

## ALL FEEDBACK ON DALLINGTON LANDING IN THE ŌTĀKARO AVON RIVER CORRIDOR

Submission number	First name	Last name	Organisation	What elements of the Landing are important to you?	Are there any elements you think are less important and could be removed or swapped out with other things?	Is there anything missing that you think must be included at this stage of the Landing's development?	Any other comments?
33372	John	Dunlop		All elements appeal	no	possibly a community garden area.	
33363	Bruce	White		<p>Thank you for the opportunity to make a submission on the proposed bridges and the Dallington Landing. Below are some short notes covering a few issues.</p> <p>Dallington Landing: I note that the proposed position of the Dallington Landing replicates the OARC Regeneration Plan. As a resident of the southern part of Gayhurst Rd, I'm familiar with the area of the proposed landing and the traffic flows in Gayhurst Rd.</p> <p>Serious Traffic Issues: The intended use of Rupert Place has not been properly considered. To allow for any entry or exit from Rupert Place onto Gayhurst Rd, would in my view be dangerous. A better point of entry into that part of the OARC would be via Glenarm Tce, but even that would require adjustments in Gayhurst Rd due to the nearby bend.</p> <p>Land Elevations: The other issue with the proposed placement of the Landing in Rupert Place is the elevation of that area of land. I don't know the precise elevation, but it seems substantially lower than the closest built areas of Dallington, which are subject to the Council's planning rules around coastal inundation &amp; flood hazards.</p> <p>It seems incongruent for Council to set rules on minimum elevations for house and garages in the area, and then to allow for Council buildings to avoid such elevation criteria.</p> <p>Alternative Landing Site: I suggest that an alternative landing site should be considered in the area of the northern side of the proposed Snell Bridge. This would be on higher ground and subject to easier traffic flows.</p>			
33361	David	Dunn		Safety and maximising the outdoor experience.	<p>The proposed entry and exit at Rupert Place would be dangerous as it is close to a corner on Gayhurst Road and the blind spots due to the "hill" on the Gayhurst Road Bridge.</p> <p>The removal of some of the cycleways seems a shame and wasteful as they have only been built since 2015.</p> <p>The toilets might be unnecessary as there are already some not far away on Avonside Park. Possibly a better site would be to make the car park on Snell Place and have signage to the existing toilets over the new proposed bridge.</p> <p>This would save on the cost of</p>	<p>The site that's been selected for families to enjoy nature is partly surrounded by traffic on Gayhurst Road and Avonside Drive. Visitors will see and hear vehicles coming and going which will diminish the outdoor experience.</p>	<p>The idea of a walk or cycle from the city to the sea will be enjoyed by many citizens and visitors. In a way, it will be a tribute to all the people that lost their homes and lifestyle in the affected areas.</p>

					building and maintaining another toilet block but, most importantly, this location would be safer. It is also further away from the busy Gayhurst road traffic.		
33358	Silas	Thielmann	Canterbury DHB	<p>The Canterbury DHB strongly supports the Dallington Landing in the Ōtākaro Avon River Corridor as it has multiple potential benefits to wellbeing. We do have some recommendations to consider in order to insure that the whole community can benefit from this project.</p> <p>Te Tiriti: The Canterbury DHB is encouraged to see that Māori are actively engaged in the project by working with the Matapopore Charitable Trust to integrate Ngāi Tūāhuriri / Ngāi Tahu cultural values and narratives into the design of the landing.</p> <p>Accessibility: An element of primary importance to the landing is equity of access for the whole community. The CCC has made a commitment to this in its Equity and Access for People with Disabilities Policy. Considerations and recommendations regarding accessibility are discussed further in Question 3.</p> <p>Active Transport: The Canterbury DHB strongly supports this project as it promotes active transport and recreation. Once completed the project will provide a great opportunity for exercise for pedestrians and cyclists.</p> <p>The Canterbury DHB recommend that CCC work closely with Environment Canterbury to ensure that the area has</p>		<p>Accessibility:</p> <p>The Canterbury DHB is encouraged to see that accessible car parking and toilets have been included in this early draft. Everyone, including people with disabilities need to benefit from the project.</p> <p>The CCC needs to ensure it meets its commitments in the “Equity and Access for People with Disabilities Policy” and the Accessibility Charter it signed in Nov 2017. This will ensure the CCC removes barriers to participation and enable contribution to community life for people with disabilities and their families/whanau. The Canterbury DHB suggests the CCC:</p> <ul style="list-style-type: none"> <li>- Use the ‘accessible journey’ approach to design the landing and its adjacent areas so people of all ages and abilities can arrive, make their way to the green spine, and connect with the amenities offered.</li> <li>- Design pathways to accommodate mobility devices and are safe for everyone in terms of width, elevation, camber, firm surface material, etc. The design considers the needs of people with sensory and other impairments.</li> <li>- Design accessible picnic areas, this includes getting to the proposed sheltered areas and</li> </ul>	

			<p>good bus connections and transport is not reliant on private motor vehicle access.</p> <p>Environmental Sustainability: The Canterbury DHB supports the Avon river corridor for its environmental benefits. Restoring native habitats and wetland development is health promoting and ecologically appropriate.</p>		<p>having access to eating at the tables. - Consider safety and accessibility of river access.</p> <p>The Canterbury DHB strongly recommends that the CCC engage both specialist technical expertise, and the Council's Disability Advisory Group, throughout the project, for advice related to accessibility. This is of particular importance due to the unique challenges that a recreational nature reserve presents.</p> <p>It is paramount that noted budget restrictions do not lead to compromises on accessibility elements. It will be much easier and more cost effective to include the elements in the initial design than to retrofit them. Accessible design at this stage is an investment that will pay off over the full development of the Green Spine and make this area more accessible for everyone, including families with young children, the ageing population, and people experiencing temporary mobility impairment due to injury or illness. Achieving best practice accessibility will also add to the tourism value of this project.</p>	
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33357			<p>Dallington Residents Association</p> <p>The Dallington Residents Association held a public workshop on 24 June 2020 to discuss the Dallington Landing and the Avondale, Snell and Medway Bridges. This is our feedback on the proposed bridges and landings.</p> <p><b>Dallington Landing</b> We are very excited to see this wonderful improvement to the riverside area by Gayhurst Road Bridge. The location is great and the combination of amenities (toilets, landing steps, picnic tables) and plantings are well received. We do have some specific notes and concerns, as below.</p> <p><b>Traffic / approaches</b> We are very concerned about the indication that the entrance to the landing would be via Rupert Place. This would necessitate the removal of part of an existing cycle way which is an important safety feature for cyclists moving off the bridge onto the busy (and high speed!) Gayhurst Road. While we understand that there is a desire to save money by using the existing hard surface at Rupert Place, the economic and safety cost of removing the cycleway would presumably make this more expensive than locating parking elsewhere. This is especially so given that there are only 12 car parks indicated as being here - we anticipate that most of the cars will park further up the road towards Glenarm Terrace.</p> <p>Allowing traffic to stop and turn into Rupert Place would make an already difficult bridge intersection even more troublesome. We strongly advise that this is reconsidered as we will not support the removal of the existing cycleway for this entrance.</p> <p>We submit that a better location for the entrance to the landing would be via Glenarm Terrace, where the traffic can turn in safely and there is existing roading at this location.</p> <p>We would also like to see the road speed on the Dallington side of the Gayhurst Road bridge be reduced from 50km to 30km. Traffic along Gayhurst Road is very fast - up to 100km at times. As the area around the landing and the trail leading up to and away from it becomes busier, the excessive speed in this area poses a significant safety hazard.</p> <p><b>Location</b> Some members of the group raised a concern with the location of the landing - the area is low-lying, quite wet, and subject to flooding. This might make the area unusable during high tides and as the water table rises due to climate change.</p> <p>We do appreciate, however, that the proposed location gives the best access since it's close to the bridge and the main road.</p> <p><b>Facilities</b> We are very happy to see the toilets here. They will be well-received for walkers, given that the nearest toilets in the area are Avebury House, Burwood Park or Avon Park. We wonder about the cost of the toilets - why are public toilets so expensive to build?!</p> <p>We are happy to see the plan for picnic tables and seating - this area is used a lot by families with kids, walkers with dogs, and cyclists. The addition of a seating area will be great.</p> <p>Can we request that you make sure that the proposed drinking fountain includes a dog watering bowl. Our many dog walkers will appreciate this. And since the area is already being used by so many dog owners, a dog poo bin and "dogs on leash" signage would be appreciated. Rather than using Rupert Place for car parking, could it be made available for community events and food/coffee carts (with a power outlet)? We would love to be able to hold summer events here, and the hard surface area at Rupert Place would be ideal for this, and could be used as a set down area for food carts.</p> <p>The group assumes that what is presented here is stage one of a more developed landing for the future - we look forward to this growing into an amazing community asset in the future.</p> <p><b>The timber steps</b></p>
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33356	Freda	Dozell		<p>The ability of all members of the public young or old to enjoy the river and its environs. To have clean, safe and well maintained toilet facilities.</p> <p>To enhance the journey along the Avon from the city to the sea.</p>		<ol style="list-style-type: none"> <li>1. After hours security, car park and toilets must be locked at night.</li> <li>2. After hours security of toilets at all times.</li> <li>3. Bollards to be installed around perimeter of car park to prevent cars driving beyond car park area.</li> <li>4. Toilets should not be close to car park so that cars cannot drive right up to the toilet block</li> <li>5. Must prevent private vehicles access from Locksley Avenue ie the river side boundary so would need to renstate locked gate for mower and grounds maintenance vehicles.</li> </ol>	<p>Access off Gayhurst Road to Rupert Place car park will be hazardous , it is a very busy road and most importantly the sightline for the approach to Dallington bridge is problematic. Suggest review this access as a serious accident could occur and consider alternative off Glenarm Terrace.</p>
33355	Tanya	Didham	Greening the Red Zone	<p>Important elements should include ease of access from the river trails. Will there be a path going under the Gayhurst Bridge connecting to this landing? Toilets and drinking water are essential, and tables with seating will be great. Love the idea of a 'forest clearing'.</p>	<p>We have some concerns about vehicle access, the amount of hard surface going in, and how that surface water/pollution will be managed so close to the river.</p>	<p>Crucial to the atmosphere, and for safety, we encourage Council to start thinking about the lighting, not just of the landings, but of the whole OARC. This must not be an afterthought.</p>	<p>Opening Rupert Place will require removing part of the current road barrier, and on such a narrow stretch, close to a corner and the bridge, turning in must be made safe. This intersection is already one of the worst in Christchurch in terms of safety. On the southern side, the dog-leg from Retreat Rd onto Avonside Drive is dangerous. Visibility is low, and queues are constantly created by north-bound traffic turning off Gayhurst into Avonside. Travelling west-bound on Avonside as you hit Gayhurst, the bridge obscures traffic approaching from the north, and as traffic builds behind, the temptation is to 'jump out'. All these issues need addressing and it may be that traffic lights need to be reinstated.</p>
33344	Kimberley	Ogier		<p>Trees &amp; space to run around</p> <p>Toilets and accessible carparks</p>		<p>Some kind of reminder of what was there pre-quake. A photo of the old neighbourhood or something</p>	<p>Could access to the carpark come in off Glenarm Tce instead? I drive Gayhurst Rd daily and I think it could be unsafe for carpark access to be at Rupert Pl. Also that the bike paths there are excellent and adding a carpark access across that bike path might</p>

							deter cyclists when we want to continue to encourage safe cycleways
33342	Anne	Braithwaite		Access to water, native vegetation, a community focal point, unique character driven by site history, art - a suite that links the landings together	Low amenity planting. I would rather see an investment in native trees and community facilities now. The 'entrance' would be better signalled with sculpture and way finding signage	I don't think that one landing can be designed in isolation. I think there should be at least an overarching theme and kit of parts applied to each landing point to allow each one to be developed as part of a network. An educative, recreation cultural and community overlay should help shape the kit of parts.	Get the community involved. I think there is a real opportunity for the chch residents to take ownership of the space and therefore get people behind the green spine project as it is rolled out in stages. I would like to see each landing have a community focus point that brings the community together. Let the community come up with the ideas but a few things that come to mind:  <ul style="list-style-type: none"> <li>- Flax weaving instructions and flax bushes grown to harvest from</li> <li>- BBQ facilities</li> <li>- Water play</li> <li>- interactive education for children and tourists so that they can bike the city to sea trail and learn something at each landing point</li> </ul>
33330	Simone	Reddington		Love the picnic in a forest idea. Let's watch the forest regrow. Remove the grass and lay it in a mulch and only plant the borders. Let the rest fill in from the seeds of existing trees. Once the grass is gone the forest will come cheaply.			Water fountains are good.
33322	Paul	Sinclair		At this stage none are important to me as I believe that the council should be concentrating on core services and not on these things which are in my opinion nice to have but not necessary. These sorts of projects are what council should be looking at in normal times. NOT in times like we are experiencing currently. The council as representatives of the people of Christchurch should hold the interests of the people at the highest priority. I do not believe that projects such as this are in the best interests of the people of Christchurch at this time.	All of them		

33316	Mark	Darvill		The inclusion of the grassed and landscaped area, the toilets, the shelter and the connection (steps) to the river.	The car parking area is a disappointing reinforcement of the continued use of Gayhurst Road by motorised traffic. Gayhurst Road is an ugly scar slicing through the proposed use of the Regeneration Area. There is sufficient ground area alongside the existing car park on Avonside Drive for additional parking spaces for able-bodied visitors and Gayhurst Road itself is sufficiently wide to allow parking for less able-bodied visitors if use of the road is discontinued. Terminating Gayhurst Road would avoid the cost to resurface Rupert Place and to remove the planted median, and it would improve the safety of the existing pedestrian crossing point (to the extent of making the entire road a pedestrian crossing - who doesn't recall the freedom to roam that the lockdown gave pedestrians).	The provision of somewhere to secure bicycles. Surely the intention is to encourage able-bodied visitors to arrive by bicycle preferably over motorised transport and this being the case a consideration for those cyclists is somewhere to secure their bikes. Recent developments in the CBD have underestimated the amount of cycle 'parking' required so the Landing's development should learn from that. Provision should be located on Locksley Avenue near to the shelter.	Dallington Terrace and Locksley Avenue are currently being used by pedestrians and cyclists as a pleasant loop alongside the river. The proposal ignores this use and even undermines it by construction of an entrance and landscaping across Locksley Avenue. This loop is already interrupted by the continued use of Gayhurst Road by cars and trucks. At the very least the existing pedestrian crossing point should be brought closer to the bridge so that it aligns with the Dallington Terrace/Locksley Avenue intersection and the priority changed so that priority is given to pedestrians and cyclists crossing rather than to vehicular traffic on Gayhurst Road. The speed limit should be dramatically reduced on Gayhurst Road through this section of road to facilitate the change of priority (although closing Gayhurst Road altogether would be preferable).
33308	Richard	Sedgwick		Native tree planting, bush reserve with something other than flax trees. Rata, Kauri should be planted as well as apple, pear, and lemon trees.	Bridges removed and landing simplified.	Simple design that is environmentally friendly with a lasting effect with people.	Yes clean up roadsides of litter. Disgusting amount of litter around Christchurch.
33296	Ben	Wallace		The native plants are the only significant aspect of the area that appeal to me	I think this whole project is a waste of money	No	At a time like this I think it's incredibly irresponsible to be spending money on vanity projects when we could be changing lives of Cantabrians. Not only is this project too little too late, I'm sick of the scope this council has pertaining to "things that look nice". What good is a nice looking city when the economic forecasts are gloom for not only Christchurch but most of New Zealand. Now is not the time to engage in frivolity with projects, we don't need it. We need assurances not dreams. Why are we not taking better care of lower echelons of our society? It is a problem that cannot be ignored, the increase in charity drives and door knocking (before covid lockdown) is



							frankly disgusting and a true sign our people aren't getting enough.
33295	Remy	Barbier		picnic space, planting and connection to the river, drinking fountain.	A right turning land into Rupert place so that cars waiting to turn in have a safe place to be. If they wait in the road they will only be visible to vehicles already on the bridge which could lead to crashes.	missing is the acknowledgment the the intersection near by is dangerous, especially for cyclists. The offsetting of the Avonside Dr arms of the intersection causes confusion, it's also difficult to see over the bridge until you're on it. By creating an attraction / having more people around there is more chance of an accident / harm.  Also I've noticed that many people enjoy following the river on northern bank. This design will break existing pathways with shelters and vegetation at a time where on the southern bank there is a break in the walkway. I feel safer on the northern bank since there is no access for cars.	I think 'picnic in the forest' could be better realised further from the houses on Avonside Drive, the dairy on the corner ect. Putting the Landing in a location where you look across the river to red zone / clear space would give a stronger 'forest picnic escape'.
33286	Catherine	Harrison	Automated Technologies	Safety for pedestrians, and cyclists when it comes to traffic turning on to Rupert Place.  Safety of pedestrians crossing the road at the bridge - this is still not very safe.  Retention of native trees and large established trees.  Rubbish management. If this is a picnic area there will be rubbish. What is the policy on this?		My concerns are for the careful planning of access to the Rupert St parking. Will you be cutting down the cycle access way? Will access for north bound traffic have to wait for oncoming traffic to pass creating a build up of cars back to the bridge. If not then you will have to have room for cars to pass which cuts in to the cycle way.	Fantastic to see this one in our neighbourhood will be the first. Thank you

33281	Ashley	Campbell		<p>1. The current dominant features of this landscape are the two young kauri trees (&lt;50 years old) several metres back from the river. There is also a younger kauri tree the other side of Rupert Pl, and an even younger one further back, but within the same block. These trees (especially the two oldest ones) represent an enduring connection back to the residents who planted them and the residents who were displaced. I would hope they take pride of place and become a central feature of the design – after all, recognition of displaced residents is one of the strong desires the people of Christchurch have for this land. Yes, I know they’re not endemic to the area and are also ecosystem engineers, so will affect what else can grow in their immediate vicinity, but they are a taonga of Aotearoa, and if incorporated into the design – and featured in it – will become landmarks that forever link the land back to the displaced residents.</p> <p>2. Gayhurst Rd is very busy, and, as one of the few cross-river links in this area, will only become busier. That’s going to make for very noisy picnics unless there is significant noise-reducing planting carried out beside the road. Leaving it open and grassy will not lead to the best picnic experiences.</p>	See below	<p>3. Pedestrian and cycle crossing is already a problem here and the increase in traffic over time will only make it worse. There will need to be a light-controlled crossing somewhere. It seems logical to me that the entrance to the carpark is where those lights should go – to allow safe entry and exit for cars, but also on-demand, safe, crossing for pedestrians and cyclists, well back from the bridge (which is the trouble spot). This would also mean shifting the landscaped entrance back to this spot. I’m sure leisure cyclists and walkers won’t mind a slight detour up to a safe crossing space (the current one is not particularly safe) – especially if it takes them through a pleasant regenerating forest and/or picnic spot.</p>	
33280	Judith	McPhillips		<p>Great project but need to keep in mind the possibility of The Eden Project also being in the area.</p> <p>Easy access for all</p> <p>Have waka tours arriving from the city</p>		<p>The parking is too tight and needs to be made bigger</p> <p>Disable parking as parallel parking - dont think so - they need wider spaces - must be legal guide lines there</p> <p>Allow for all parking to be angle parking - easier coming and going</p>	

						for drivers  Check on where the actual landing will be - if it is a little further East on the river much easier access to the river - away from established trees  Parking space for a coffee truck	
33270	Glennis & Kelvin	Griffith		Seating along the river  Walk way or foot path up to the bridge  Access to the river via water craft landings/ramps for Kayak type craft. Replacements need in residential areas for easy access as current ones are rotting away and damaged from the earthquakes.	Seats by the river have gone or rotted away, these need to be spread out along the river for the public to sit and enjoy the river and scenery.  Picnic areas by the river with a river view where people can park have a picnic and see the river, the river wild life and Kayaks etc while picnicking	Access to the river via water craft landings/ramps for Kayak type craft. Replacements need in residential areas for easy access as current ones are rotting away and damaged from the earthquakes.	Avonside Drive needs curbing and foot paths so the public and residents can view the river in safety.
33268	Mark	Penrice		The safe cycle track not being compromised by parking or parking access. I want young kids to be able to use it too.	The non-disabled badge car parking could be swapped out for ebike charging docks, or anything else.	A raised area so that there is a view after trees grow + somewhere above high tide level in 25 years.	It seems strange to start by building the small more expensive stuff, rather than completing the cheaper larger parts of the plan. I'd rather the parking was built after there was something to visit.
33265	Sam	Leonard		That any structures (the toilet block and any shelter) are tastefully done and blended with the environment. As the first of the landings it is very important that it sets the tone for the rest of the green spine regeneration, creating a high-quality environment that will draw people to the area and harness momentum for implementing the rest of the Otakaro Regeneration plan. The recent enhancements around Horseshoe Lake, including the drinking fountain and toilet block, is a good example of something done well with the new pathway well used by walkers, runners and cyclists.		Removal of the now-defunct/damaged roading infrastructure and powerlines that surround the landing development area will have the single greatest impact on enhancing the environment. The potential of the area is obvious, but currently it still feels like a damaged residential area rather than a flourishing green spine. Removing the defunct roading infrastructure would make the area feel like it is supposed to be a green spine, not just a damaged residential area with crumbling roads and wonky power poles that also happens to be able to be used as a park.	As a Dallington resident, I am very excited by the prospect and potential of the Otakaro Regeneration Plan and Green Spine area but wish that some action would start to be taken. The sooner the old damaged and crumbly roads and power poles are removed the sooner the area will start to look and feel like it is supposed to be a green space and will draw people to the area. Along with indigenous planting, the sooner this happens the sooner nature will be able to aid recovery and speed up the planned regeneration of the area. The completion of the North Avon/Otakaro Loop walkway has made an immediate impact on that area and is already well used by pedestrians and cyclists. This took relatively hardly any time at all to complete and could easily be replicated/extended through to Dallington. A high-quality pathway along the river from

							Dallington (rather than old disestablished roads) would be extremely well used by pedestrian commuters and recreational joggers and cyclists.
33264	Dianne	Archey		I love the idea of a picnic area and the bridge at Snell place, however I think it could be better to move it all closer to the rowing club as it's quite interesting to watch the rowers. The picnic area would be quieter from car noise if moved away from the Gayhurst road area.			
33263	Abdallah	Richards		Connection to wider pedestrian /bicycle network. Wetlands and nature. Toilets		Water refill stations. Bike pump. Bike racks	I would Like to see the landing more focused towards pedestrians and cyclist moving along the river rather than a new car park. It seems the current location of the toilet preferences car users over people moving along the river. Does it not seem more reasonable to co locate the toilet with the shelter near the river to make is visible and accessible to those passing by. Are car users not heading to the river anyway?
33255	Steph	Haskell		The picnic in the forest aspect is something that really appeals to me and my family. It will be nice to have a destination near our house that we can go and eat at.			
33253	Patrick	Boland		Connectedness with the local surrounding communities of Dallington and Avonside. An opportunity to use this to reduce the current issues around the dangerous intersection, the cycleway to nowhere, etc. and the reduction of amenity for local traffic and the dairy there. Adding a right turn into Rupert place and having more people visiting is not going to approve safety.	hard surfaces for parking, etc. on Rupert Place, consider using the already wide road and removing the trees, etc. that cycleway only runs 50 metres and is not used by anyone. Have a look at the new hard surface path in the Avon Loop that Otakaro created - it is now covered in goose excrement, which will create a higher opex budget.	More access to the river and ability to launch kayaks, etc. into the river. We were told that the current dangerous intersection issues could only be addressed once the design of the landing and any other OARC developments were underway. Well, they are underway now. What a great opportunity to really look at the whole area surrounding the bridge and fix it. The danger to all the residents and rowing kids who legitimately need to use this intersection each day. The crazy cycleway to nowhere, which could be used to	Good to see something get underway, but it MUST be joined up with other parts of the corridor. The current bridge "disaster" was because some planner put together four or five quite good ideas, which were good ideas separately (cycle lane, wider footpath, trees, etc. But these failed as a whole.

						calm traffic, provide parking, etc. if it was removed or moved back off the road. The messy remnants of Dallington Terrace and	
33236	Jeremy	Habberfield-short				Wind breaks.	That area gets the full blast of the easterly which might put a dampener on picnicking activities.
33230	Alister	Bennett		Community usefulness			This development is pointless until the Canada Geese are culled.  No one will want to use facilities covered in geese crap
33221	Diana	Plesovs		Safe accessibility to river even if not kayaking. Toilets excellent idea. Limited parking good to ensure 'remote' experience. More forest especially planting around car park. No waste bins-encourage visitors to remove their own rubbish as in tramping areas. Keep attractive, mature specimens of exotics such as Camellias and Rhododendrons even fruit trees, as well as maintaining and planting more natives. There are self sown species which if identified by stakes would prevent their continual mowing as has happened to date. Ensure plant root zones clear from soil heaps, rubble and other specimens eg Agapanthus, which compete for moisture and nutrients. Eliminate Convulvulus, ivy and other pest specimens. Remove Yellow Iris especially where it has taken over the Avon River in the Avon Loop, along the post quakes rebuilt part of Fitzgerald Ave opposite the Avon Loop, and where the Dallington footbridge existed at the end of Medway Street. These fast growing clumps will eventually restrict access and water flow in the Avon. Already happening.  Idea: divide river into sections and	Remove invasive exotic species as above.	Width of landing important to allow more people to use it even to feel the water through your fingers and toes. Would it not be nice to eventually restore the Avon to swimming standard?	Fantastic to see this one in our neighbourhood will be the first. Thank you

				allocate sections to various Chch suburbs/ groups of suburbs/resident/other interested groups to encourage pride, voluntary maintenance, observation (eg minimise rubbish, vandalism). (Seek expressions of interest for this concept, to act a little like the Summit Rd Protection Society. Note each section of river is the pride of Chch as well as these other groups. In Dallington Tce a group has fenced off a group of natives nurturing and ensuring their retention.			
33219	Tyler	Ashcroft	Tropicana outdoor	A cultural feel with outdoor activities with fitness and hobbies options some outdoor bbqs or hangi pits could be key features. I would be interested in working in with some of the working bees to make these projects become possible.		Narrative sign boards on how the people of how life was once like living along the river	