

CCC Draft Public Open Space Strategy 2010-2040

Diamond Harbour Community Association Submission prepared by Richard Suggate

Choose one:

- I do NOT wish to present my submission at the hearing, and ask that this written submission be considered, OR
- I wish to talk to the main points in my written submission at a hearings.

Are you completing this submission:

- For yourself
- On behalf of a group or organisation

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The Diamond Harbour Community Association has historical roots back to 1931 when the local Burgesses Association was formed, with the DHCA replacing it in 1984. It continues to perform vital community functions such as Community Hall management, publishing of the Diamond Harbour Herald and supporting the local website. The Committee is elected at an annual public meeting. This submission is on from the Committee and represents a cross-section of community opinion.

1. Is providing better access to new and existing open spaces over the next 30 years important to you?

Yes: It is very important to manage and acquire new open spaces for recreational, fitness, sporting, access, commuting and nature conservation purposes.

2. How important is it to you that the Council provides the same level of public open space per person in urban Christchurch over the next 30 years as the population increases?

Absolutely vital otherwise the public requirements as outlined in item 1 above are unlikely to be achieved. It can be argued that a greater area per person will be required as housing density increases and individual section green space declines.

3. Do you support the Draft Strategy's proposal to develop an increasingly connected network of open spaces across Christchurch and Banks Peninsula?

27/02/2010

Yes. This will increase and diversify public access - particularly to coastal, riverside and scenic areas. It is also important for environmental and biodiversity reasons.

4. Please identify which activities you regularly use public open space for:

- Short walks
- Day walks
- Mountain biking
- Road biking
- Running
- Dog walking
- Relaxation
- Horse riding
- Kayaking/boating
- BMX/Skate
- Water based activities (non-boating) (please list)
Swimming, fishing.

The Diamond Harbour community participates in a wide range of land and water based outdoor sporting activities including all the sporting activities listed above.

Cultural activities: Picnics, fairs, barbecues, concerts, team sports, cemetery usage.

Other activities: Relaxation, scenic viewing, getting peace and quiet, bird-watching, parapenting. The Diamond Harbour community values open space for a wide range of recreational activities.

5. What activity would you like to do more of in public open space? (please list)

Day walks with circular routes to avoid using roads for one's return journey, particularly as the roads lack footpaths in many places. Improved access to the coast and access along the coast and to scenic viewpoints is a priority. All activities listed in Question 4 are significant.

6. Do you think there should be more public information available for everyone about how and where you can use public open spaces? (For example, signage, brochures, on-site interpretation)

Yes: Signage on some tracks is poor or patchy. For example, the signage on access to the Diamond Harbour coastal track has fallen into disrepair or is missing. Access to Church, Charteris and Diamond Harbour Bays are not signposted. Improved signage would allow land owners more confidence that users would keep to paths. The downside of better signage is that those who are less able to appreciate the open space use it to vandalise and litter it, but on the balance good signage of all access-ways and parks is important.

All coastal access points and track beginnings should be signposted. For example, foot access to Church, Charteris and Diamond Harbour Bays are not signposted.

All legal roads on the Peninsula should be assessed for their priority in providing public access and a programme of marking them and signposting them commenced. Improved cooperation between DOC and CCC in promoting Banks Peninsula walkways and routes would be beneficial.

On-site interpretation should be concentrated at nationally and regionally significant sites with high public usage e.g. Ripapa Island, Godley House.

7. In your opinion, to what extent does the Banks Peninsula concept map (page 6 and page 25 of the main document) provide for appropriate public open space opportunities?

Generally, yes. I note that many key walkways are not shown on this map as it is presenting future developments – not the current major routes. This could be clarified by the preparation of another map showing existing recreation use and services.

The Association considers that following are key points that need to be reinforced by the map and the associated text:

- The Godley Head to Adderley Head coastal walkway is strongly supported with an extension into the Port Levy road-end as a possibility in the future. A commitment to funding and creating this should be made in the LTCCP. Negotiations should be undertaken with all the relevant landowners to secure a practical route. Where necessary easements should be created or purchases made to ensure access in perpetuity.
- Generally improved coastal access and coastal open-space recreation facilities is supported. For example access into Church Bay and around Black Point. No further private occupation of the foreshore (e.g. boatsheds) and their gradual removal where possible. Adequate maintenance of public wharves, jetties and slipways is important for marine access. The recognition of Wreck, Pile, Camp and Little Port Cooper Bays as important Banks Peninsula Bays for scenic, recreation and wildlife values is supported. They all need secure practical public access from both the land and the sea.
- The Association supports the Mt Evans (No 9) ‘area of interest’ and its expansion to include the coastal area between Camp Bay and Adderley Head. There are a number of key elements in this. One is to secure an area of coastal park below the Camp Bay Rd between Purau and Camp Bay, by first acquiring the ‘Ripapa or Purau’ headland. The recreational values are very high with the need for good public access and facilities at Pile Bay, Wreck, Shelly and other bays on the headland. There exists an excellent opportunity to increase public access to Ripapa Island, currently serviced by only a few concessionaire trips a year, by reinstating the bridge between the island and the headland. Public access to the headland park can then also be provided through the Ripapa wharf and this nationally significant historic site given the recognition it deserves. However any increased access to Ripapa would have to take into account the possibility of increased vandalism and would require a new and cooperative management approach from CCC and DOC. As it is a Topuni site, Ngai Tahu’s support for increased access would also be needed.
- The long-term goal should be the creation of a regional park along the coast from Purau to Adderley Head. Currently two properties (‘Ripapa/Purau Headland’

and 'Camp Bay to Little Port Cooper') are on the market and this is an opportunity for the Council to secure a magnificent area for the public of Christchurch. At present this area is under threat from sporadic subdivision and public ownership is the best protection from the future destruction of its scenic values. Both Camp Bay and Little Port Cooper (adjacent to Adderley Head Scenic Reserve) are future regionally significant recreational sites.

- Development of walking tracks (by landowner negotiation) linking Ripapa Headland, Purau, Adderley Head, Port Levy and the top of Mt Evans is a future great scenic walk opportunity. A path could also be made between Mt Evans and the Purau Port Levy Saddle, linking with the track up to the Monument and Mt Herbert. Marking of the Old Port Levy legal road is another option that could be discussed with relevant landowners.

- The Association supports the Summit Rd Walkway (No 23) 'area of interest'. It also supports the extension of the Summit Rd walkway to Akaroa along the Crater Rim. This is an important complement to the Head to Head coastal track and is of future regional and local use as well as tourism value. At present the Ahuriri reserve to Gebbies Pass section is missing (see Area of Interest No 6) and needs formation. The Gebbies Pass to Packhorse Track has not been formalized by the CCC and the Packhorse to Mt Herbert Scenic reserve section has not been formalized by DOC. These need to be protected by easements.

- The Mt Herbert to Hilltop walkway section along the legal road also should be formally gazetted, along with the route down the Mt Herbert ridge and also into Orton Bradley. The legal road down into Kaituna Valley from the saddle on the ridge between Mt Herbert and the Western Valley Road should also be marked. Protection of indigenous vegetation remnants is also supported. DOC and CCC should rationalize the management of this important walkway. There also exists the opportunity to extend the walkway from Hilltop to Akaroa. Mountain bike usage of this route should also be approved and notified where possible and not in conflict with walkers, with the long-term intention having a Godley Head to Akaroa Summit rim mountain bike track.

- The Association supports the Upper Harbour (No7) 'area of interest' because of its relatively undeveloped nature and lack of housing. While both Moepuku and Mansons Peninsula have park potential the primary outcome for these should be protection be to limit future development to scenically unobtrusive areas. Negotiated covenants to prevent subdivision and housing should be attempted as a first step. The Teddington mudflats have been neglected for the last two decades despite being identified as a Recommended Area for Protection in the Banks Peninsula PNA Report in 1990. No further infilling or drainage should be allowed and the seaward tidal areas should be purchased for their ecological values. Anticipated sea level rise is a further reason for its retention in an undeveloped state. Coastal natural character landscape zoning in the district plan for this area recognises its value.

8. Referring to the Metropolitan Map (page 5).

Do you agree or disagree with the proposal for open space provision in regard to:

The Association supports improved parks and facilities for Christchurch residents particularly for those areas currently lacking neighbourhood parks (pink on plan) and sports parks (yellow). Diamond Harbour ratepayers and residents may reside in Christchurch or often visit Christchurch for shopping, work, sport or entertainment or to meet friends and relatives. We will also then benefit from improved recreation connections and routes just as Christchurch residents benefit from improved recreation opportunities on Banks Peninsula.

9. Referring to the City Identity Map (page 5).

Do you agree or disagree with the proposal for open space provision to:

Protect important natural landscapes, waterways and the coastline.

Agree

The Lyttelton Basin is a very important 'area of interest' for a regional parks landscape. The Association suggests the coastal landscape from Godley Head to Adderley Head, with its coastal reserves (present and future is recognised as a Lyttelton Harbour Regional Park. Ripapa Island and Quail Island as well as having biodiversity, recreational and scenic values are very significant Heritage/Cultural sites and should also be included in the park. This with the Crater Rim Reserves complex and the Pegasus Bay coast should be given status as three other CCC recognised Regional Parks alongside the Waimakariri Regional Park. All these areas are vitally significant for the benefit of current and future citizens who will need more access to open public space in the future as population grows and housing intensifies.

Enhance opportunities off major roads for recreation routes.

Agree

Vehicles (apart for their transport function) and most other public recreation and enjoyment are generally incompatible and should be well separated where possible. Currently there is conflicting use of road space between cyclists and motorists on the Dyers Pass, Gebbies Pass and Governors Bay Roads. Adequate separation between 'road' cyclists, mountain-bikers, walkers and cars should be achieved where possible. Already more cyclists use the Summit Rd area than walkers. As a start the cycle path between the Sign of the Kiwi and Victoria Park should be upgraded to road bike standard. Within the Diamond Harbour Area the coastal track is highly valued as an off-road access route and its extension around Black Point and to Purau is supported. Bay View Road and the Old Purau Rd are also popular walking routes and should not be upgraded without alternative walking access being found. Adequate footpaths need to be completed along Marine Drive between Charteris Bay and Diamond Harbour. A cycling path could be created on the Council land between Marine Drive and Bayview Rd to provide safe cycling for residents and commuting school children.

10. Referring to the Central City Map (page 4).

Do you agree with the Council's proposal for additional parks in the Central City? Yes. Do you agree with the need for more tree planting and amenities along Central City streets? Yes. Replace/supplement exotic trees with natives. This benefits Diamond Harbour residents and ratepayers as mentioned in answer to Question 8. Similarly some of the weed species on Diamond Harbour roadsides could be replaced with natives.

11. Should Central City streets be more pedestrian friendly?

Yes: Increase number of pedestrian crossings, or pedestrianise streets such as Colombo, Gloucester, Manchester, etc. Apply the advice of the recently employed European consultant.

12. What could Council do to improve the use of public open space in areas like Cranmer Square and Latimer Square?

Put in more shaded seats.

13. Any other comments?

13.1 Priority local issues affected by the strategy

What follows is a commentary on the past, current and potential management of Diamond Harbour Open Space to illustrate and reinforce the other general responses.

- The public acquisition of the Purau Headland and Camp Bay properties are a priority for the Association. These sites provide future picnic, camping, boating, walking and cycling opportunities. Reserve status will encourage an increase in biodiversity protection (e.g. improve penguin habitat) and prevent any further sporadic subdivision and housing development. Greater public access to Ripapa would be an additional benefit obtainable from the acquisition of Purau Headland. Acquisition is possible if the Council negotiates with the vendors and other interested parties. Future development of the Purau Headland should be supported by DOC given the national significance of the Ripapa reserve and will also be dependent upon the support of Ngai Tahu given that it is a Topuni site.
- The Black Point subdivision is a recent example of Council planning neglecting to make adequate provision for open space and coastal access. Preferably the whole Point should have been reserved via the designation originally placed upon it by Lands & Survey. Subsequently a plan submission not noticed by anybody else, then changed the zoning from rural to small settlement. While the semi-native reserve on the top of the Point is useful the public access to the beach is limited and unavailable for those unable to negotiate steps. Furthermore no larger area of beach was reserved apart from the legal road strip. A prime sheltered sandy beach location in the inner harbour close by to many residences should have had an extensive landscaped picnic area provided. This opportunity was neglected by the Council in favour of beach side sites being retained by the developer. The footpath along the road still has not been opened to the public and is also unavailable for those unable to negotiate steps.
- Church Bay prior to the last decade had three points of access, the coastal track, a formed 4wd legal roadway at the western end and an old 4wd track coming off Athol Place, used for walking access. The Athol Place access allowed for easy parking and gentle access for the Diamond Harbour residents. In a subdivision process the Council failed to negotiate a public easement down the 4wd and the current owner does not allow public access by this route. Subsequently the Council has been unable to negotiate/purchase the route. As a result much of the value of Church Bay as coastal open space has been lost.
- As stated earlier the Association supports the extension of the coastal walkway to Charteris Bay and Purau and then as part of the Head to Head walkway through to Adderley Head and back to Governors Bay. A maintenance programme needs to be put in place to ensure its formation; structures and signage are upgraded (in the high-use sections) and all of it regularly maintained. Some parts of the track (and side tracks back to Marine Drive) currently need remedial work and signage needs updating.
- Open Space also needs biodiversity maintenance. The Diamond Harbour coastal reserves are almost unmatched in Canterbury for their density and variety of weed species. Those remaining elements of native biodiversity that exist in the shaded slopes and moister gullies need fostering and supplementing with additional plantings. The top priority weeds need treatment and it was heartening that a joint DOC/CCC Ranger team have commenced climbing asparagus and smilax control in

Purau Bay. Other priorities should be the prickly pear infestation and other spreadable cacti. Including the coastal reserves in other Banks Peninsula pest control initiatives would be desirable. Already bellbird and pigeon populations are strong in Diamond Harbour and it is hoped that tui will also return to the area.

- Legal roads can be made much more use of to establish improved public access to coasts, reserves and scenic viewpoints and to establish further circular walking and mountain-biking routes. The Summit Rd ‘double fence line’ between the Monument and Hilltop is an outstanding example of the success of this approach. Many of the outer bays on the Peninsula have legal access but are still sign-posted as having no ‘beach access’. Where the legal road is on an unpractical route, negotiations with landowners can lead to the closure of the legal road in return for an easement providing good public access. All walkways should be legally registered on the title. Local examples of unregistered walkways that have been threatened with closure; include the Mt Herbert ridge and the Pigeon Bay walkway.

- The Council owned land between Bay View Rd and Marine Drive is a very important piece of publicly owned “open space” for Diamond harbour residents. While it is held for future urban expansion it also provides an ‘important’ inland Green Belt for the community to complement the harbour-side reserves. Any proposed development or disposal of this area requires extensive community consultation. There are high expectations that ‘open space’ attributes of open landscape, biodiversity regeneration, walking and cycling access will be fundamental to any changes to its management.

- A key component of open space protection and enhancement is sympathetic provisions in the district plan. Currently the district plan has only limited coastal landscape protection. The Purau Headland is an example of this with only the eastern side of it being zoned as coastal natural character landscape (CNCL). CNCL is also absent from the Diamond Harbour Coastal Reserves, Moepuku Point and Mansons Peninsula, despite their obvious coastal landscape qualities. Outstanding natural landscape recognition of the Mt Herbert-Diamond Harbour ridge and the Mt Evans ridges is far more appropriate. Subdivision in the rural landscape is one of the primary drivers of adverse open space change. The recent change in the plan to reduce the minimum lot size for discretionary subdivision in the Rural Zone from 10ha to 4ha has only made the situation worse. The draft strategy is unclear on what changes should be made to the district plan to assist with strategy implementation.

13.2 Comments on the existing strategy text

The following are specific comments and suggested changes to the main strategy document:

- **Strategy Scope and Overview** - The Association notes the Open Space issues in pages 7-8 of the strategy and agrees with all those raised relating to Banks Peninsula. Improved practical legal access to Banks Peninsula Bays; provision of off-road cycleways and walkways; public access to outstanding natural landscapes and coastal area, and use of unformed roads for cycling and walking are solutions that are supported. The statement on the insecurity of private land Akaroa walking tracks should be expanded to include un-gazetted walkways on the Peninsula. Charitable Trusts that manage public open space should have increased support. For example, Orton Bradley should not have to

sell its coastal land – if necessary that land should be bought by the Council – with sea level rise it is unsuitable for development anyway.

- The **Vision, Guiding principles, goals, objectives and priorities** are supported.
- **Strategy Goal 1 Objective 1.1** - Page 12. The priority initiatives to 2040 are supported including the Lyttelton Harbour Head to Head Walkway (highest priority) with the following amendments:
 1. Add Summit Road (Gebbies Pass to Hilltop) as a highest priority
 2. Add Coastal Access (Lyttelton & Akaroa Harbours and all bays with legal roads) as highest priority.
 3. Add permanent protection of un-gazetted walkways
 4. Identify the major recreation routes on the maps (it is currently unclear what is referred to)
 5. Review of unformed legal road suitability for possible walkway and cycleway use (highest priority)
- **Strategy Goal 1 Objective 1.4** – Page 13. An increase and upgrade of recreation facilities (e.g. toilets and campgrounds) on Banks Peninsula is supported. This should be associated with land acquisitions (e.g. Purau Headland) and new access tracks.
- **Strategy Goal 1 Objective 1.5** – Page 14. A street renewal programme to incorporate pedestrian/cycle requirements is endorsed. A much more imaginative approach of blending footpaths and current car parking areas to create safe off-road cycleways needs to be implemented. The development of safe and appropriate cycleway routes is endorsed and some routes are suggested in this submission. This should take a much larger allocation of the City's transport budget. The recognition in the District Plans of the special character of the Summit Roads and other scenic routes is supported.
- **Strategy Goal 2 Objective 2.1** – Page 15. The Association supports the priority initiative “a diverse range of natural landscape, indigenous biodiversity and cultural heritage is protected by Regional parks acquisition”. This submission contains priority suggestions for acquisition in the Lyttelton Basin starting with Purau Headland. The Council has made two excellent large scale biodiversity and landscape purchases at Te Oka and Misty Peak in recent years. The short and medium term priority now should be acquisition of land closer to Christchurch that will protect coastal landscapes and provide easy access to more recreational areas for urban residents. We support the initiative “The Port Hills backdrop...and the high quality natural landscapes and coastline in Lyttelton Harbour are protected”.
- **Strategy Goal 2 Objective 2.3, Strategy Goal 3 Objective 3.2**– Pages 16 & 17. A Council partnership with Ngai Tahu to recognise those significant cultural heritage areas is very important. Ngai Tahu association with Ripapa Island, Purau Headland needs to be recognised and active collaboration increased.
- **Strategy Goal 3 Objective 3.3** – Page 17. Organisations such as Otamahua Restoration Trust, Orton Bradley, Hinewai, Summit Road Society, Banks

Peninsula Conservation Trust, Little River Rail Trail should all gain additional Council support as these voluntary initiatives provide much public benefit through their landscape cultural and biodiversity protection and public recreation work and reduce the need for direct CCC funding for public amenity.

- **Strategy Goal 4 Objective 4.1 – Page 18.** The development contribution policy should be reviewed and updated. While the hierarchy for the use of accumulated reserve funds may be correct it should not be a strict priority of meeting all needs of Neighbourhood Parks before moving on to the ‘lesser’ categories. Priorities should be established in all categories of park needs and the highest should be purchased in all categories.
- **Strategy Goal 4 Objective 4.2 – Page 18.** Carbon sequestration opportunities from regenerating shrub-land and forestland (exotic transition as well as native) should be vigorously pursued as this will lessen the costs of acquisition over the longer term as these open space categories become money earners from carbon credits.
- **Te Pataka o Rakaihautu/ Banks Peninsula and Kaitorete Spit Open space Concept Plan - Pages 23-24.** The discussion in the text is supported. Completion of the Lincoln - Little River Rail Trail (including an additional linking route via the Old Tai Tapu Rd) to reduce cycling pressure on State Highway 75 should be a priority. Improved (including signposted and mapped) public access to all Banks Peninsula beaches should be more clearly emphasised. The development of facilities at priority important destinations (Magnet Bay...Hickory Bay) is supported. **The role of public transport is given insufficient recognition in the strategy.** The strategy is very focussed on road access for private vehicles. Bus and ferry access to other parts of the south side of Lyttelton Harbour needs to be improved over time. This will assume greater importance as fuel prices rise.
- **Map - Page 25.** Submissions (7 above) have already been made upon the map and some of the broad concepts of most interest to the Association.
- **Areas of Interest and Recreation Route Initiatives Pages 26-29.** Some of these have been commented on and supported elsewhere in the submission. The following are additional comments:
 - 6-9 - Comments provided under 7 above
 - 10 – Port Levy ‘Area of Interest’ is supported
 - 15, 17, 22, 23 - The Proposed Christchurch to Akaroa Summit and Harbour walkway is supported. This is a visionary idea that recognises the linkages for recreation between the Christchurch population and the Peninsula, by reorganising and completing the current existing track system. Cooperation and rationalising responsibilities between DOC and CCC is essential.
 - 24 Port Levy - Pigeon Bay Road upgrading is questionable. At present it provides an excellent cycle route and can be navigated adequately by car local people
- **Lyttelton Open Space Concept Plan and Map - Pages 45-46.** The discussion is generally supported. However the significance of the Port area

for future public open space is inadequately recognised. Comments on the Concepts Pages 47-48:

1. Lyttelton Port Company Wharves –“Investigate opportunities...a higher level of public access...More public access is highly desirable.” This statement is strongly supported and should be a high priority for action. The CCC as a major shareholder in the Port Company through City Holdings should implement this statement. The association with accessibility to the Diamond Harbour Ferry terminal is of particular significance to Diamond Harbour residents.
2. Norwich Quay – All the statements in this section are strongly supported. The long-term permanent location for the Diamond Harbour Ferry terminal needs to be built into this concept planning.
3. Proposed walking track links between the coastal reserves and the Crater Rim Walkway - the walkway between Lyttelton and Cass Bay needs standardisation and then extension westward as part of the Head to Head walkway.
4. A similar Open Space Concept Plan for the southern settlements of Lyttelton Harbour (Charteris Bay to Purau) should be prepared.

- **7. Guidelines for the provision of regional parks, protection of landscape and riparian areas Page 49** - These principles are generally supported.

Comments on the General Criteria Pages 50-51:

Protection of the natural landscape and coastline – Supported in principle, although the Association considers the areas identified in the District plan are inadequate and too narrow as criteria and other areas in Lyttelton basin should be included as part of the criteria. The Comment text acknowledges that there are many areas not recognised in the district plan that should be taken into account (sites of high quality scenic/visual value) and makes additional important points. Other criteria – are also supported.

Opens Space Standards and Guidelines Pages 55-57 – These standards look reasonable. Particularly support the provisions for Rural Areas - waterway setbacks and recreation routes on unformed legal roads or by negotiation with landowners.

- **9/10. Resources and capability/Implementation risks**

Collaboration with other organisations (public and private) is essential for successful implementation of the strategy. However it is also very dependent upon Council commitment of adequate funding via LTCCP. A variety of funding sources should be used – land and property disposal, rates, development contributions and private/public partnerships. It is noted that priorities are currently determined on a three year basis as part of the LTCCP budget round. We hope that the priorities in our submission for land acquisition will get funded if necessary by urgent one-off allocations where there are immediate opportunities on the market.

- **19 Open Space trends and issues Pages 77-84.** Some good points are made in this section, but they are not always clearly picked up in the earlier sections of the strategy. Of particular interest to the Association are :

Changing recreation preferences
Biodiversity Loss

Weed and Pest Control
 Climate Change
 Provision and management of beach access
 Campgrounds (recent loss of the Purau campground highlights this)
 Jetties and associated structures
 Water based recreation

14. Summary of submission main points

1. The Godley Head to Adderley Head coastal walkway is strongly supported with an extension into the Port Levy road-end as a possibility in the future.
2. The Proposed Christchurch to Akaroa Summit and Harbour walkway is supported – with secure access and coordinated management for all sections including Ahuriri Reserve to Gebbies Pass, to Packhorse Hut, to Mt Herbert and Hilltop to Akaroa.
3. Improved biking tracks including dual or parallel routes to match the Christchurch to Akaroa walkway.
4. Improved signage of coastal access tracks, walking routes and legal roads.
5. Improved coastal access and coastal open-space recreation facilities is supported. For example access into Church Bay and around Black Point.
6. The Association supports the Mt Evans (No 9) ‘area of interest’ and its expansion to include the coastal area between Camp Bay and Adderley Head.
7. The Association supports the priority initiative “a diverse range of natural landscape, indigenous biodiversity and cultural heritage is protected by Regional parks acquisition”.
8. Securing an area of coastal park below the Camp Bay Rd between Purau and Camp Bay, by first acquiring the ‘Ripapa or Purau’ headland is a very high priority.
9. The long-term goal should be the creation of a regional park along the coast from Purau to Adderley Head.
10. The Association supports the Upper Harbour (No7) ‘area of interest’ because of its relatively undeveloped nature and lack of housing.
11. Motor vehicles (apart for their transport function) and most other public recreation and enjoyment are generally incompatible and should be well separated where possible.
12. Open Space also needs biodiversity maintenance. The Diamond Harbour coastal reserves are almost unmatched in Canterbury for their density and variety of weed species.
13. Legal roads can be made much more use of to establish improved public access to coasts, reserves and scenic viewpoints and to establish further circular walking and mountain-biking routes.
14. The Council owned land between Bay View Rd and Marine Drive is a very important piece of publicly owned “open space’ for Diamond harbour residents.
15. The priority initiatives to 2040 are supported including the Lyttelton Harbour Head to Head Walkway (highest priority) with the following amendments:
 - Add Summit Road (Gebbies Pass to Hilltop) as a highest priority
 - Add Coastal Access (Lyttelton & Akaroa Harbours and all bays with legal roads) as highest priority.
 - Add permanent protection of un-gazetted walkways

- Identify the major recreation routes on the maps (it is currently unclear what is referred to)
 - Review of unformed legal road suitability for possible walkway *and cycleway* use (highest priority)
16. A key component of open space protection and enhancement is sympathetic provisions in the district plan. Currently the district plan has only limited coastal landscape protection.
 17. Subdivision in the rural landscape is one of the primary drivers of adverse open space change. The recent change in the plan to reduce the minimum lot size for discretionary subdivision in the Rural Zone from 10ha to 4ha has only made the situation worse. The draft strategy is unclear on what changes should be made to the district plan to assist with strategy implementation.
 18. An increase and upgrade of recreation facilities (e.g. toilets and campgrounds) on Banks Peninsula is supported.
 19. A street renewal programme to incorporate pedestrian/cycle requirements is endorsed
 20. Public access to Lyttelton Port Company Wharves, revitalisation of Norwich Quay and a user friendly location for the Ferry terminal is supported.
 21. The role of public transport is given insufficient recognition in the strategy. The strategy is very focussed on road access for private vehicles. Bus and ferry access to other parts of the south side of Lyttelton Harbour needs to be improved over time.
 22. Collaboration with other organisations (public and private including Ngai Tahu) is essential for successful implementation of the strategy. However success is also very dependent upon Council commitment of adequate funding via LTCCP.