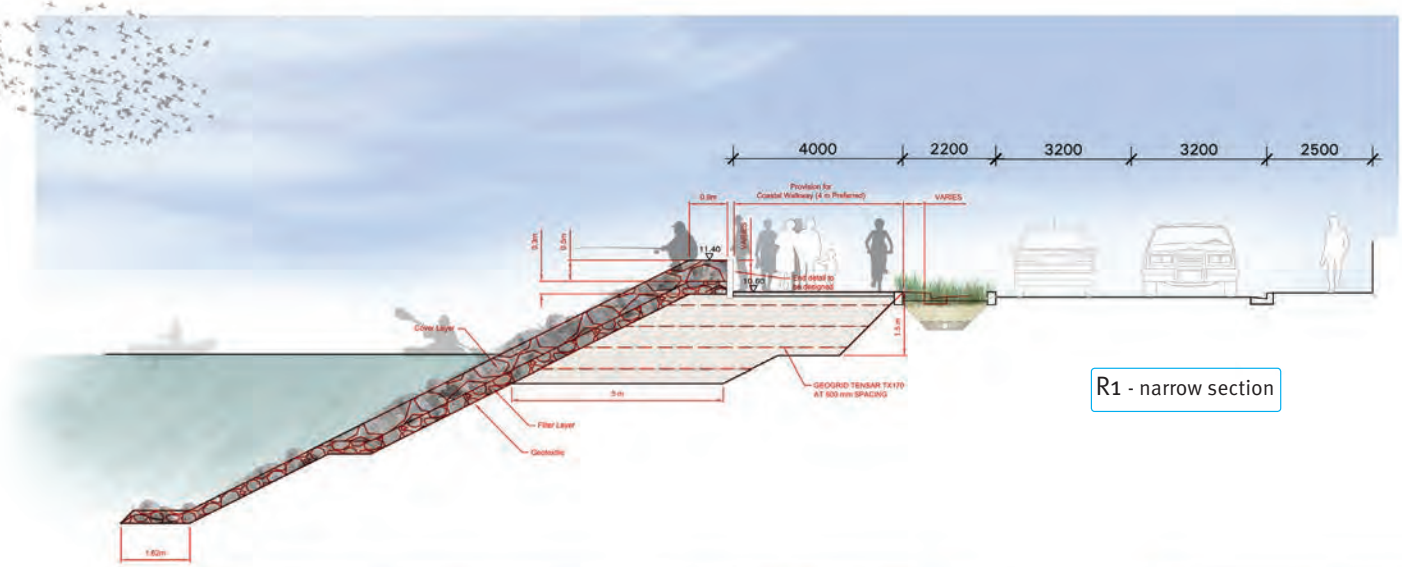
SCIRT sections from:
Main Road 3-Laning - Street Renewal Consultation Plan, Issue 2, 18/05/2012 [TP323504]
- pdf-file only received October, 2012



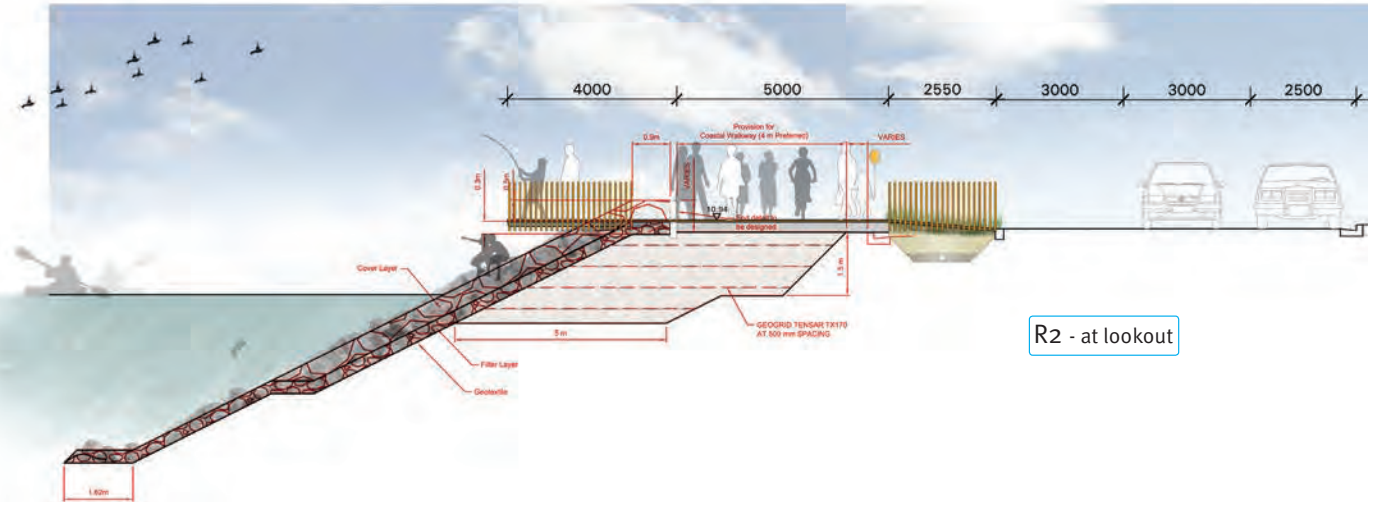
M4 - bus stop + access ramp

TYPICAL BEACHVILLE RD SEAWALL SECTIONS WITH SCIRT/CHRISTCHURCH CITY COUNCIL BASE OVERLAID.

SCIRT section from:
Beachville Road and Celia Street - Eastern Sea Wall Typical Cross Section [RD4001]
- CAD file 10824-DE-RD-DG-4001.dwg received 16/10/12



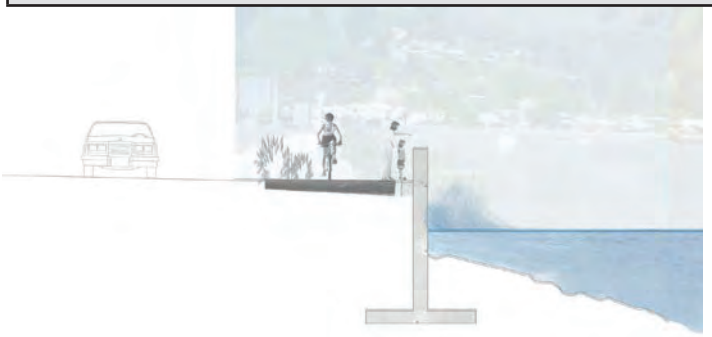
R1 - narrow section



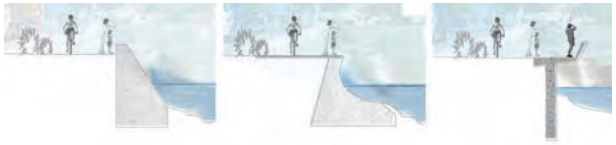
R2 - at lookout

APPENDIX 5 - CONSTRUCTION OPTIONS

There are a number of design options for establishing the coastal pathway platform. Each has its own engineering, social, cultural, environmental and economic issues.
The general considerations for the different approaches considered as part of the concept design are set out below:

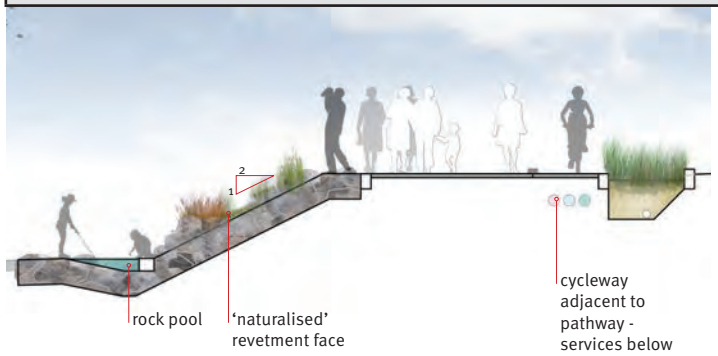
VERTICAL RETAINING WALL	PROS	CONS
	Maintains current edge alignment	Structural stability issues in seismic events
	No encroachment on estuary	Limited potential for biodiversity / landscaping
	Proximity to water	Does not provide and additional pathway width
		No direct water access

Potential Variations (not uniquely assessed within table)



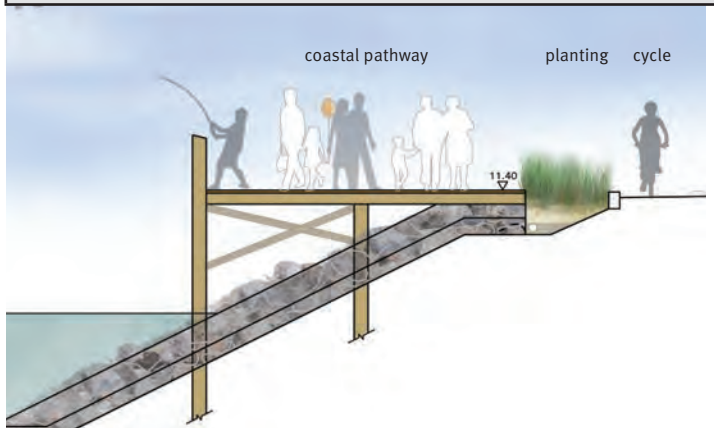
RIP-RAP REVETMENT	PROS	CONS
	Resilient structure	Intrudes into estuary bed
	Flexible gradient / footprint	Cultural sensitivity
	Ability to introduce biodiversity /landscaping	
	Potential for access to estuary	

RECLAMATION



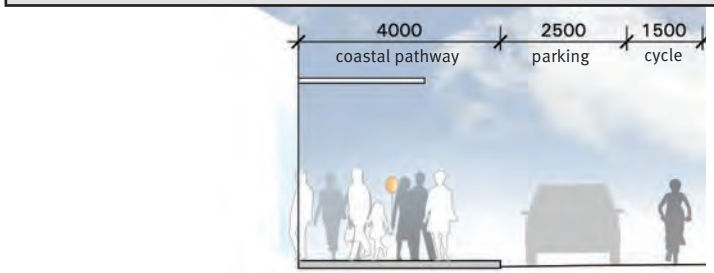
PROS	CONS
Enables connectivity through narrow sections	Intrusion into estuary
Provides for additional pedestrian/cycle safety + amenity	Cultural sensitivity
Cost effective in low tidal flow environments	Technically challenging and expensive in deep/swift water
Potential for access to estaury	
Ability to introduce biodiversity / landscaping features	

BOARDWALK



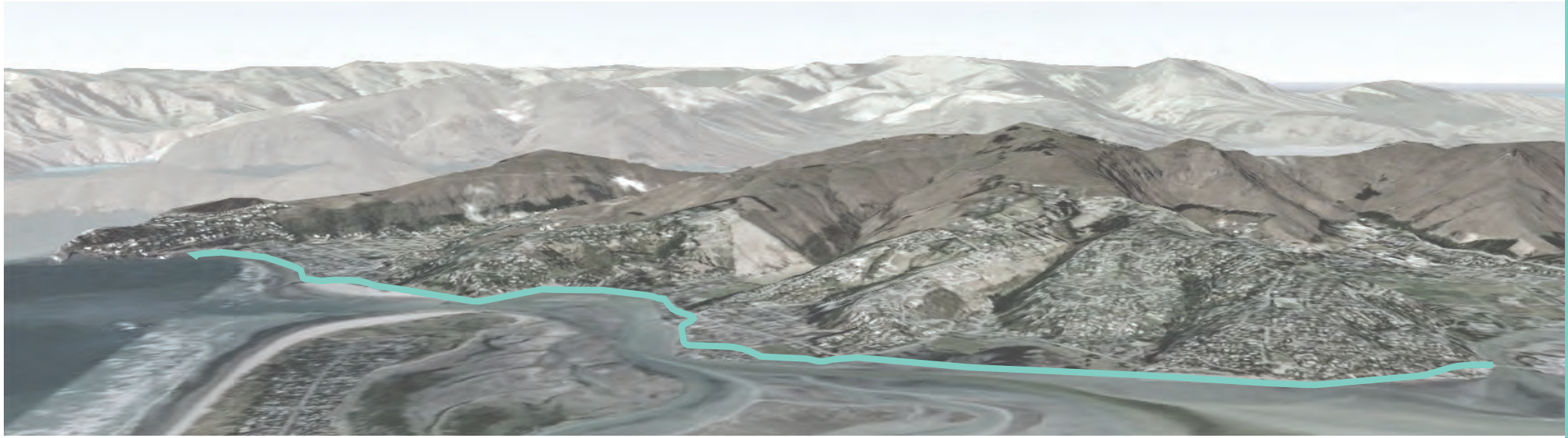
PROS	CONS
Enables connectivity through narrow sections	Cost
Less intrusive than reclamation	Maintenance issues
Proximity to water	Limited scope for direct water acces
Capable of being located in deep/swift water	Limited potential for biodiversity / landscaping
Low impact design options suitable for sand dunes	

INLAND ROUTE



PROS	CONS
Ability to integrate with community facilities	Not adjacent to waters edge
Alternative route options	Less separation from traffic and conflict with driveways
Potentially more sheltered from elements	Limited width in road corridor
	Less direct (depending on route)

Prepared by Wraight + Associates
for Christchurch City Council
and Christchurch Coastal Pathway Group



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Christchurch Coastal Pathway

Christchurch City Council