

## Response ID ANON-URZ4-5FYF-F

Submitted to Fast-track approval applications

Submitted on 2024-05-02 15:41:06

### Submitter details

Is this application for section 2a or 2b?

2A

#### 1 Submitter name

Individual or organisation name:

Christchurch City Council

#### 2 Contact person

Contact person name:

Jacob Bradbury

#### 3 What is your job title

Job title:

Transport Planning & Delivery Manager

#### 4 What is your contact email address?

Email:

s 9(2)(a)

#### 5 What is your phone number?

Phone number:

s 9(2)(a)

#### 6 What is your postal address?

Postal address:

Te Hononga Civic Offices

53 Hereford Street

Christchurch

8154

#### 7 Is your address for service different from your postal address?

No

Organisation:

Contact person:

Phone number:

Email address:

Job title:

Please enter your service address:

### Section 1: Project location

Site address or location

Add the address or describe the location:

Pages Road from Anzac Drive (SH74) to Hawke Street (existing and new alignment), with ancillary works on:

- Hawke Street (Pages Road to 116 Hawke Street, including intersection with Keyes Road)

- Seaview Road (Pages Road to 123 Seaview)

- Hardy Street (and intersections with Beresford, Collingwood and Owles Terrace)
- Owles Terrace (65 Owles Terrace to Pages Road, including intersection with Beresford)
- New Brighton Road (Baker Street to Pages Road)
- Rawson Street
- Pratt Street
- Minor works to Keyes Road

File upload:

Attachment 1.1 - PRBR Location Map & Scheme Design Plan with images.pdf was uploaded

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Attachment 1.2 - Miscellaneous Information.pdf was uploaded

Do you have a current copy of the relevant Record(s) of Title?

Yes

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Attachment 1.3 - Records of title combined.pdf was uploaded

Who are the registered legal land owner(s)?

Please write your answer here:

- Christchurch City Council
- Crown
- "Jabez Rhodes" – Historical landowner: Council are attempting to reach descendants ahead of using the Public Works Act to acquire the land

Detail the nature of the applicant's legal interest (if any) in the land on which the project will occur

Please write your answer here:

Christchurch City Council have the following legal interests in the land on which the project will occur as follows:

- Ownership: The Council are seeking to acquire a small parcel of land currently under private historic ownership.
- Road Designation: The land may be designated as a road under legislation, granting the Council certain rights and responsibilities related to its use for public transportation.
- Statutory Powers: As the Road Controlling Authority, Christchurch City Council is granted statutory powers under various legislation, including the Local Government Act 1974 and Land Transport Act 1998. These powers enable the Council to construct, maintain, and control roads within its jurisdiction.
- Easements and Rights of Way: The Council may grant easements or rights of way for access to utilities, or other infrastructure requirements.
- Regulatory Compliance: The Council is responsible for ensuring compliance with local laws, regulations, standards, and planning requirements when building and operating roads.

## Section 2: Project details

What is the project name?

Please write your answer here:

Pages Road Bridge Renewal (Gateway to New Brighton)

What is the project summary?

Please write your answer here:

Construction of a new bridge and approach roads, plus changes to the road network to improve traffic flows in an emergency evacuation situation. This also includes the removal of the existing bridge and creation of a new pocket park.

What are the project details?

Please write your answer here:

Pages Road Bridge was damaged during the Canterbury earthquake sequence. The Stronger Christchurch Infrastructure Rebuild Team (SCIRT) carried out repairs to the bridge in 2015 to extend the asset life by approximately 10 years, but it remains at 15-20% of the New Building Standard. The approach roads remain severely damaged and uneven with significant and regular flooding, and the bridge itself has speed restrictions to protect the asset from deterioration.

Furthermore, Pages Road has been identified as a lifeline route, supporting evacuation in a Tsunami situation. Modelling has shown that waves could reach this area within 1 hour from a rupture of the southern end of the Hikurangi Trench with the potential for significant and widespread damage and loss of life. Therefore, resilience of the assets, and improving the flow in emergency situations, is a key consideration in the design.

The project objectives are:

- Resilient bridge replacement

- Restore the level of service for vehicular access (incl. Public Transport & Freight) to pre-earthquake.
- Improve pedestrian connectivity and cycling access.
- Address existing vertical and horizontal road profile deficiencies.
- Improve emergency evacuation efficiency and capacity from the New Brighton area

The activities required for this project include the detailed design, consenting, and construction of a new bridge river crossing with the associated detailed investigations, removal of the existing damaged bridge, new signalised T-Intersection, road alignments, pavements, shared path, 3waters renewals, utilities, and landscaping.

Describe the staging of the project, including the nature and timing of the staging

Please write your answer here:

The original bridge replacement design was completed by SCIRT. The design parameters have changed due to widespread community requests that it consider emergency evacuations, based on experiences after the 2016 Kaikoura earthquake.

Work to date:

Concept Design began in Feb 2021, and the project has undertaken focused engagement with key stakeholders, as well as a wider public consultation process. Council has appointed a Hearings Panel of Councillors to assess feedback and review the design, before making recommendations to Council. The design is expected to be approved by Council by end June 2024.

Procurement has begun, with an "Expression of Interest" to design consultants, and Council staff have also met representatives from suitable approved contracting organisations, with a view to recommending a procurement approach mid-way through 2024 and carrying out formal tender process before the end of 2024. This will then allow the detailed design process to begin.

Forecast sequencing:

Due to working around, over and in the river, dealing with poor quality and low-lying ground that is prone to flooding and likely contaminated, the high resilience required of a lifeline structure, the number of utilities, and the interaction with newly formed wetlands, it is anticipated that early design and consent approvals will form the critical path.

The concept design has been developed to allow the existing bridge to remain operational during construction, before traffic is switched to the new bridge, and the old bridge is removed.

Milestones:

Concept Design: February 2021 – June 2023  
 Public Consultation: July 2023 – August 2023  
 Council public hearings and decision making: April 2024 – June 2024  
 Procurement: December 2023 – December 2024  
 Business Case (NZTA funding application): January 2025 – December 2025  
 Detailed Design: January 2025 – June 2026  
 Consents application: January 2026 – June 2027  
 Final negotiation with contractor: July 2027 – September 2027  
 Construction period: October 2027 – September 2029  
 Defects Liability & Closure: June 2029 – May 2031

What are the details of the regime under which approval is being sought?

Please write your answer here:

More detail for this is shown in attachment 1.2

The regimes under which approval is being sought is:

- Heritage New Zealand Pouhere Taonga Act 2014 (Heritage NZ - Archaeological Authority)
- Wildlife Act 1953 (Department of Conservation - Wildlife Permits)
- Resource Management Act 1991 (Canterbury Regional Council - Resource Consent)
- Resource Management Act 1991 (Christchurch City Council - Resource Consent)

If you seeking approval under the Resource Management Act, who are the relevant local authorities?

Please write your answer here:

Christchurch City Council  
 Canterbury Regional Council

What applications have you already made for approvals on the same or a similar project?

Please write your answer here:

For this project:

We have made no applications for approvals on this project, however, early discussions have been had with the relevant organisations. We would note

that Council holds global consents for some activities, so no further specific approvals will be required (these are identified in Attachment 1.2)

For similar projects:

This is the only large traffic bridge that has been constructed by CCC over this river in recent years. Smaller pedestrian and cyclist bridges have been built along the Avon River, and CCC constructed a similar bridge on Ferry Road over the Ōpāwaho-Heathcote River, as detailed below:

- Medway, Snell, Avondale footbridges:

CCC consent required, No ECan consent required, authorised to use global consents - Consents granted & construction complete

- Dallington Bridge, footbridge:

CCC consent, and permission to use CCC global consents - Consents being processed

- Reconstruction of Ferrymead Bridge:

CCC and ECan consented under earthquake provisions by SCIRT - Consents granted and project completed

Is approval required for the project by someone other than the applicant?

No

Please explain your answer here:

No other approvals are required for funding of the project as could be entirely funded by the Council. However, Council are seeking subsidy for the project through the National Land Transport Fund administered by NZ Transport Agency Waka Kotahi.

A series of approvals of third parties will be necessary for implementation of the project, for example, modifications to utility networks.

These non-statutory approvals are not included in the draft Fast-track Consenting Bill so cannot be approved through this process and will need to be sought separately.

If the approval(s) are granted, when do you anticipate construction activities will begin, and be completed?

Please write your answer here:

At this stage it is difficult to assess how it would impact the programme, however, for the below we have assumed that the Fast Track timeline would require a 6 month selection, followed by 2 month panel approval, and 1 month ministry approval.

Concept Design: February 2021 – June 2023

Public Consultation: July 2023 – August 2023

Council public hearings and decision making: April 2024 – June 2024

Procurement: December 2023 – December 2024

Business Case (NZTA funding application): January 2025 – December 2025

Detailed Design: January 2025 – June 2026

Fast track approvals process: January 2026 – September 2026

Final negotiation with contractor: October 2026 – December 2026

Construction period: January 2027 – December 2028

Defects Liability & Closure: October 2028 – September 2030

This results in a saving of 9 months over the current timeline.

Should the Fast Track Approval process be significantly quicker than assumed, it is possible that this project could be delivered up to a year earlier.

### Section 3: Consultation

Who are the persons affected by the project?

Please write your answer here:

Key Authorities include:

- Christchurch City Council (Local Council)

- Environment Canterbury (Regional Council)

- New Zealand Transport Agency Waka Kotahi (for Anzac Drive SH74)

Iwi Authorities include:

- Ngāi Tahu

- Ngāi Tūāhūiriri

Detail all consultation undertaken with the persons referred to above. Include a statement explaining how engagement has informed the project.

Please write your answer here:

Key Authorities:

- Christchurch City Council - This is a Christchurch City Council project, therefore internal stakeholder consultation was undertaken.
- Environment Canterbury – Project team have met Environment Canterbury to inform them of the project, discuss the bus network and discuss the consent strategy specifically working over and near the Ōtākaro-Avon River
- NZ Transport Agency Waka Kotahi – Project Team have discussed interface of the project at the nearby Anzac Drive (SH74) / Pages Road Intersection, which is within their jurisdiction.

Iwi Authorities:

The project team has discussed the design with representatives of Mahaanui Kurataiao (MKT) and Ngā Hau e Whā (National Marae nearby project area) and staff will continue these discussions during detailed design and construction phases of the project.

Mahaanui Kurataiao (MKT) provide a service to Christchurch City Council, where they provide feedback to the project, representing the affected Iwi (Ngāi Tahu and Ngāi Tūāhūiriri).

Other Key Stakeholders:

- The project has completed:
- Early Engagement with key stakeholders, directly affected businesses and residents.
- Open Public Consultation – webpage: <https://letstalk.ccc.govt.nz/pagesroadbridge>
- Hearings, where a panel of Elected Members assess feedback, listen to feedback from the public and organisations, and request more information and design alternatives, before making a recommendation on the design to Council for approval. At time of submission this process is underway: [https://christchurch.infocouncil.biz/Open/2024/04/BLHP\\_20240404\\_AGN\\_10036\\_AT.PDF](https://christchurch.infocouncil.biz/Open/2024/04/BLHP_20240404_AGN_10036_AT.PDF)
- For the direct engagement that has been undertaken between council staff and stakeholders / public please refer the Engagement Log as in the supporting document 'Attachment 3.1 – Consultation – Supporting Documents – Pages Road Bridge Renewal'
- Organisations were met during early engagement, a record of the meeting was documented.
- Public submissions (organisations and residents) that were submitted as part of the public consultation are in the supporting document 'Attachment 3.1 – Consultation – Supporting Documents – Pages Road Bridge Renewal'

- Submissions analysis of public submissions can also be found in the supporting document 'Attachment 3.1 – Consultation – Supporting Documents – Pages Road Bridge Renewal'

Various changes were made to the design as a result of public consultation:

- Changes to layouts (parking/landscaping) by the Beachcomber Dairy
- Addition of a path to encourage cyclists and pedestrians away from 5 Owles Terrace
- Addition of cycle markings and access at intersection of New Brighton Road and Rawson Street
- Creation of more cycle space at Hardy Street build outs
- Changes to parking time restrictions based on feedback from retailers and childcare providers
- Additional car parking based on feedback from retailers and childcare providers
- Additional bus shelters
- Backup power to traffic signals in an emergency situation
- Additional cycle parking
- Changes to driveway entrance to suit residents
- NOTE: at the time of submission the Hearings Panel was still receiving and assessing feedback from public consultation, so may recommend further changes. This is expected to be completed on 17 May 2024.

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Attachment 3.1 - Consultation - Supporting Documents - Pages Road Bridge Renewal (1)\_Optimized.pdf was uploaded

Describe any processes already undertaken under the Public Works Act 1981 in relation to the land or any part of the land on which the project will occur:

Please write your answer here:

Council has started a formal process to find descendants of the historic parcel of land.

Likely to be some process required to make small changes to red-zone designations due to the new alignment of the bridge and approaches

## Section 4: Iwi authorities and Treaty settlements

What treaty settlements apply to the geographical location of the project?

Please write your answer here:

The Crown and Ngāi Tahu entered a deed of settlement executed on 21 November 1997. The Deed of Settlement records an apology by the then Prime Minister the Right Honourable James Brendan Bolger, for the Crown. That apology acknowledged that Ngāi Tahu suffered grave injustices which significantly impaired Ngāi Tahu's economic, social and cultural development. The Deed of Settlement recorded the matters required to give effect to a settlement of all of Ngāi Tahu's historical claims.

The Ngāi Tahu Claims Settlement Act 1998 is  
An Act—

- (a) to record the apology given by the Crown to Ngāi Tahu in the deed of settlement executed on 21 November 1997 by the then Prime Minister the Right Honourable James Brendan Bolger, for the Crown, and Te Rūnanga o Ngāi Tahu; and
- (b) to give effect to certain provisions of that deed of settlement, being a deed that settles the Ngāi Tahu claims

The project works needed to implement the Pages Road Bridge Renewal project are consistent with the operation of the Ngāi Tahu Claims Settlement Act 1998.

Are there any Ngā Rohe Moana o Ngā Hapū o Ngāti Porou Act 2019 principles or provisions that are relevant to the project?

No

If yes, what are they?:

Are there any identified parcels of Māori land within the project area, marae, and identified wāhi tapu?

No

If yes, what are they?:

Is the project proposed on any land returned under a Treaty settlement or any identified Māori land described in the ineligibility criteria?

No

Has the applicant has secured the relevant landowners' consent?

Yes

Is the project proposed in any customary marine title area, protected customary rights area, or aquaculture settlement area declared under s 12 of the Māori Commercial Aquaculture Claims Settlement Act 2004 or identified within an individual iwi settlement?

No

If yes, what are they?:

Has there been an assessment of any effects of the activity on the exercise of a protected customary right?

No

If yes, please explain:

Upload your assessment if necessary:

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## Section 5: Adverse effects

What are the anticipated and known adverse effects of the project on the environment?

Please describe:

Adverse effects of the project include the risks from temporary construction effects which will need to be managed and mitigated which include noise, dust, potential disturbance of contaminated soil and sediments, loss of existing riparian environment, potential reduction of surface water quality, construction breaching the groundwater aquifer, adverse effects on instream habitats and ecosystems in a site of ecological importance, potential effects may also impact downstream of the site.

Council considers these are temporary construction issues, and can be managed through the permanent and temporary works design, and construction methodology

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## Section 6: National policy statements and national environmental standards

What is the general assessment of the project in relation to any relevant national policy statement (including the New Zealand Coastal Policy Statement) and national environmental standard?

Please write your answer here:

The draft Government Policy Statement on Land Transport 2024 (GPS) sets "increased maintenance and resilience" as one of its four strategic priorities. It specifically references that improving resilience on our state highways, local and rural roads is critically important' – acknowledging the significant challenges in recent years with weather events and natural hazards such as earthquakes.

The Pages Road Bridge Renewal project contributes strongly to achieving this priority. The project seeks to significantly improve the area's resilience by improving the transport capacity and efficiency during an evacuation in the event of a catastrophic tsunami. The design of the bridge will have increased resilience to seismic events which serves as a lifeline evacuation route and carries critical utilities infrastructure across the Ōtākaro-Avon River. The height of the new bridge will also be compatible with the future flood protection stopbanks to be constructed along the river which will help protect public and private property from flooding associated with climate change and associated sea level rise.

While road renewals are separated from road maintenance within the GPS, the GPS prioritises both, and the project is aligned to its proposed direction: roads such as Hardy Street and Rawson Street are in poor condition, so this project plans to bring them to an acceptable standard as part of the wider scope, despite this not being required to meet the objectives of the project.

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## Section 7: Eligibility

Will access to the fast-track process enable the project to be processed in a more timely and cost-efficient way than under normal processes?

Yes

Please explain your answer here:

Yes – as shown in previous questions, Council anticipates that this will allow the project to be completed 9 months earlier, and possibly up to 12 months.

There are concerns in the community around the suitability of the existing route in an emergency evacuation. This has been confirmed with traffic modelling in an evacuation scenario. Earlier delivery would provide greater peace of mind, and significantly reduce loss of life should an event occur.

It is difficult to quantify the cost-efficiency: there is no current precedent, so we are unable to compare the status quo against the new situation. However, we anticipate that it will provide reduced design and application costs, reduce standing time for designers and contractors, and potentially allow for a smoother construction process, thereby reducing contractor costs.

What is the impact referring this project will have on the efficient operation of the fast-track process?

Please write your answer here:

The Council considers that there is a low risk that the project will impact the efficient operation of the fast-track process due to the project's long development period and general level of support for it.

The project has been in development for several years and has been identified in the current and previous Regional Land Transport Plans and Long-Term Plans. There is strong consensus behind the project with the Canterbury Regional Transport Committee ranking the project as the fourth highest regionally significant project in the 2024-34 Regional Land Transport Plan.

The project has also been widely developed and discussed with key stakeholders and the community. Public consultation occurred in mid-2023, and public hearings began in April 2024. Submitters were asked whether they supported the proposed changes across each section of the project. The majority of submitters supported all the proposed changes with 75% of submitters supporting the proposed changes to Pages Road, including the second westbound lane for faster emergency evacuation.

Has the project been identified as a priority project in a:

Local government plan or strategy

Please explain your answer here:

The project is identified as a key component of both the Christchurch Draft 2024-2034 Long Term Plan and the Canterbury Regional Land Transport Plan, in terms of expenditure and alignment. Refer to the regionally significant question for details.

Will the project deliver regionally or nationally significant infrastructure?

Regional significant infrastructure

Please explain your answer here:

The Pages Road Bridge Renewal project was identified as the fourth highest regionally significant project in the 2024-2034 Canterbury Regional Land Transport Plan (RLTP). To rank the regionally significant activities, the Canterbury Regional Transport Committee set 'regional significance' criteria. An activity was considered regionally significant if it directly contributed to achieving the RLTP vision and priorities, and if the project contributes to social, environmental, cultural, or economic benefits of the wider Canterbury region.

The Pages Road Bridge Renewal project was determined to have a regional significant ranking of fourth through an evaluation process against other regional projects and subsequently by consultation and deliberation by the Regional Transport Committee. Specifically, the Pages Road Bridge Renewal project was categorised as a regionally significant resilience improvement project that seeks to manage the risk of exposure to extreme events. This status was informed by the project's effect on the resilience of a key corridor in and out of New Brighton, one of the main centres in Ōtautahi Christchurch. The traffic egress enhancements proposed alongside the bridge renewal seek to significantly reduce the risk of people being stuck in traffic

in the event of a catastrophic tsunami. Additionally, the project represents a significant portion of the Christchurch draft Long Term Plan capital expenditure for transport.

The project also involves raising the elevation of both the bridge and the Pages Road corridor west of the bridge to reduce the risk of flooding. The road corridor currently has flooding issues, but this is expected to worsen because of sea level rise. Emerging research from GNS Science in October 2023 indicates that the project area has increased subsidence rates because of the 2010/11 Canterbury earthquakes, which increases the risk of flooding.

The Canterbury Regional Land Transport Plan was approved by the Canterbury Regional Transport Committee on 18 April 2024, and the Canterbury Regional Council will vote to confirm the plan on 1 May 2024.

Additionally, the Pages Road Bridge Renewal project was identified as the region's highest regionally significant local road activity in the 2021-2031 Canterbury Regional Land Transport Plan.

Will the project:

contribute to a well-functioning urban environment

Please explain your answer here:

The Pages Road Bridge Renewal project and associated work specifically seeks to improve the area's ability to respond to a catastrophic tsunami, the bridge's ability to respond to seismic events, and the change to bridge levels is in response to expected sea level rise.

This responds directly to one of the outcomes in Policy 1 of the NPS-UD, which considers that urban environments to be well-functioning should be resilient to the likely current and future effects of climate change.

Will the project deliver significant economic benefits?

Yes

Please explain your answer here:

Yes

This is a significant construction project in an area with mostly low socioeconomic indicators and in an area that was severely damaged and severely affected from the 2011 Christchurch Earthquakes. The wider New Brighton area is perceived as suffering from a general lack of investment, and the poor condition of the bridge is often cited as an example of this. The investment into this "gateway" supports other public investment (e.g. He Puna Taimoana New Brighton hot pools) and expected private investment into the New Brighton Mall.

Council have not yet carried out a full business case for NZTA investment. However, in 2021 a provisional investigation into value for money was undertaken focussing on the monetised value of exposure to a catastrophic tsunami hazard, resulting from the proposed scheme. The investigation predicted a value of § 9(2)(b)(iii), based upon a probability basis of the worst case event (valued at \$6.5bn loss of life), and the numbers of people not evacuated (the level of exposure) predicted using microsimulation traffic model. The analysis accounted for the probability of a tsunamic earthquake from Hikurangi or Kermadec Trenches, and the probability of wave heights generated and areas inundated. Since this work was undertaken, the value of life (defined by NZ Treasury) has significantly increased, meaning that an updated assessment from this element alone may result in a social net benefit in the order of \$500m.

Given that there will be further benefits from improved traffic flows, safety improvements, etc, we would expect this to increase significantly in a fuller analysis.

Will the project support primary industries, including aquaculture?

No

Please explain your answer here:

New Brighton is a mostly residential, commercial and tourist suburb. This bridge links this suburb to the State Highway, and on to the rest of the city

Will the project support development of natural resources, including minerals and petroleum?

No

Please explain your answer here:

New Brighton is a mostly residential, commercial and tourist suburb. This bridge links this suburb to the main city

Will the project support climate change mitigation, including the reduction or removal of greenhouse gas emissions?

Yes

Please explain your answer here:



Yes

The project will provide safe links to the City to Sea cycle and walkways and upgrade public transport infrastructure, thereby encouraging use of low-carbon modes. It also future proofs Christchurch City Council's Major Cycleways programme, as one of the future routes may use the bridge to cross the river and access the New Brighton suburb and mall.

Will the project support adaptation, resilience, and recovery from natural hazards?

Yes

Please explain your answer here:

Yes.

The level of the new bridge includes allowance for predicted sea level rise.

The bridge will be compatible with future flood protection measures along the river.

The bridge and approaches will be designed to approx. Importance Level 4 design criteria, ensuring that they are available for use in the immediate aftermath of a significant seismic event. The changes to the bridge and road network have been modelling to cater for additional capacity and increased efficiency during emergency evacuations.

Will the project address significant environmental issues?

No

Please explain your answer here:

No

Increased tree numbers, and the improved road surface water facilities allied to the creation of surrounding wetlands (by another project), may provide some wider environmental benefits. However, these are likely to be small and are not the key objectives of the project.

Is the project consistent with local or regional planning documents, including spatial strategies?

Yes

Please explain your answer here:

The project is identified as a key component of both the Christchurch Draft 2024-2034 Long Term Plan and the Canterbury Regional Land Transport Plan, in terms of expenditure and alignment. Refer to the regionally significant question for details.

The project also aligns well with the recently adopted Greater Christchurch Spatial Plan. The Plan specifically identifies Eastern Christchurch as a Priority Regeneration Area which sets a direction to:

- maximise opportunities for regeneration of housing and business areas in appropriate locations;
- improve accessibility to this area, including its significant recreational assets; and
- support this area to adapt to the impacts of climate change and to strengthen resilience.

The Pages Road Bridge Renewal and associated works on Pages Road specifically improves vehicle and active travel accessibility to and around the area. It also specifically seeks to improve the area's ability to respond to a catastrophic tsunami, and the bridge's ability to respond to seismic events. While the area defined as Eastern Christchurch is broad, the project extent is significant, and it will impact travel and access within the Eastern Christchurch Regeneration Area.

Anything else?

Please write your answer here:

Does the project includes an activity which would make it ineligible?

No

If yes, please explain:

## Section 8: Climate change and natural hazards

Will the project be affected by climate change and natural hazards?

Yes

If yes, please explain:

Yes.

#### Climate Change effects:

As previously discussed, the land around the bridge is subsiding as a result of the Christchurch and Kaikoura earthquakes, which combined with anticipated sea level rise due to climate change, will have an impact on the level of the water relative to the bridge. This has been taken into account in the design, with the soffit level of the bridge raised around 1m above that of the current bridge. This level change has dictated some of the design for the approaches and tie-ins to the existing road network.

Flooding on the existing Pages Road approach is a significant problem, which is difficult to resolve due to this being a low point in the city. The new design for Pages Road is approx. 0.5m higher than the existing alignment so will help reduce the frequency of these issues, but due to the level of the ground in this location and the need to tie into the State Highway, there may still remain some residual flooding when high rainfall and high tide occur simultaneously. With higher rainfall events and sea level rise, these are expected to happen more frequently.

With rises in sea levels, this area would expect to have groundwater that is increasingly salty (brackish). The design recommends planting that is more resistant to this issue, despite the plants selected not necessarily being endemic to this area of New Zealand (e.g. Pōhutukawa)

#### Natural Hazard effects:

The area to the west of the river has low lying ground that is susceptible to liquefaction, settlement, and lateral spreading, and was designated as “red-zoned” after the 2010-2011 Canterbury earthquake sequence. The current bridge, approaches, and surrounding road network were badly damaged, and despite repairs by SCIRT the structure remains at just 15-20% of existing building code, and has speed restrictions to limit further deterioration. The road is also well-used, averaging around 12,000 vehicles per day. It is unlikely that the current structure and approaches would be usable after a large earthquake, therefore, providing a resilient structure is important to the local community from a general connectivity point of view.

The wider New Brighton area is also prone to the effects of tsunami in the Pacific – both from regional sources (such as the Hikurangi Trench around Kaikoura and the East Coast), and from distant sources (such as around the Chilean coast). Due to the lack of nearby high ground the only escape route in the event of an impending tsunami is to head inland, which for most people will mean crossing the Ōtākaro-Avon River. Modelling shows that regional-source tsunami could cause waves to hit this area in a short timeframe, and experience from the Kaikoura earthquake in 2016 demonstrated that the current evacuation facilities are unsuitable given the size of the affected community.

Because of this, the road has been identified as a lifeline route and Civil Defence will actively encourage people to use this as a key point of escape in an event. As part of the design development the evacuation was modelled, which resulted in the change to a T-intersection on the eastern side of the bridge, and the removal of Owles Terrace and New Brighton Road from the intersection (note that this also had positive effects on the areas available for wetlands, which will help to mitigate the day-to-day flooding issues mentioned above).

The risk to the structure in an earthquake, the significance of the route to the local community, and the evacuation requirements, have resulted in the serviceability limit state (SLS) for the bridge been designed to Importance Level 4. This means it will be usable in the immediate aftermath of a major seismic event, but also requires substantial ground improvement works on the approaches to the bridge to create the resilience, and therefore potentially more onerous consent approvals and conditions.

## Section 9: Track record

Please add a summary of all compliance and/or enforcement actions taken against the applicant by any entity with enforcement powers under the Acts referred to in the Bill, and the outcome of those actions.

Please write your answer here:

Given the number of projects undertaken by the Christchurch City Council there are very few compliance and enforcement actions taken against the Council under the Resource Management Act. Listed are all of those that we have located records for in the past 20 years.

- 2004: Aidanfield subdivision. Abatement notices (4) related to subdivision development and sediment discharge.
- 2007: Tikao Bay: Abatement notice for breach of discharge limits. Disputed by Council and cancelled by ECan.
- 2009: Burwood closed landfill: Abatement notice “Must not allow the deposition of any material other than capping material authorised by condition 5.1 of CRC011364.2”.
- 2009: Avon Heathcote Estuary: Abatement notices (2) requiring Council to cease discharges of treated wastewater into the Estuary.
- 2020: Shalamar Drive: An abatement notice and an infringement notice related to sediment control.
- 2021 and 2023: Onuku closed landfill: Abatement notices (2) requiring improved maintenance of the landfill “cap”.
- 2022-23: Organics Processing Plant at Bromley: Abatement notice and infringement notices regarding offensive and objectionable odour.
- 2023; Barrys Bay closed landfill: Abatement notice requiring improved management of the landfill “cap”.

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## Declaration

Do you acknowledge your submission will be published on [environment.govt.nz](https://environment.govt.nz) if required

Yes

By typing your name in the field below you are electronically signing this application form and certifying the information given in this application is true and correct.

Please write your name here:

Jacob Bradbury

Important notes