

Waikura
Linwood-Central-Heathcote Community Board
AGENDA

Notice of Meeting:

An ordinary meeting of the Waikura/Linwood-Central-Heathcote Community Board will be held on:

Date: Wednesday 14 April 2021
Time: 4.30pm
Venue: The Board Room, 180 Smith Street,
Linwood

Membership

Chairperson	Alexandra Davids
Deputy Chairperson	Michelle Lomax
Members	Sunita Gautam
	Yani Johanson
	Darrell Latham
	Tim Lindley
	Jake McLellan
	Jackie Simons
	Sara Templeton

9 April 2021

Arohanui Grace
Manager Community Governance, Linwood-Central-Heathcote
941 6663
arohanui.grace@ccc.govt.nz
www.ccc.govt.nz

Note: The reports contained within this agenda are for consideration and should not be construed as Council policy unless and until adopted. If you require further information relating to any reports, please contact the person named on the report.

To view copies of Agendas and Minutes, visit:

<https://www.ccc.govt.nz/the-council/meetings-agendas-and-minutes/>



Ōtautahi-Christchurch is a city of opportunity for all

Open to new ideas, new people and new ways of doing things – a city where anything is possible

Principles

Being open, transparent and democratically accountable	Promoting equity, valuing diversity and fostering inclusion	Taking an inter-generational approach to sustainable development, prioritising the social, economic and cultural wellbeing of people and communities and the quality of the environment, now and into the future	Building on the relationship with Te Rūnanga o Ngāi Tahu and the Te Hōnonga-Council Papatipu Rūnanga partnership, reflecting mutual understanding and respect	Ensuring the diversity and interests of our communities across the city and the district are reflected in decision-making	Actively collaborating and co-operating with other local, regional and national organisations
--	---	--	---	---	---

Community Outcomes

Resilient communities Strong sense of community Active participation in civic life Safe and healthy communities Celebration of our identity through arts, culture, heritage, sport and recreation Valuing the voices of all cultures and ages (including children)	Liveable city Vibrant and thriving city centre Sustainable suburban and rural centres A well connected and accessible city promoting active and public transport Sufficient supply of, and access to, a range of housing 21st century garden city we are proud to live in	Healthy environment Healthy water bodies High quality drinking water Unique landscapes and indigenous biodiversity are valued and stewardship exercised Sustainable use of resources and minimising waste	Prosperous economy Great place for people, business and investment An inclusive, equitable economy with broad-based prosperity for all A productive, adaptive and resilient economic base Modern and robust city infrastructure and community facilities
--	---	--	---

Strategic Priorities

Enabling active and connected communities to own their future	Meeting the challenge of climate change through every means available	Ensuring a high quality drinking water supply that is safe and sustainable	Accelerating the momentum the city needs	Ensuring rates are affordable and sustainable
---	---	--	--	---

Ensuring we get core business done while delivering on our Strategic Priorities and achieving our Community Outcomes

Engagement with the community and partners	Strategies, Plans and Partnerships	Long Term Plan and Annual Plan	Our service delivery approach	Monitoring and reporting on our progress
--	------------------------------------	--------------------------------	-------------------------------	--

Part A	Matters Requiring a Council Decision
Part B	Reports for Information
Part C	Decisions Under Delegation

TABLE OF CONTENTS

Karakia Timatanga	4
C 1. Apologies / Ngā Whakapāha.....	4
B 2. Declarations of Interest / Ngā Whakapuaki Aronga	4
C 3. Confirmation of Previous Minutes / Te Whakaāe o te hui o mua	4
B 4. Public Forum / Te Huinga Whānui.....	4
B 5. Deputations by Appointment / Ngā Huinga Whakaritenga	4
B 6. Presentation of Petitions / Ngā Pākikitanga.....	4
C 7. Correspondence	9

STAFF REPORTS

C 8. Hearings Report to the Waikura/Linwood-Central-Heathcote Community Board on the Colombo Street Cycle Route Connection	11
C 9. Bays Skate Park and Sumner Village Green - Landscape plan approval.....	39
B 10. Cutler Park Renewal	81
C 11. Badminton Canterbury Incorporated - Lease for Badminton Hall at 220 Pages Road	91
B 12. Elected Members' Information Exchange / Te Whakawhiti Whakaaro o Te Kāhui Amorangi.....	101

Karakia Whakamutunga

Karakia Timatanga

1. Apologies / Ngā Whakapāha

At the close of the agenda no apologies had been received.

2. Declarations of Interest / Ngā Whakapuaki Aronga

Members are reminded of the need to be vigilant and to stand aside from decision making when a conflict arises between their role as an elected representative and any private or other external interest they might have.

3. Confirmation of Previous Minutes / Te Whakaāe o te hui o mua

That the minutes of the Waikura/Linwood-Central-Heathcote Community Board meeting held on [Wednesday, 31 March 2021](#) be confirmed (refer page 5).

4. Public Forum / Te Huinga Whānui

A period of up to 30 minutes will be available for people to speak for up to five minutes on any issue that is not the subject of a separate hearings process.

5. Deputations by Appointment / Ngā Huinga Whakaritenga

Deputations may be heard on a matter or matters covered by a report on this agenda and approved by the Chairperson.

5.1 Correspondence: Noise Level at Linwood-Central-Heathcote Events

Paul McMahon will speak on behalf to the Board regarding his correspondence. (Refer to Clause 7).

5.2 Bays Skate Park and Sumner Village Green – Landscape Plan Approval

Karen Christensen will speak regarding the Bays Skate Park and Sumner Village Green – Landscape Plan Approval (Refer to Clause 9).

6. Presentation of Petitions / Ngā Pākikitanga

There were no petitions received at the time the agenda was prepared.

Waikura/ Linwood-Central-Heathcote Community Board OPEN MINUTES

Date: Wednesday 31 March 2021
Time: 4.30pm
Venue: The Board Room, 180 Smith Street,
Linwood

Present

Chairperson	Alexandra Davids
Deputy Chairperson	Michelle Lomax
Members	Sunita Gautam
	Yani Johanson
	Darrell Latham
	Tim Lindley
	Jake McLellan
	Jackie Simons
	Sara Templeton

31 March 2021

Arohanui Grace
Manager Community Governance, Linwood-Central-Heathcote
941 6663
arohanui.grace@ccc.govt.nz
www.ccc.govt.nz

To view copies of Agendas and Minutes, visit:
www.ccc.govt.nz/the-council/meetings-agendas-and-minutes/

Part A Matters Requiring a Council Decision

Part B Reports for Information

Part C Decisions Under Delegation

Karakia Timatanga:

The agenda was dealt with in the following order.

1. Apologies / Ngā Whakapāha

Part C

Community Board Resolved LCHB/2021/00015

That an apology for lateness from Jake McLellan be received.

Sunita Gautam/Darrell Latham

Carried

2. Declarations of Interest / Ngā Whakapuaki Aronga

Part B

There were no declarations of interest recorded.

3. Confirmation of Previous Minutes / Te Whakaāe o te hui o mua

Part C

Community Board Resolved LCHB/2021/00016

That the minutes of the Waikura/Linwood-Central-Heathcote Community Board meeting held on Wednesday, 17 March 2021 be confirmed.

Tim Lindley/Michelle Lomax

Carried

Jake McLellan joined the meeting at 4.33pm.

4. Public Forum / Te Huīnga Whānui

Part B

4.1 Just Dirt Trust

Mr Selwyn Eagle representing the Just Dirt Trust updated the Board on the work of the Trust.

After questions from members, the Chairperson thanked Mr Eagle for his presentation.

4.2 Woodham Park

Ms Colleen Phillip, local resident, updated the Board on the refurbished bird aviary on Woodham Park and discussed with the Board a proposed project to make Woodham Park a place for people to connect. Ms Phillip advised that she is working with Council staff, Te Putahi and others

After questions from members, the Chairperson thanked Ms Phillip for her presentation.

Attachments

- A Public Forum: Colleen Philip Picture of Woodham Park 31 March 2021
- B Public Forum: Colleen Philip - Woodham Park Speech 31 March 2021

5. Deputations by Appointment / Ngā Huinga Whakaritenga

Part B

There were no deputations by appointment.

6. Presentation of Petitions / Ngā Pākikitanga

Part B

There was no presentation of petitions.

7. Greening the East Draft Development Plan

Officer Recommendations / Ngā Tūtohu

That the Waikura/Linwood-Central-Heathcote Community Board:

1. Adopt the Greening the East Development Plan attached to this report as Attachment A.
2. Note that the adoption of the Greening the East Development Plan does not automatically commit the Waikura/Linwood-Central-Heathcote Community Board or the Council to the implementation of the plan and that implementation will be undertaken as and when resources permit over time.

Community Board Resolved LCHB/2021/00017

Part C

That the Waikura/Linwood-Central-Heathcote Community Board:

1. Adopt the Greening the East Development Plan attached to meeting agenda report as Attachment A.
2. Note that the implementation will be undertaken as and when resources permit over time.
3. Acknowledges the vision and support of the late Sally Buck for her role in the 'Greening the East Development Plan.'
4. Requests staff provide advice on actions derived from the Greening the East Development Plan that are able to be delivered within current Council resources in the Council's Draft 2021-2031 Long Tern Plan, the project timeframes, and the projects that are not.

Michelle Lomax/Sunita Gautam

Carried

8. Elected Members' Information Exchange / Te Whakawhiti Whakaaro o Te Kāhui Amorangi

Part B

The Board exchanged information on the following:

- The Sumner Rugby Club have voiced concerns on the condition of their sportsground and a desire to upgrade/refurbish the Sumner Rugby Clubrooms.
- The Board were advised that there is budget in the Council's Draft Long Term Plan for the development of local cycleway connections.
- The Board acknowledged the successful Woolston Gala and Avebury Gala held recently.
- The Board were advised that a staff memorandum on the variation of Avebury House lawn lease to accommodate functions would be received soon.
- Residents have voiced concerns on dangerous activities and traffic issues within the Bromley area.
- The Board acknowledged the recent retirement of Adrian Carmichael from Waltham Community Cottage.
- The Board acknowledged the swift work of the Council Graffiti Team in response to a customer service request on graffiti in Moncks Bay.
- The Board discussed the success of the recent FRESH series of events including the recently held Pool Party held at Waltham Pool, and commented on the community reach the FRESH events are achieving.

8.1 Directional Street Signage

The Board were advised of the name change of Flipout on Maces Road to MoveX.

The Board agreed to seek staff advice on the policy, guidelines and implementation of directional street signage to guide people to local attractions.

8.2 Te Whare Roimata

Te Whare Roimata have approached the Board Chairperson seeking a letter from the Board giving an assurance from key funders already supporting a project indicating that if the Ministry of Culture and Heritage does fund the same project that this will not prejudice any funding applications with other funders.

The Board agreed to write a letter to Te Whare Roimata giving an assurance that Te Whare Roimata's application to Ministry of Culture and Heritage will not prejudice any funding applications to the Community Board.

Karakia Whakamutunga

Meeting concluded at 5.23pm.

CONFIRMED THIS 14th DAY OF APRIL 2021.

ALEXANDRA DAVIDS
CHAIRPERSON

7. Correspondence

Reference / Te Tohutoro: 21/375282

Report of / Te Pou Liz Beaven, Community Board Adviser
Matua: liz.beaven@ccc.govt.nz

General Manager / Mary Richardson, Citizens and Community
Pouwhakarae:

1. Purpose of Report / Te Pūtake Pūrongo

Correspondence has been received from:

Name	Subject
Pau McMahon	Noise Levels at Linwood-Central-Heathcote Events

2. Officer Recommendations / Ngā Tūtohu

That the Linwood-Central-Heathcote Community Board:

1. Receives the information in the correspondence report dated 14 April 2021.

Attachments / Ngā Tāpirihanga

No.	Title	Page
A ↓	Correspondence: Noise Levels at Linwood-Central-Heathcote Events	10

Beaven, Liz

Subject: FW: Noise levels at LCH events

From: Paul McMahon [REDACTED]
Sent: Monday, 29 March 2021 11:15 AM
To: Grace, Arohanui <Arohanui.Grace@ccc.govt.nz>
Cc: Michelle Lomax [REDACTED]; Davids, Alexandra <Alexandra.Davids@ccc.govt.nz>
Subject: Noise levels at LCH events

Kia ora Grace, (Cc Alex and Michelle)

I was at two Council events in the LCH community board rohe in the weekend - the Woolston Gala and the final day for the Waltham Summer Pool (nice to see you there). Both were wonderful events and people seemed to be having a good time.

But my ears are still ringing from the music at both events, being particularly loud at the Woolston Gala. I think if I had made a noise control complaint about the Gala that they would've been told to turn it down, as I could hear it at my house on Radley St 400m away, across the river. It was at least a third too loud.

I've been to every Woolston Gala since 2010 except for 2017 and the music has never been that loud. My chief concern is for the children - we know a lot about the dangers of loud music that we didn't know when I was growing up and I don't think it is acceptable for Council events to subject children to it.

I am also concerned that music that loud impinges on the conversations and connections people can make at such events - it was more like being in a bar than being at a picnic, which I think is the wrong end of the spectrum.

On a more personal note, my 9 year old was with me and he generally loves Woolston Park, but could not handle being there for more than a few minutes. While he is autistic and very sensitive to loud noise, he also likes music and I would've have usually expected him to want to stay at the park for at least a little while. But he was blocking his ears on account of the music being so loud. For many people having music that loud is disabling.

I would appreciate this correspondence being tabled at the Community Board meeting and discussed pleased. My request is that the Council adopt an evidence-based, health-led policy on music at events that protects hearing and promotes community connection.

Ngā mihi,
Paul McMahon
[REDACTED]
[REDACTED]

8. Hearings Report to the Waikura/Linwood-Central-Heathcote Community Board on the Colombo Street Cycle Route Connection

Reference / Te Tohutoro: 21/346004

Report of / Te Pou Matua: Councillor Mike Davidson, Hearings Panel Chairperson,
mike.davidson@ccc.govt.nz

General Manager / Pouwhakarae: Carolyn Gallagher, Acting General Manager Infrastructure, Planning
and Regulatory Services, carolyn.gallagher@ccc.govt.nz

1. Purpose of Report / Te Pūtake Pūrongo

- 1.1 The purpose of this report is to present to the Waikura/Linwood-Central-Heathcote Community Board the Hearings Panel recommendations following the consultation and hearings process on the Colombo Street Cycle Route Connection.
- 1.2 The Hearings Panel has no decision-making powers but, in accordance with its delegation, has considered the written and oral submissions received on the proposal and is now making recommendations to the Waikura/Linwood-Central-Heathcote Community Board and the Council. The Community Board and the Council can then accept or reject those recommendations as it sees fit bearing in mind that the Local Government Act 2002 s.82(1)(e) requires that “the views presented to the local authority should be received by the local authority with an open mind and should be given by the local authority, in making a decision, due consideration.”
- 1.3 The Community Board and the Council, as the final decision-maker, should put itself in as good a position as the Hearings Panel having heard all the parties. It can do so by considering this report which includes a summary of the written and verbal submissions that were presented at the hearings, any additional information received and the Hearings Panel’s considerations and deliberations. A link to the Council Officer report and the written submissions is available in the agenda as follows:
https://christchurch.infocouncil.biz/Open/2020/11/BLHP_20201123_AGN_5260_AT.PDF
- 1.4 The Hearings Panel met on 23 November 2020 and formalised its recommendations. Subsequently the Hearings Panel reconvened on Monday 8 March 2021 as a result of some technical errors to the traffic recommendations which were previously agreed to by the Hearings Panel, and for Council Officers to be given sufficient time to investigate the impact of the Hearings Panel proposed changes to the wider network. Section 9 of this report provides further detail of the reconvened meeting and the Hearings Panel updated recommendations are provided.

2. Hearings Panel Recommendations / Ngā Tūtohu o Te Tira Taute

That the Waikura/Linwood-Central-Heathcote Community Board:

1. Approves the Scheme Design SK001-SK003 dated 24 February 2021, Issue 3 (Attachment A) on the Colombo Street Cycle Connection to progress to detailed design and construction, with the following amendments:
 - a. Requests staff to ensure that there is no reduction in short term parking on Colombo Street in the area immediately south of Bealey Avenue.

2. Approves the following associated detailed stopping and parking resolutions for the Colombo Street Cycle Route Connection subject to the amendments in recommendation 1a above.

Current Colombo Street Corridor - Bealey Avenue to Salisbury Street - Traffic Controls, Stopping and Parking

- a. Approves that any previously approved resolutions on Colombo Street from its intersection with Bealey Avenue to its intersection with Salisbury Street, pertaining to traffic controls (excluding the speed limit), parking restrictions and stopping restrictions, made pursuant to any Bylaw, to the extent that they are in conflict with the traffic controls, parking and stopping resolutions described in recommendations b-y below, are revoked.

Colombo Street Corridor - Bealey Avenue to Salisbury Street - Stopping and Parking

- b. Approves that the stopping of vehicles be prohibited at any time on the east side of Colombo Street commencing at its intersection with Bealey Avenue, and extending in a southerly direction for a distance of 12 metres.
- c. Approves that the parking of vehicles be restricted to a maximum period of 60 minutes on the east side of Colombo Street commencing at a point 12 metres south of its intersection with Bealey Avenue, and extending in a southerly direction for a distance of 10 metres.
- d. Approves that the stopping of vehicles be prohibited at any time on the east side of Colombo Street commencing at a distance 22 metres south of its intersection with Bealey Avenue, and extending in a southerly direction for a distance of 26 metres.
- e. Approves that the parking of vehicles be restricted to a maximum period of 60 minutes on the east side of Colombo Street commencing at a distance 57 metres south of its intersection with Bealey Avenue, and extending in a southerly direction for a distance of 36 metres.
- f. Approves that the stopping of vehicles be prohibited at any time on the east side of Colombo Street commencing at a distance 99 metres south of its intersection with Bealey Avenue, and extending in a southerly direction for a distance of three metres.
- g. Approves that the stopping of vehicles be prohibited at any time on the east side of Colombo Street commencing at a point 156 metres south of its intersection with Bealey Avenue, and extending in a southerly direction for a distance of 25 metres.
- h. Approves that a bus stop be installed on the east side of Colombo Street commencing at a point 181 metres south of its intersection with Bealey Ave, and extending in a southerly direction for a distance of 15 m.
- i. Approves that the stopping of vehicles be prohibited at any time on the east side of Colombo Street commencing at a point 196 metres south of its intersection with Bealey Avenue, and extending in a southerly direction for a distance of five metres.
- j. Approves that the stopping of vehicles be prohibited at any time on the east side of Colombo Street commencing at a point 218 metres south of its intersection with Bealey Avenue, and extending in a southerly direction for a distance of three metres.
- k. Approves that the parking of vehicles be restricted to a maximum period of 120 minutes on the east side of Colombo Street commencing at a point 229 metres south of its intersection with Bealey Avenue, and extending in a southerly direction for a distance of 22 metres.

- l. Approves that the stopping of vehicles be prohibited at any time on the east side of Colombo Street commencing at a point 264 metres south of its intersection with Bealey Avenue, and extending in a southerly direction for a distance of 26 metres.
- m. Approves that a bus stop be installed on the east side of Colombo Street commencing at a point 290 metres south of its intersection with Bealey Avenue, and extending in a southerly direction for a distance of 15 metres.
- n. Approves that the stopping of vehicles be prohibited at any time on the east side of Colombo Street commencing at a distance 305 metres south of its intersection with Bealey Avenue, and extending in a southerly direction to its intersection with Salisbury Street.
- o. Approves that the stopping of vehicles be prohibited at any time on the west side of Colombo Street commencing at its intersection with Bealey Avenue, and extending in a southerly direction for a distance of 49 metres.
- p. Approves that the parking of vehicles be restricted to a maximum period of 60 minutes on the west side of Colombo Street commencing at a point 49 metres south of its intersection with Bealey Avenue, and extending in a southerly direction for a distance of 48 metres.
- q. Approves that the stopping of vehicles be prohibited at any time on the west side of Colombo Street commencing at a point 97 metres south of its intersection with Bealey Avenue, and extending in a southerly direction for a distance of 18 metres.
- r. Approves that a bus stop be installed on the west side of Colombo Street commencing at a point 115 metres south of its intersection with Bealey Avenue, and extending in a southerly direction for a distance of 15 metres.
- s. Approves that the stopping of vehicles be prohibited at any time on the west side of Colombo Street commencing at a point 130 metres south of its intersection with Bealey Avenue, and extending in a southerly direction for a distance of 12 metres.
- t. Approves that the stopping of vehicles be prohibited at any time on the west side of Colombo Street commencing at a distance 164 metres south of its intersection with Bealey Avenue, and extending in a southerly direction for a distance of three metres.
- u. Approves that the stopping of vehicles be prohibited at any time on the west side of Colombo Street commencing at a point 220 metres south of its intersection with Bealey Avenue, and extending in a southerly direction for a distance of three metres.
- v. Approves that the parking of vehicles be restricted to a maximum period of five minutes on the west side of Colombo Street commencing at a point 254 metres south of its intersection with Bealey Avenue, and extending in a southerly direction for a distance of 7.5 metres. This restriction is to apply at any time.
- w. Approves that the stopping of vehicles be prohibited at any time on the west side of Colombo Street commencing at a point 268 metres south of its intersection with Bealey Avenue, and extending in a southerly direction for a distance of five metres.
- x. Approves that a bus stop be installed on the west side of Colombo Street commencing at a point 323 metres south of its intersection with Bealey Avenue, and extending in a southerly direction for a distance of 15 metres.
- y. Approves that the stopping of vehicles be prohibited at any time on the west side of Colombo Street commencing at a point 338 metres south of its intersection with Bealey Avenue, and extending in a southerly direction to its intersection with Salisbury Street.

3. Recommendations to be Considered by the Council

3.1 For information purposes the following recommendations will be considered by the Council:

The Hearings Panel recommends that the Council:

1. Approves the Scheme Design SK001-SK003 dated 24 February 2021, Issue 3 (Attachment A) on the Colombo Street Cycle Connection to progress to detailed design and construction, with the following amendments:
 - a. That staff be requested to investigate whether the length of green signal time on Colombo Street at the Colombo Street/Bealey Avenue intersection can be increased to allow more time for cyclists to cross Bealey Avenue safely in both directions, and delegates approval of the detailed design to the Hearings Panel.
 - b. That staff be requested to investigate the impact of installing cyclist protection, in the form of cyclist lanterns and red arrow protection from turning vehicles, on the Bealey Ave through traffic and wider network, for the northbound cyclist phase at the Colombo Street / Bealey Avenue intersection to prioritise safe movement through the intersection for cyclists, and delegates approval of the detailed design to the Hearings Panel.
 - c. Requests staff to investigate physical separation between cyclists and vehicles at the northbound approach to the Colombo Street/Bealey Avenue intersection.
 - d. Requests staff to investigate improving the merge south of Kilmore Street to make it safer and more comfortable for southbound cyclists, and delegates approval of the detailed design to the Hearings Panel.
 - e. Requests staff to investigate increasing the number of short term parking spaces available on Peterborough Street and Kilmore Street to address the concerns raised by businesses on Colombo Street.
 - f. Requests staff to ensure that there is no reduction in short term parking on Colombo Street in the area immediately south of Bealey Avenue.

Secretarial Note: This recommendation will be considered by the Waikura/Linwood-Central-Heathcote Community Board.
2. Notes that the Colombo Street Cycle Connection project is an interim solution with an intended lifespan of up to ten years, and that the Council includes consideration of additional budget in the latter years of the draft Long Term Plan 2021-2031 to consult, design and build a permanent cycleway from Bealey Avenue to Kilmore Street along Colombo Street.
3. Requests any future capital works project on Salisbury Street between Colombo Street and Durham Street, includes consideration for the provision of a cycling link from Colombo Street to the proposed Youth Hub located on Salisbury Street.
4. Requests staff to undertake a review of speed limits within the central city four avenues with the intention of having an area wide approach to speed safety.
5. Requests staff to investigate ways to minimise ongoing operational costs for street art and landscaping improvements associated with the Colombo Street Cycle Connection.
6. Requests staff to work with Blind Low Vision NZ during the detailed design and construction of the Colombo Street Cycle Connection project.
7. Requests staff to provide feedback to the Urban Development & Transport Committee on the outcomes of the reduction of short term parking, noting recommendations 1e and 1f above.
8. Approves the following associated detailed traffic resolutions for the Colombo Street Cycle Route Connection subject to the amendments in recommendations 1a to 1e above.

Current Colombo Street Corridor - Bealey Avenue to Salisbury Street - Traffic Controls

- a. Approves that any previously approved resolutions on Colombo Street from its intersection with Bealey Avenue to its intersection with Salisbury Street, pertaining to traffic controls (including the speed limit), made pursuant to any Bylaw, to the extent that they are in conflict with the traffic controls, described in recommendations b-e below, are revoked.

Colombo Street Corridor - Bealey Avenue to Salisbury Street - Traffic Controls

- b. Approves that a special vehicle lane, in accordance with clause 18 of the Christchurch City Council Traffic and Parking Bylaw 2017, for the use of south bound cycles, be established on the east side of Colombo Street, commencing at its intersection with Bealey Avenue and extending in a southerly direction to a point 20 metres north of its intersection with Salisbury Street, as detailed on Plans SK001-SK003, Issue 3, dated 24 February 2021, and attached to this report as Attachment A. This special vehicle lane is to be added to the Register of Roads or Traffic Lanes Restricted to Specific Classes of Vehicles in the Christchurch City Council Traffic and Parking Bylaw 2017.
- c. Approves that a special vehicle lane, in accordance with Clause 18 of the Christchurch City Council Traffic and Parking Bylaw 2017, for the use of north bound only cycles, be established on the west side of Colombo Street, commencing at its intersection with Salisbury Street and extending in a northerly direction to its intersection with Bealey Avenue, as detailed on Plans SK001-SK003, Issue 3, dated 24 February 2020, and attached to this report as Attachment A. This special vehicle lane is to be added to the Register of Roads or Traffic Lanes Restricted to Specific Classes of Vehicles in the Christchurch City Council Traffic and Parking Bylaw 2017.
- d. Approves the road markings, kerb alignments, and road surface treatments on Colombo Street from its intersection with Bealey Avenue to its intersection with Salisbury Street, as detailed on Plans SK001-SK003, Issue 3, dated 24 February 2021, and attached to this report as Attachment A.
- e. Approves that the speed limit on Colombo Street, commencing at its intersection with Bealey Avenue and extending in a southerly direction to its intersection with Salisbury Street be set at 30km/h, in accordance with Clause 27 of the Christchurch City Council Traffic and Parking Bylaw 2017.

Current Colombo Street / Salisbury Street Intersection - Traffic Controls

- f. Approves that any previously approved resolutions on Colombo Street at its intersection with Salisbury Street, pertaining to traffic controls (excluding the speed limit), made pursuant to any Bylaw, to the extent that they are in conflict with the traffic controls resolutions described in recommendations g-h below, are revoked.

Colombo Street / Salisbury Street Intersection - Traffic Controls

- g. Approves that the intersection of Colombo Street and Salisbury Street be controlled with traffic signals in accordance with the Land Transport Rule - Traffic Control Devices: 2004 as detailed on Plans SK001 - SK003, Issue 3, dated 24 February 2021, as attached to this report as Attachment A.
- h. Approves the road markings, kerb alignments, and road surface treatments at the intersection of Colombo Street and Salisbury Street, as detailed on Plans SK001 -

SK003, Issue 3, dated 24 February 2021, as attached to this report as Attachment A.

Current Colombo Street Corridor - Salisbury Street to Kilmore Street - Traffic Controls

- i. Approves that any previously approved resolutions on Colombo Street from its intersection with Salisbury Street to its intersection with Kilmore Street, pertaining to traffic controls (including the speed limit), made pursuant to any Bylaw, to the extent that they are in conflict with the traffic controls, described in recommendations j-o below, are revoked.

Colombo Street Corridor - Salisbury Street to Kilmore Street - Traffic Controls

- j. Approves the road markings, kerb alignments, and road surface treatments on Colombo Street from its intersection with Salisbury Street to its intersection with Kilmore Street, as detailed on Plans SK001 – SK003, Issue 3, dated 24 February 2021, as attached to this report as Attachment A.
- k. Approves that a special vehicle lane, in accordance with Clause 18 of the Christchurch City Council Traffic and Parking Bylaw 2017, for the use of south bound only cycles, be established on the east side of Colombo Street, commencing at its intersection with Salisbury Street and extending in a southerly direction to its intersection with Kilmore Street, as detailed on Plans SK001- SK003, Issue 2, dated 19 November 2020, and attached to this report as Attachment A. This special vehicle lane is to be added to the Register of Roads or Traffic Lanes Restricted to Specific Classes of Vehicles in the Christchurch City Council Traffic and Parking Bylaw 2017.
- l. Approves that a special vehicle lane, in accordance with Clause 18 of the Christchurch City Council Traffic and Parking Bylaw 2017, for the use of north bound only cycles, be established on the west side of Colombo Street, commencing at its intersection with Salisbury Street and extending in a southerly direction to its intersection with Kilmore Street, as detailed on Plans SK001- SK003, Issue 2, dated 19 November 2020, and attached to this report as Attachment A. This special vehicle lane is to be added to the Register of Roads or Traffic Lanes Restricted to Specific Classes of Vehicles in the Christchurch City Council Traffic and Parking Bylaw 2017.
- m. Approves that the speed limit on Colombo Street, commencing at its intersection with Salisbury Street and extending in a southerly direction to its intersection with Kilmore Street be set at 30km/h, in accordance with Clause 27 of the Christchurch City Council Traffic and Parking Bylaw 2017.
- n. Approves that a Stop control be placed against Peterborough Street at its intersection with the east side of Colombo Street, as detailed on Plans SK001 – SK003, Issue 3, dated 24 February 2021, as attached to this report as Attachment A.
- o. Approves that a Stop control be placed against Peterborough Street at its intersection with the west side of Colombo Street, as detailed on Plans SK001 – SK003, Issue 3, dated 24 February 2021, as attached to this report as Attachment A.

Current Colombo Street / Kilmore Street Intersection - Traffic Controls

- p. Approves that any previously approved resolutions at the intersection of Colombo Street and Kilmore Street, pertaining to traffic controls (excluding the speed limit), made pursuant to any Bylaw, to the extent that they are in conflict with the traffic controls, described in recommendations q-r below, are revoked.

Colombo Street / Kilmore Street Intersection - Traffic Controls

- q. Approves that the intersection of Colombo Street and Kilmore Street be controlled with traffic signals in accordance with the Land Transport Act - Traffic Control Devices Rule: 2004 as detailed on Plans SK001 – SK003, Issue 3, dated 24 February 2021, as attached to this report as Attachment A.
- r. Approves the road markings, kerb alignments, and road surface treatments on Colombo Street at its intersection with Kilmore Street, as detailed on Plans SK001-SK003, Issue 3, dated 24 February 2021, as attached to this report as Attachment A.

Current Colombo Street Corridor - Kilmore Street to Avon River Bridge - Traffic Controls

- s. Approves that any previously approved resolutions on Colombo Street from its intersection with Kilmore Street to the Avon River Bridge, pertaining to traffic controls (excluding the speed limit), , made pursuant to any Bylaw, to the extent that they are in conflict with the traffic controls, described in recommendations t-v below, are revoked.

Colombo Street Corridor - Kilmore Street to Avon River Bridge - Traffic Controls

- t. Approves the road markings, kerb alignments, and road surface treatments on Colombo Street from its intersection with Kilmore Street to the Avon River Bridge, as detailed on Plans SK001-SK003, Issue 3, dated 24 February 2021, as attached to this report as Attachment A.
- u. Approves that a special vehicle lane in accordance with Clause 18 of the Christchurch City Council Traffic and Parking Bylaw 2017, for the use of south bound cycles only, be established on the east side of Colombo Street, commencing at its intersection with Kilmore Street and extending in a southerly direction to a point 23 metres south of its intersection with Kilmore Street, as detailed on Plans SK001-SK003, Issue 2, dated 19 November 2020, and attached to this report as Attachment A. This special vehicle lane is to be added to the Register of Roads or Traffic Lanes Restricted to Specific Classes of Vehicles in the Christchurch City Council Traffic and Parking Bylaw 2017.
- v. Approves that a bi-directional shared pedestrian/cycle path, in accordance with Clause 21 of the Christchurch City Council Traffic and Parking Bylaw 2017, be established on the east side of Colombo Street commencing at a point seven metres south of its intersection with Kilmore Street and extending in a southerly direction for a distance of 29 metres, as detailed on Plans SK001-SK003, Issue 2, dated 19 November 2020, and attached to this report as Attachment A.

Current Peterborough Street – Colombo Street to Manchester Street- Traffic Controls

- w. Approves that any previously approved resolutions on Peterborough Street, commencing at its intersection with Colombo Street and extending in an easterly direction to its intersection with Manchester Street, pertaining to traffic controls (including the speed limit), made pursuant to any Bylaw, to the extent that they are in conflict with the traffic controls, described in recommendations x-y below, are revoked.

Peterborough Street – Colombo Street to Manchester Street - Traffic Controls

- x. Approves the road markings, kerb alignments, and road surface treatments on Peterborough Street at its east approach to Durham Street North, its east and

west approaches to Colombo Street, and its west approach to Manchester Street, as detailed on Plans SK001 – SK003, Issue 3, dated 24 February 2021, as attached to this report as Attachment A.

- y. Approves that the speed limit on Peterborough Street, commencing at its intersection with Durham Street North, and extending in an easterly direction to its intersection with Manchester Street, be set at 30km/h, in accordance with Clause 27 of the Christchurch City Council Traffic and Parking Bylaw 2017.

Current Colombo Street Corridor - Salisbury Street to Peterborough Street - Stopping and Parking

- z. Approves that any previously approved resolutions on both sides of Colombo Street, commencing at its intersection with Salisbury Street and extending in a southerly direction to its intersection with Peterborough Street, pertaining to parking restrictions and stopping restrictions, made pursuant to any Bylaw, to the extent that they are in conflict with the parking and stopping resolutions described in recommendations aa-ff below, are revoked.

Colombo Street Corridor - Salisbury Street to Peterborough Street - Stopping and Parking

- aa. Approves that the stopping of vehicles be prohibited at any time on the east side of Colombo Street commencing at its intersection with Salisbury Street, and extending in a southerly direction for a distance of 58 metres.
- bb. Approve that the parking of vehicles be restricted to a maximum period of 60 minutes and controlled by Parking Meters, (including Pay by Plate machines or any approved means of payment) on the east side of Colombo Street commencing at a point 58 metres south of its intersection with Salisbury Street, and extending in a southerly direction for a distance of 34 metres. This restriction is to apply Monday to Friday, 9am – 5pm.
- cc. Approves that the stopping of vehicles be prohibited at any time on the east side of Colombo Street commencing at a point 92 metres south of its intersection with Salisbury Street, and extending in a southerly direction to its intersection with Peterborough Street.
- dd. Approves that the stopping of vehicles be prohibited at any time on the west side of Colombo Street commencing at its intersection with Peterborough Street, and extending in a northerly direction for a distance of 18 metres.
- ee. Approves that the parking of vehicles be restricted to a maximum period of 60 minutes and controlled by Parking Meters, (including Pay by Plate machines or any approved means of payment) on the west side of Colombo Street commencing at a point 18 metres north of its intersection with Peterborough Street, and extending in a northerly direction for a distance of 37 metres. This restriction is to apply Monday to Friday, 9am – 5pm.
- ff. Approves that the stopping of vehicles be prohibited at any time on the west side of Colombo Street commencing at a point 55 metres north of its intersection with Peterborough Street, and extending in a northerly direction to its intersection with Salisbury Street.

Current Colombo Street Corridor - Peterborough Street to Kilmore Street - Stopping and Parking

- gg. Approves that any previously approved resolutions on both sides of Colombo Street, commencing at its intersection with Peterborough Street and extending in a southerly direction to its intersection with Kilmore Street, pertaining to parking

restrictions and stopping restrictions, made pursuant to any Bylaw, to the extent that they are in conflict with the parking and stopping resolutions described in recommendations hh-qq below, are revoked.

Colombo St Corridor - Peterborough St to Kilmore St - Stopping and Parking

- hh. Approves that the stopping of vehicles be prohibited at any time on the east side of Colombo Street commencing at its intersection with Peterborough Street, and extending in a southerly direction for a distance of 17 metres.
- ii. Approves that the parking of vehicles be restricted to a maximum period of 60 minutes and controlled by Parking Meters, (including Pay by Plate machines or any approved means of payment) on the east side of Colombo Street commencing at a distance 17 metres south of its intersection with Peterborough Street, and extending in a southerly direction for a distance of six metres. This restriction is to apply Monday to Friday, 9am – 5pm.
- jj. Approves that the stopping of vehicles be prohibited at any time on the east side of Colombo Street commencing at a distance 23 metres south of its intersection with Peterborough Street, and extending in a southerly direction for a distance of 25 metres.
- kk. Approves that the parking of vehicles be restricted to a maximum period of 60 minutes and controlled by Parking Meters, (including Pay by Plate machines or any approved means of payment) on the east side of Colombo Street commencing at a distance 48 metres south of its intersection with Peterborough Street, and extending in a southerly direction for a distance of 17 metres. This restriction is to apply Monday to Friday, 9am – 5pm.
- ll. Approves that the stopping of vehicles be prohibited at any time on the east side of Colombo Street commencing at a point 65 metres south of its intersection with Peterborough Street, and extending in a southerly direction to its intersection with Kilmore Street.
- mm. Approves that the stopping of vehicles be prohibited at any time on the west side of Colombo Street commencing at its intersection with Kilmore Street, and extending in a northerly direction for a distance of 37 metres.
- nn. Approves that the parking of vehicles be restricted to a maximum period of 60 minutes and controlled by Parking Meters, (including Pay by Plate machines or any approved means of payment) on the west side of Colombo Street commencing at a point 37 metres north of its intersection with Kilmore Street, and extending in a northerly direction for a distance of 31 metres. This restriction is to apply Monday to Friday, 9am – 5pm.
- oo. Approves that the stopping of vehicles be prohibited at any time on the west side of Colombo Street commencing at a point 68 metres north of its intersection with Kilmore Street, and extending in a northerly direction for a distance of 19 metres.
- pp. Approves that the parking of vehicles be restricted to a maximum period of 60 minutes and controlled by Parking Meters, (including Pay by Plate machines or any approved means of payment) on the west side of Colombo Street commencing at a distance 87 metres north of its intersection with Kilmore Street, and extending in a northerly direction for a distance of 11 metres. This restriction is to apply Monday to Friday, 9am – 5pm.
- qq. Approves that the stopping of vehicles be prohibited at any time on the west side of Colombo Street commencing at a point 98 metres north of its intersection with Kilmore Street, and extending in a northerly direction to its intersection with Peterborough Street.

Current Colombo Street Corridor - Kilmore Street to Avon River Bridge - Stopping and Parking

- rr. Approves that any previously approved resolutions on both sides of Colombo Street from its intersection with Kilmore Street to the Avon River Bridge, pertaining to parking restrictions and stopping restrictions, made pursuant to any Bylaw, to the extent that they are in conflict with the parking and stopping resolutions described in recommendations ss-yy below, are revoked.

Colombo Street Corridor - Kilmore Street to Avon River Bridge - Stopping and Parking

- ss. Approves that the stopping of vehicles be prohibited at any time on the east side of Colombo Street commencing at its intersection with Kilmore Street, and extending in a southerly direction for a distance of 38 metres.
- tt. Approves that the parking of vehicles be reserved for vehicles with an approved disabled person's parking permit, prominently displayed in the vehicle, in accordance with section 6.4.1 of the Land Transport Rule - Traffic Control Devices: 2004. This restriction will apply at any time on the east side of Colombo Street commencing at a point 38 metres south of its intersection with Kilmore Street, and extending in a southerly direction for a distance of six metres. Parking is further restricted to a maximum period of 120 minutes.
- uu. Approves that the stopping of vehicles be prohibited at any time on the east side of Colombo Street commencing at a point 44 metres south of its intersection with Kilmore Street, and extending in a southerly direction for a distance of six metres.
- vv. Approves that the parking of vehicles be restricted to a maximum period of 120 minutes on the east side of Colombo Street commencing at a point 50 metres south of its intersection with Kilmore Street, and extending in a southerly direction for a distance of 24 metres. This restriction is to apply between 9:00 am to 5:00 pm, Monday to Thursday, and between 9:00 am to 8:30 pm, Friday, and between 9:00 am to 6:00 pm, Saturday and Sunday.
- ww. Approves that the parking of vehicles be reserved for vehicles with an approved disabled person's parking permit, prominently displayed in the vehicle, in accordance with section 6.4.1 of the Land Transport Rule - Traffic Control Devices: 2004. This restriction will apply at any time on the west side of Colombo Street commencing at a point 69 metres south of its intersection with Kilmore Street, and extending in a northerly direction for a distance of 15 metres. Parking is further restricted to a maximum period of 120 minutes.
- xx. Approves that the parking of vehicles be restricted to a maximum period of five minutes on the west side of Colombo Street commencing at a point 54 metres south of its intersection with Kilmore Street, and extending in a northerly direction for a distance of five metres. The restriction is to apply at any time.
- yy. Approves that the stopping of vehicles be prohibited at any time on the west side of Colombo Street commencing at a point 49 metres south of its intersection with Kilmore Street, and extending in a northerly direction to its intersection with Kilmore Street.

Current Peterborough Street Corridor – Durham Street North to Colombo Street - Stopping and Parking

- zz. Approves that any previously approved resolutions on the north side of Peterborough Street from its intersection with Durham Street North to a point 40 metres east of its intersection with Durham Street North, pertaining to parking restrictions and stopping restrictions, made pursuant to any Bylaw, to the extent

that they are in conflict with the parking and stopping resolutions, described in the recommendations bbb-ddd below, are revoked.

- aaa. Approves that any previously approved resolutions on the south side of Peterborough Street from its intersection with Durham Street North to a point 34 metres east of its intersection with Durham Street North, pertaining to parking restrictions and stopping restrictions, made pursuant to any Bylaw, to the extent that they are in conflict with the parking and stopping resolutions, described in the recommendations eee-ggg below, are revoked.

Peterborough Street Corridor – Durham Street North to Colombo Street - Stopping and Parking

- bbb. Approves that the stopping of vehicles be prohibited at any time on the north side of Peterborough Street commencing at its intersection with Durham Street North, and extending in an easterly direction for a distance of eight metres.
- ccc. Approves that the parking of vehicles be restricted to a maximum period of five minutes on the north side of Peterborough Street commencing at a point eight metres east of its intersection with Durham Street North, and extending in an easterly direction for a distance of 14 metres. This restriction is to apply at any time.
- ddd. Approves that the stopping of vehicles be prohibited at any time on the north side of Peterborough Street commencing at a point 22 metres east of its intersection with Durham Street North, and extending in an easterly direction for a distance of 18 metres.
- eee. Approves that the stopping of vehicles be prohibited at any time on the south side of Peterborough Street commencing at its intersection with Durham Street North, and extending in an easterly direction for a distance of 26 metres.
- fff. Approves that the parking of vehicles be restricted to motorcycles only on the south side of Peterborough Street, commencing at a point 26 metres east of its intersection with Durham Street North, and extending in an easterly direction for a distance of four metres.
- ggg. Approves that the stopping of vehicles be prohibited at any time on the south side of Peterborough Street commencing at a point 30 metres east of its intersection with Durham Street North, and extending in an easterly direction for a distance of four metres.

4. Background / Context / Te Horopaki

- 4.1 This project seeks to connect the Papanui Parallel MCR (Major Cycle Route) at Bealey Avenue to the Ōtākaro works just south of Kilmore Street by providing cycle facilities along Colombo Street. In addition, the Council will complete a small section of cycle facilities along Colombo Street from Kilmore Street to the Avon River Bridge, which was originally part of the Ōtākaro AAC (An Accessible City) project, but was delayed by the Town Hall construction work underway at that time.
- 4.2 There are currently no cycle facilities along Colombo Street, between Bealey Ave and Kilmore Street. The initial project scope was for an interim facility; however, there is potential for it to remain in place long-term (i.e. up to ten years), until funding for the full AAC project is available in the future.
- 4.3 It is noted that the scheme design options developed, and the preferred option presented for consultation, do not meet the intent of the Streets and Spaces Design Guide and the original

plan for this AAC project, which seeks to renew the road reserve from boundary to boundary, due to a lack of available budget.

- 4.4 An initial report (March 2019) was prepared based on scheme options that considered a minimum ten-year life and envisaged one-way separated cycle facilities. These options had a significant impact on on-street parking and provided no enhancement for the streetscape as envisaged in the Streets and Spaces Design Guide.
- 4.5 The initial March 2019 report was considered by the Transport Steering Group and the AAC Joint Technical Review Panel and as a result an addendum report (August 2019) was prepared that considered options to provide more street amenity (i.e. street trees), and an option with less impact on on-street parking in the business area. These review groups concluded that the initial scheme options were not delivering the amenity improvement outcomes desired from the AAC programme. The addition of the separated cycle lanes in the original options assessment significantly affected the available on-street parking, with losses of 60-74% of the existing parking in some options. This was considered to be a key concern for business owners in the length of Colombo Street between Salisbury Street and Kilmore Street.
- 4.6 A further report (January 2020) was prepared to address the loss of on-street parking between Bealey Avenue and Salisbury Street, minimise construction costs, and include urban design and landscaping enhancements, whilst providing safe cyclist facilities. This option was taken forward as the preferred scheme option for consultation.
- 4.7 The key design elements of the proposed scheme presented for consultation included:

Bealey Ave to Salisbury Street

- Painted buffered cycle lanes with removal of some on-street parking around bus stops and intersections for cyclist safety. Note the buffer is also painted.
- A 4.2m wide shared mixing zone for straight-through cyclists with left-turning traffic at Salisbury Street.
- On-street parking retention of 29 spaces from the existing 36 spaces on the eastern side of Colombo Street, and 28 spaces from the existing 38 spaces on the western side of Colombo Street. Overall, the parking retention is 77% from the existing.
- Introduction of a 30km/h speed limit supported by traffic calming measures including gateway thresholds, narrow lanes, some side friction from trees, and patterned features on the road. These measures aim to mitigate the lack of physical separation for cyclists.
- Improving amenity and road legibility by introducing street trees, build outs and threshold paint to visually, and physically, narrow the corridor. Also a proposed cluster of coloured arrows for each of the build-out locations, and proposed patterned paint treatment to footpath areas.
- Planting of 12 new street trees, in planter boxes, located at approximately 50m spacing.
- Rationalisation of bus stops, removing the two stops closest to Salisbury Street, and replacing them with a relocated stop on Salisbury Street and a new stop on Colombo Street south of Salisbury Street.

Salisbury Street to Kilmore Street

- Painted buffered cycle lanes.
- Cycle lane treatment at intersections with kerb build-outs added to the approaches to Peterborough Street to slow left-turning traffic, improve pedestrian access and further narrow the street.

- Introduction of a 30km/h speed limit supported by traffic calming measures, including gateway thresholds, narrow lanes, some side friction from trees, and patterned features on the road. These measures aim to mitigate the lack of physical separation for cyclists.
- Extension of the 30km/h speed limit on Peterborough Street, and threshold treatments at Durham Street North and Manchester Street.
- On-street parking retention of 21 spaces from an existing 35 spaces.
- Enhanced vibrancy of retail hub by introducing design street art around the Peterborough Street intersection.
- Placement of street trees in existing and proposed kerb build-outs to support traffic calming and in consideration of vehicle entrances and exits, and known underground services.

Kilmore Street to Avon River Bridge

- Introduction of five on-street parking spaces, in addition to one mobility space on the eastern side of the road, and two mobility spaces on the western side. These changes result in the loss of one car parking space from the existing layout.
- Creation of a shared path area on the eastern side of Colombo Street to the south of Kilmore Street, to connect to the Avon River Precinct shared path on Cambridge Terrace, with an access ramp for southbound cyclists to enter the shared path from the roadway.

5. Consultation Process and Submissions / Te Tukanga Kōrerorero / Ngā Tāpaetanga

- 5.1 Pre-engagement on the Colombo Street cycle route connection project was carried out on 22 September 2020 by the project team. This involved door knocking the most affected businesses along the cycle connection route. Community consultation was then undertaken from Monday 28 September until Tuesday 27 October 2020. This included drop in sessions and face to face meetings with key stakeholders. The full details of the consultation process is contained in the staff report to the Hearings Panel.
- 5.2 The community were asked to respond to these questions:
- Do you support the plan for the cycle route connection?
 - Do you have any comments or concerns in relation to specific parts of the plan?

Summary of Submissions / Ngā Tāpaetanga

- 5.3 At the close of the consultation period 269 submissions were received. The staff report to the Hearings Panel contains a detailed analysis of the submissions. The paragraphs below provide a brief overview of the percentages and frequent themes raised.

Do you support the plan for the cycle route connection?

- 5.4 At the close of the consultation there were 141 submissions in support of the cycle route connection plan. There were 81 who generally supported the connection but have concerns and 47 who did not support the cycle route connection project.

Themes from those who supported the Colombo Street cycle route connection plan

- 5.5 There were 141 (52%) submitters who supported the plan for the cycle route connection. The most frequent reasons for supporting the project related to:
- Will make it safer
 - Support for the mission connection
 - Cycling is good for health, wellbeing and the environment
- 5.6 Project team comments in relation to these are as follows (where relevant).
- 5.7 **Safety** – We received feedback from the community that this new cycle connection would make the road safer than it currently is for cyclists along Colombo Street.
- Project team comments:** The project team agrees that the provision of a cycle connection will give cyclists a defined space to travel between the Papanui Parallel and the Central City, where there is currently none, and make it safer for cyclists.
- 5.8 **Missing connection** – We received feedback from the community in support of creating a connection for cyclists into the central city.
- Project team comments:** The project team agrees that the provision of a cycle connection will give cyclists a defined space to travel between the Papanui Parallel and the Central City, where there is currently none.
- 5.9 **Health, well-being and the environment** – We received feedback from the community about the importance of encouraging cycling for the health of residents and to look after the environment.

Project team comments: The project team agrees that the provision of a cycle connection will provide further opportunity for all transport mode users, including active mode users, to have a defined space to travel into and out of the central city along this key route.

Themes from those who generally support the Colombo Street cycle route connection plan, but have some concerns

- 5.10 There were 81 (30%) submitters who generally supported the plan, but did have some concerns. The most frequent concerns related to:

- Would prefer a separated cycleway

- 5.11 Project team comments in relation to these are as follows (where relevant).

- 5.12 **Separated cycleway instead** – We received feedback from 34 submitters that they would prefer a separated cycleway. However it should also be noted that there were 10 submitters who specifically noted that they were supportive of the painted buffer cycle lane.

Project team comments: The project team sought to balance the aim of providing cycle facilities between the Papanui Parallel MCR and the central city with the desire to retain as much as possible on-street parking for businesses, particularly in the retail area between Salisbury Street and Kilmore Street.

- 5.13 **Traffic light phasing improvements** – We received feedback from the community requesting an improvement to traffic light phasing specifically at Bealey Avenue.

Project team comments: The project team agrees with this feedback and will work with the signals team to improve the traffic light phasing at Bealey Ave to allow cyclists sufficient time to cross this intersection.

- 5.14 **Cycle lane too narrow** – We received feedback from the community relating to concerns that the cycle lane being proposed is too narrow.

Project team comments: The project team acknowledges that the proposed cycle lane widths are not ideal, and has proposed a solution of 1.6m wide cycle lanes with 0.4m buffer to fit within the available road space. The alternative is to remove the buffer and provide 1.8m wide cycle lanes, which provides less visual separation between the vehicle lane and the cycle lane.

The cycle lanes have been widened to 1.8-1.9m in width adjacent to parallel parking. This means that the painted buffer between the cycle and traffic lanes can no longer be used. Consideration will be given to types of road markings that better delineate the edges of the lanes, i.e. high performance markings and wider lines.

- 5.15 **More bike parking** – We received feedback from the community requesting more bike parking along the route.

Project team comments: There is currently 16 bike parking stands located along the route in the scheme plan. The project team proposes to include an additional four bike parking stands, located at the Peterborough Street intersection.

- 5.16 **Plastic posts or reflectors** – we received feedback from the community requesting the inclusion of plastic posts or reflectors, to make it safer for cyclists.

Project team comments: The project team is reluctant to add vertical elements to the street environment, such as flexi posts, unless there is a known safety issue, as this adds a new hazard to the environment. The project team can investigate potential locations for these measures during detailed design, if required.

- 5.17 **Consistent speed zone** – we received feedback from the community about the ad hoc nature of the speed zones across the city.

Project team comments: The project team has received advice from the Council Transport Operations team that the Council follows national guidance from Waka Kotahi – NZ Transport Agency for speed limit consistency. Their advice is that 30km/h is appropriate for a cycle route where there are high volumes of cyclists. 40km/h is appropriate on Colombo Street to the north of Bealey Ave, as at that point the cycle route transitions to a separated facility rather than a shared facility.

Themes from those who do not support the Colombo Street cycle route connection plan

- 5.18 There were 47 submitters who did not support the cycle connection plan on Colombo Street. The most frequent comments related to:

- Concern over loss of on-street parking
- Building cycle lanes is a waste of money
- Cycle lanes are not well used

- 5.19 Project team comments in relation to these are as follows (where relevant).

- 5.20 **Loss of on-street parking** – we received feedback from the community who had concerns about the loss of on street parking due to the high demand for parking in the area.

Project team comments: The project team has sought to balance the introduction of a cycle connection with minimising the loss of on-street car parking. Parking spaces have only been removed where it is unsafe to retain them such as at intersections and at bus stops, or where street trees are proposed to be implemented to improve the amenity of Colombo Street.

- 5.21 **Cycle lanes a waste of money** – We received feedback from the community who had concerns that funding would be better spent on something else.

Project team comments: The project team has sought to provide cycle facilities, which enable a connection between the Papanui Parallel MCR and the Central City, within the available budget and scope outlined in the Council's Long Term Plan.

- 5.22 **Cycle lanes not well used** – We received feedback from the community about cycle lanes not being well used across the city.

Project team comments: The project team has sought to provide cycle facilities, which enable a connection between the Papanui Parallel MCR and the Central City, to meet the Council's Community Outcome of a Liveable City with a well-connected and accessible city promoting active and public transport modes.

Feedback on key parts of the cycle connection plan

- 5.23 All community feedback collected during the consultation period, on specific aspects of the proposed plan are included below, and include project team comments (where relevant):

- 5.24 **Speed reduction** – there were 29 specific comments in support of the speed limit reduction and 12 comments not in support of the speed limit reduction.

5.24.1 The most common reason for supporting the speed limit reductions from submitters were related to the reduced speed limit making the road safer.

5.24.2 The most common reason for not supporting the speed limit reductions by submitters related to:

- The speed does not need lowering

- It will increase travel times and create congestion
- People will ignore it and still speed

Project team comments:

- The project team considers that lowering the speed limit along Colombo Street from just south of Bealey Ave to the Avon River Bridge south of Kilmore to 30km/h will make the environment safer for active transport mode users, including making it safer for cyclists using this route. The proposed 30km/h speed limit would add less than 30 seconds to the journey along Colombo Street. There have been requests from central city residents associations for lower speed limits in the central city, as outlined by one submitter.
- In addition, the brief to the project team sought an increase in the amenity of the road environment, and to this end, the project team has included roadway art as part of the scheme plan. To include this in the implementation of the scheme plan, the actual speed limit along Colombo Street must comply with the Land Transport Rule. The 30km/h speed limit will support the installation of roadway art, which is shown on the scheme plan for this project as coloured diamonds with sharrows.
- The Land Transport Rule: Traffic Control Devices Amendment 2020 was enacted in July 2020, which allows for the lawful installation on a roadway of markings that are not traffic control devices in particular circumstances also referred to as “roadway art”. A condition of the installation of roadway art is that it is installed in a lower risk environment. In this rule, lower risk environment is defined as:
 - (a) *Where the road controlling authority manages speeds, through the use of any combination of traffic control devices, roadside developments, roadway art and other changes in the road environment, with the aim to achieve an outcome where the operating speed of vehicles (except in emergency situations) is not more than 30km/h (whether or not the speed limit for the area is 30km/h); and*
 - (b) *In relation to which it is reasonable for the road controlling authority to believe that outcome has been or will be achieved.*

5.25 **Bus stops** – there were 16 general comments relating to rationalising the bus stops in the cycle connection plan. Of these there were 8 submitters who specifically indicated they did not support the bus stop locations.

5.25.1 The reasons for not supporting the bus stop locations related to:

- Moving the bus stops does not work with the design, especially with the future two way to one way expected for Kilmore Street in the future.
- Like the bus stops as they are now.
- No requirement for a bus stop on the corner of Salisbury and Manchester, as buses traveling down Salisbury Street always turn from the right lane into Manchester Street.
- Moving the bus stop from 121 Salisbury to 139 Salisbury will move a bus stop too close to Manchester Street.
- The bus stop near the lights by Whiskey Galore will get stuck in congestion traffic in peak hours and slow the service down.

Project team comments: The project team has worked with Environment Canterbury during the scheme design option development to rationalise the bus stops, and proposed to remove the two stops closest to Salisbury Street, and replacing them with a relocated stop on

Salisbury Street and a new stop on Colombo Street south of Salisbury Street. However, based on the submissions received, the project team recommends that the bus stop locations remain close to their existing locations. The benefits of moving the bus stops are outweighed by the dis-benefits as raised in submissions. The configuration of the bus stops will be updated to meet the latest guidance for bus movements in and out of bus stops, with both stops proposed to be shifted a small distance to avoid creating pinch points for cyclists.

- 5.26 **Planter boxes and street art** - there were 27 comments made about planter boxes and street art on the road.

5.26.1 The main reasons that submitters supported the planter boxes and street art related to the improvement in the amenity value of the area and having the flexibility to try something new and move things around.

5.26.2 The main reason for submitters not supporting the planter boxes and street art was due to the belief it was a waste of funding. There were also strong concerns raised by Blind Low Vision New Zealand in relation to the patterned colours on footpaths being confusing for the vision impaired and those with cognitive impairments, due to depth perception. They would prefer to keep them on the road only.

Project team comments: The project team has sought to improve the amenity of Colombo Street by including planter boxes and roadway and footpath art. Planter boxes provide a low cost, adaptable solution rather than permanent street trees to allow these to be moved if there are issues with visibility or obstruction once implemented. The project team is working with the Blind Low Vision NZ team to incorporate their concerns for their clients into the project, as part of the detailed design, whilst not losing the aim to improve amenity of this environment.

- 5.27 **Tree and planter box relocations** – there were a number of specific requests for changes in the location of plant boxes and trees, these are noted below and include project team comments. The trees will be planted in planter boxes with their lower branches – those around drivers’ eye height – trimmed to allow visibility. The trees are generally located where visibility can currently be blocked by parked vehicles. The trees will mostly be planted individually, allowing drivers of higher vehicles more opportunity to see around the trees.

- Remove tree between 863 and 867 Colombo Street to retain P5
- Add a tree in the footpath at 807/805 Colombo Street
- Remove planter at 913 Colombo Street
- Remove tree in Maryville Village entrance 864 Colombo Street
- Remove tree near 859 Colombo Street (Salvation Army)
- Remove tree outside 868 Colombo Street
- Remove tree outside 913 Colombo Street

- 5.28 **Mobility parks** - there were 5 comments specifically made about supporting the inclusion of mobility parks. These were supported because these parks were being provided for people who really needed them. There were no submitters who did not support the inclusion of the mobility parks.

- 5.29 **Parking** – there were 4 submitters who specifically supported the on-street parking removals, there were 9 submitters who supported more parking being removed and 21 submitters who specifically were not in support of the parking losses.

5.29.1 The main reason that submitters supported the existing on-street parking removals or who supported more parking removals was to make more space and make it safer for cyclists and to encourage residents to cycle more and drive less.

5.29.2 For those who did not support the removal of the on-street parking, this was due to concern that loss of parking would have negative effects for local businesses and residents in the area.

Project team comments: The project team has sought to balance the introduction of cycle facilities with the retention of on-street car parking for businesses, particularly in the section of Colombo Street between Salisbury Street and Kilmore Street, and to meet the Council's Community Outcome of a Liveable City with a well-connected and accessible city promoting active and public transport modes.

5.30 **Reviewing the "trial"** – there were 5 submitters who had comments about how the trial would be evaluated.

Project team comments:

- There were several submitters that referred to the implementation of the interim cycle facilities as a trial. To provide evidence that a more permanent solution would be supported and could be justified in terms of priority and funding, the project team is preparing a monitoring and evaluation plan to implement upon approval of the scheme plan. This plan includes metrics to measure the success, or otherwise, of the facilities implemented, including but not limited to before and after vehicle traffic counts, cycle counts, and traffic speed counts. A qualitative survey with users will also be developed for user feedback on the measures once implemented, and this can be repeated on a regular basis. The brief to the project team noted that this interim facility could be in place for up to ten years.
- It should be noted that the comments above have been analysed based on submitters specifically commenting on these aspects of the plan. There are also 61 submitters who indicated that they supported the plan and provided no comments. Therefore indicating they support all aspects of the cycle connection plan that we sought feedback on.

5.31 **All other key suggested changes to the cycle connection plan** - there were a number of other suggestions for improving the cycle connection plan (outside of those already captured in the earlier sections of this report), the most common requests are listed below and include project team comments.

5.32 **Remove all day parking in the area**

Project team comments: The project team has sought to balance the implementation of cycle facilities with the availability of on-street parking, particularly for businesses. The availability of all day parking for commuters could be changed to time-restricted parking, which would assist with parking availability turnover for businesses. This is/will be recommended to be incorporated in a wider review of central city parking.

5.33 **Resolve narrowing/cycle merging at the bridge by the Town Hall**

Project team comments: This is beyond the scope of this project, but the project team can refer this issue to the Transport Operations team for further investigation on options available at this location.

5.34 **Alternative kerb build out options**

Project team comments: The kerb build out options presented seek to slow traffic and increase safety for active transport modes, within the constraint of not precluding different road layouts and cycle facility types in the future.

5.35 **Include more traffic calming tools**

Project team comments: The project team has sought to include traffic calming measures that balances the implementation of cycle facilities with the retention of on-street car parking. If further car parking were removed, then additional traffic calming measures could be investigated. Other means of traffic calming would include vertical elements, which may cause vibration issues for residents along this bus route as buses cause more vibration than vehicles.

5.36 **Remove all the parking on one side and have the cycle lane on that side of the road only**

Project team comments: The project team has sought to balance the implementation of cycle facilities with the availability of on-street parking, particularly for businesses.

5.37 **Request an in-lane bus stop**

Project team comments: This option is not favoured by Environment Canterbury, as an in-lane stop would delay traffic, particularly at the timing stops, where it is not appropriate for a bus to wait in the lane.

5.38 **Project team responses to specific submissions** – there were specific submissions that required a more formal response, as they raised a number of issues. These are addressed in the staff report to the Hearings Panel and some of the issues raised were also discussed by the Hearings Panel as detailed in Section 8 of this report. The specific submissions included:

- Blind Low Vision New Zealand
- Spokes Canterbury
- Submission #35507
- Pita Kāik/Peterborough Village

Changes made to the plan, following feedback from the community

5.39 After considering community feedback, the following amendments are recommended for the Colombo Street cycle route connection plan.

- Widen the cycle lanes to 1.8-1.9 m in width adjacent to parallel parking. This means that the painted buffer between the cycle and traffic lanes can no longer be used. Consideration will be given to types of road markings that better delineate the edges of the lanes, i.e. high-performance markings and wider lines.
- Update the plans to reflect the installation of the no stopping lines marked on Colombo Street outside Maryville Courts recently.
- Review the length of the “green” time for cyclists travelling across Bealey Avenue to ensure there is sufficient time for slower riders to get across the intersection. A “head-start” for northbound riders over left-turning traffic was identified during the design stage and will be included in the project.
- Remove the drainage channels at the edge of the cycle lane across Peterborough Street from the design.

- Provide four additional cycle stands around the Peterborough Street intersection, bringing the total along the route to 20.
- Convert one of the unrestricted parking spaces outside No. 867 Colombo Street to a P5 (at any time) space, replacing the small existing P5 space being removed to fit the tree.
- Extend the length of the feature paving further south to No. 907 Colombo Street
- Develop coloured surfacing colours and layout detailed design.

6. Resource Implications / Ngā Hīraunga Rauemi

Capex/Opex / Ngā Utu Whakahaere

- 6.1 Cost to Implement – the scheme estimate to implement the cycle connection along Colombo Street is \$950,500.
- 6.2 Maintenance/Ongoing costs – There is an implication on ongoing maintenance costs for the planter boxes watering and weeding, which has been quoted at \$487 per planter per year. There is also likely to be a requirement to repaint the roadway art within the 10 year timeframe anticipated for this facility, which is likely to cost approximately \$91,550 for each repainting event.
- 6.3 Funding Source – This project is funded under the Council's transport programme, and will attract a NZTA funding subsidy under the low cost, low risk programme.

7. Risks / Ngā Tūraru

- 7.1 The key risks associated with this project are:
 - 7.1.1 Loss of on-street parking to accommodate cycle lanes and landscape enhancements (e.g. street trees) may make it difficult to get community support for the project.
 - 7.1.2 Business owners unlikely to support the project due to the impacts on parking in the area.
 - 7.1.3 Design non-conformances with Streets and Spaces Design Guide, which include:
 - Separated cycle lanes on both sides of the road
 - 3-metre wide footpaths on both sides of the road
 - 2.8-metre wide car parking spaces on one side of the road only (refer below for Streets and Spaces Design Guide for Colombo Street north of Kilmore Street).
 - 7.1.4 Not providing the level of service for the 'interested but concerned' cyclist the Major Cycleways need to target.
 - 7.1.5 The Kilmore Street post-construction safety audit raised issue for pedestrian safety at the Kilmore Street / Colombo Street intersection, which have been addressed within this project.
 - Provision of three full width mobility parks is desired.
 - 7.1.6 Resealing work is due to be completed in FY21 along this section of Colombo Street between Bealey Avenue and Kilmore Street, and co-ordination of works is required. The current approach is for chip seal to be used for resealing based on the number of vehicles that use Colombo Street. It is noted that chip seal will not provide as good a surface as asphalt, which would be preferable for the implementation of roadway art. A pavement condition assessment undertaken in September 2020 indicates that the pavement is in poor condition, but an asphalt surface could be expected to last for a

reasonable length of time. There is no available budget to undertake a full renewal of Colombo Street at this time.

- 7.1.7 Inconsistent cycle facility type compared to AAC aspirations, and the adjacent Papanui Parallel Major Cycle Route.

8. The Hearing / Te Hui

- 8.1 The Hearings Panel consisted of Councillor Mike Davidson (Chair), Councillor Jimmy Chen and Councillor Catherine Chu. The Hearings Panel convened on Monday 23 November 2020 to consider and deliberate on all submissions and information received on the proposal.
- 8.2 Prior to hearing oral submissions Council Officers presented a brief overview of the proposed amendments and presented the Hearings Panel with further information in relation to the Colombo Street cycle connection and answered questions of the Hearings Panel.
- 8.3 The Hearings Panel then heard and asked questions for clarification from 18 submitters who wished to present. The oral submissions were largely consistent with the points raised in the written submissions. The key issues that were raised through the oral submissions included:
- 8.3.1 A number of submitters felt there should be separated cycleways, rather than shared pathways and cycleways merging with traffic. Cyclists felt unsafe merging with traffic and shared pathways can cause issues with pedestrians.
- 8.3.2 Submitters raised that the removal of carparks will negatively affect businesses in the area with customers/patients unable to find suitable parking nearby (especially doctor and dentist practices where patients may not be able to walk far). There is a concern with further developments in the area and little on street car parking, especially if no car parking is provided at businesses or residential developments.
- 8.3.3 Further consultation should be done with Blind Low Vision NZ for visually impaired people as road markings and plantings currently proposed for shared pathways will create difficulties.
- 8.3.4 The intersection at Bealey Avenue and Colombo Street needs to be addressed so that cyclists are able to cross safely. Currently there is not enough time to cross the intersection for cyclists, and cyclists heading north along Colombo Street need protection from left turning traffic.
- 8.3.5 Issues were raised regarding the different speed limits within the four avenues which appear to be haphazard and can lead to confusion.

9. Consideration and Deliberation of Submissions / Ngā Whaiwhakaaro o Ngā Kōrero me Ngā Taukume

- 9.1 The Hearings Panel considered and deliberated on all submissions received on the proposal as well as information received from Council Officers during the hearing. Some of the key issues that were addressed by the Hearings Panel are as follows:
- 9.1.1 The Hearings Panel had concerns regarding the safety of cyclists crossing the Bealey Avenue/Colombo Street intersection and asked Council Officers would could be done to alleviate this. Council Officers advised that the phasing of the green signal time can be investigated to allow more time for cyclists to cross the intersection. Also cycle signal lanterns and red arrow protection from turning vehicles could also be investigated to protect cyclists travelling north along Colombo Street. The Hearings Panel also asked Council Officers regarding physical separation between cyclists and vehicles at the

northbound approach to the intersection and further investigation by Council Officers would be required for this.

- 9.1.2 The Hearings Panel had concerns with cyclists along Colombo Street merging with traffic south of Kilmore Street and Council Officers advised this can be further investigated by looking at managing the speed of vehicles and vehicle separation.
- 9.1.3 The Hearings Panel discussed the issue of removal of carparks, the effect on businesses in the area, and the need to make the cycleway safe by removing certain carparks. Council Officers advised an increase to the number of short term parking spaces available on Peterborough and Kilmore Streets can be investigated to help alleviate concerns raised. The Hearings Panel also wanted staff to investigate that there be no further reduction in short term parking on Colombo Street immediately south of Bealey Avenue.
- 9.1.4 The budget for this project was discussed by the Hearings Panel and Council Officers and what could be achieved. It was noted that the project is an interim solution with an intended lifespan of up to ten years and the Hearings Panel wanted further consideration given to additional budget in the latter years of the draft Long Term Plan 2021-2031 to consult, design and build a permanent cycleway from Bealey Avenue to Kilmore Street along Colombo Street.
- 9.1.5 The Hearings Panel discussed the new Youth Hub in Salisbury Street and how this can link into the cycleway.
- 9.1.6 The various speed limits within the central city four avenues was discussed by the Hearings Panel and it was felt a review of those speed limits needs to be undertaken with the intention of having an area wide approach to speed safety.
- 9.1.7 The Hearings Panel had concerns regarding the ongoing operational costs for street art and landscaping along the cycleway and want Council Officers to investigate ways on how to minimise this. There was discussion that community groups may want to become involved with helping to maintain this.
- 9.1.8 The Hearings Panel discussed the issues brought to their attention for the visually impaired by Blind Low Vision NZ regarding the shared pathway and discussed this with Council Officers. It was requested that Council Officers work with Blind Low Vision NZ during the detailed design and construction of this project.
- 9.2 Following consideration and deliberation of submissions, the Hearings Panel unanimously agreed to recommend to the Council and the Community Board to approve the Colombo Street Cycle Connection Scheme Design SK001-SK003 dated 24 February 2021, Issue 3 (Attachment A) and detailed traffic resolutions with amendments as contained in sections 2 and 3 of this report.
- 9.3 The Hearings Panel reconvened on Monday 8 March 2021 as a result of some technical errors to the traffic recommendations which were previously agreed by the Hearings Panel at its meeting on 23 November 2020, and for Council Officer to be given sufficient time to investigate the impact of the Hearings Panel proposed changes to the wider network. The Hearings Panel was due to present its report to the Waikura / Linwood-Central-Heathcote Community Board on 17 February 2021, and to Council on 11 March 2021; however, the report was withdrawn from the agenda due to errors in the traffic resolutions, as well as the recommendations that require further investigation by staff before proceeding.
- 9.4 The Hearings Panel proposed six amendments to the scheme design as part of its report, which staff have not had time to investigate the impact of these changes to the wider transport network. This report recommends that the recommendations be updated to allow

this investigation to be undertaken with the delegation of final detailed design approval to the Urban Development and Transport Committee.

- 9.5 The Hearings Panel accepted the corrected errors and updated recommendations to present to the Waikura / Linwood-Central-Heathcote Community Board and the Council at the next available meetings.
- 9.6 At the close of the hearing the Chairperson, Councillor Davidson, on behalf of the Hearings Panel, thanked all Council Officers and submitters.

10. Reference Documents

Document	Location
Hearings Panel Agenda 23 November 2020 (including all submissions)	https://christchurch.infocouncil.biz/Open/2020/11/BLHP_20201123_AGN_5260_AT.PDF
Hearings Panel Attachments under separate cover 23 November 2020	https://christchurch.infocouncil.biz/Open/2020/11/BLHP_20201123_ATT_5260_EXCLUDED.PDF
Hearings Panel Minutes 23 November 2020	https://christchurch.infocouncil.biz/Open/2020/11/BLHP_20201123_MIN_5260_AT.PDF
Hearings Panel Minutes Attachments 23 November 2020	https://christchurch.infocouncil.biz/Open/2020/11/BLHP_20201123_MAT_5260.PDF
Hearings Panel Agenda 8 March 2021	https://christchurch.infocouncil.biz/Open/2021/03/BLHP_20210308_AGN_5968_AT_EXTRA.PDF
Hearings Panel Minutes 8 March 2021	https://christchurch.infocouncil.biz/Open/2021/03/BLHP_20210308_MIN_5968_AT_EXTRA.PDF
Have Your Say Webpage	https://ccc.govt.nz/the-council/consultations-and-submissions/haveyoursay/show/327

Signatories / Ngā Kaiwaitohu

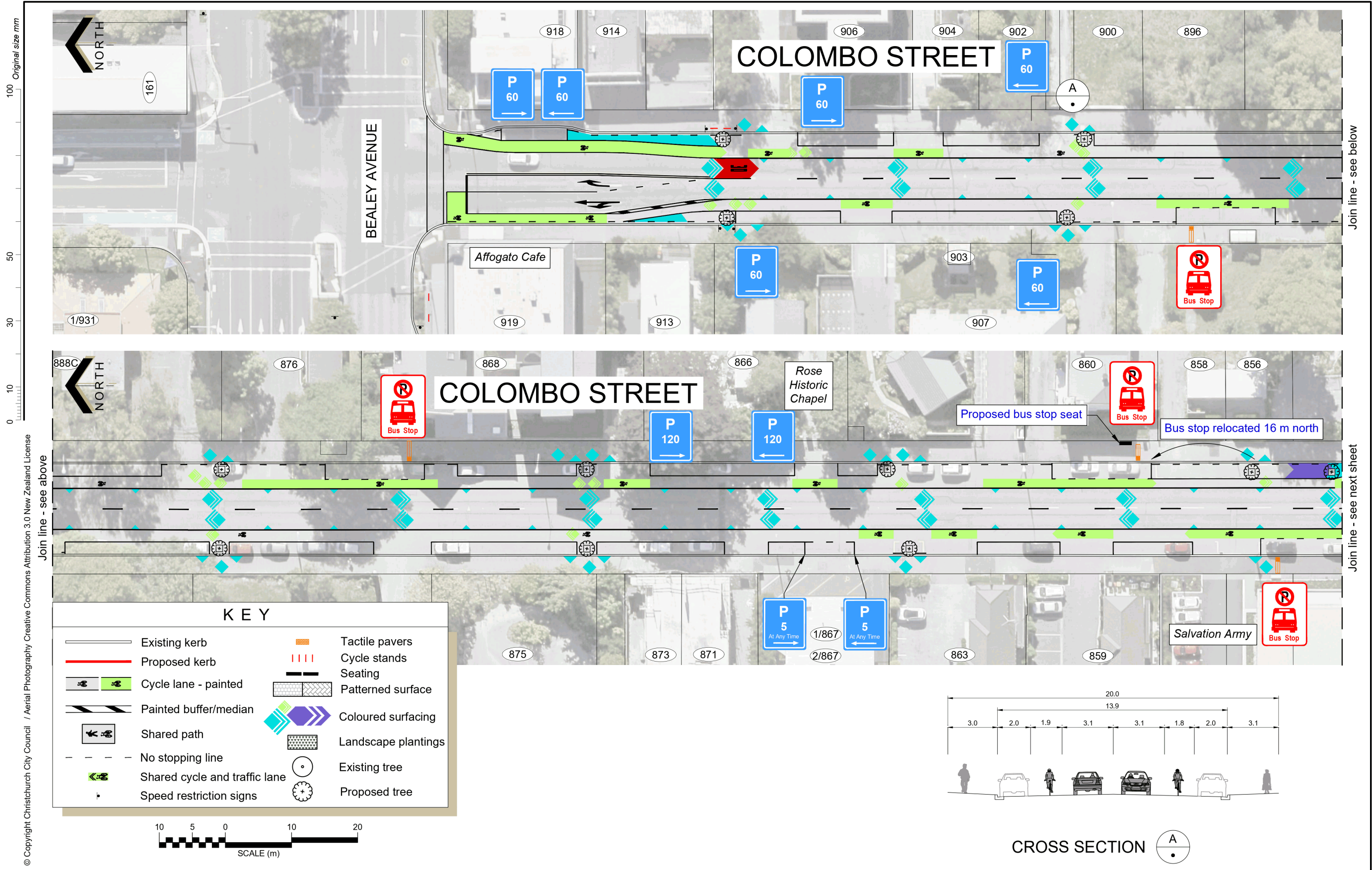
Author Jacqui Wilkinson - Hearings Advisor

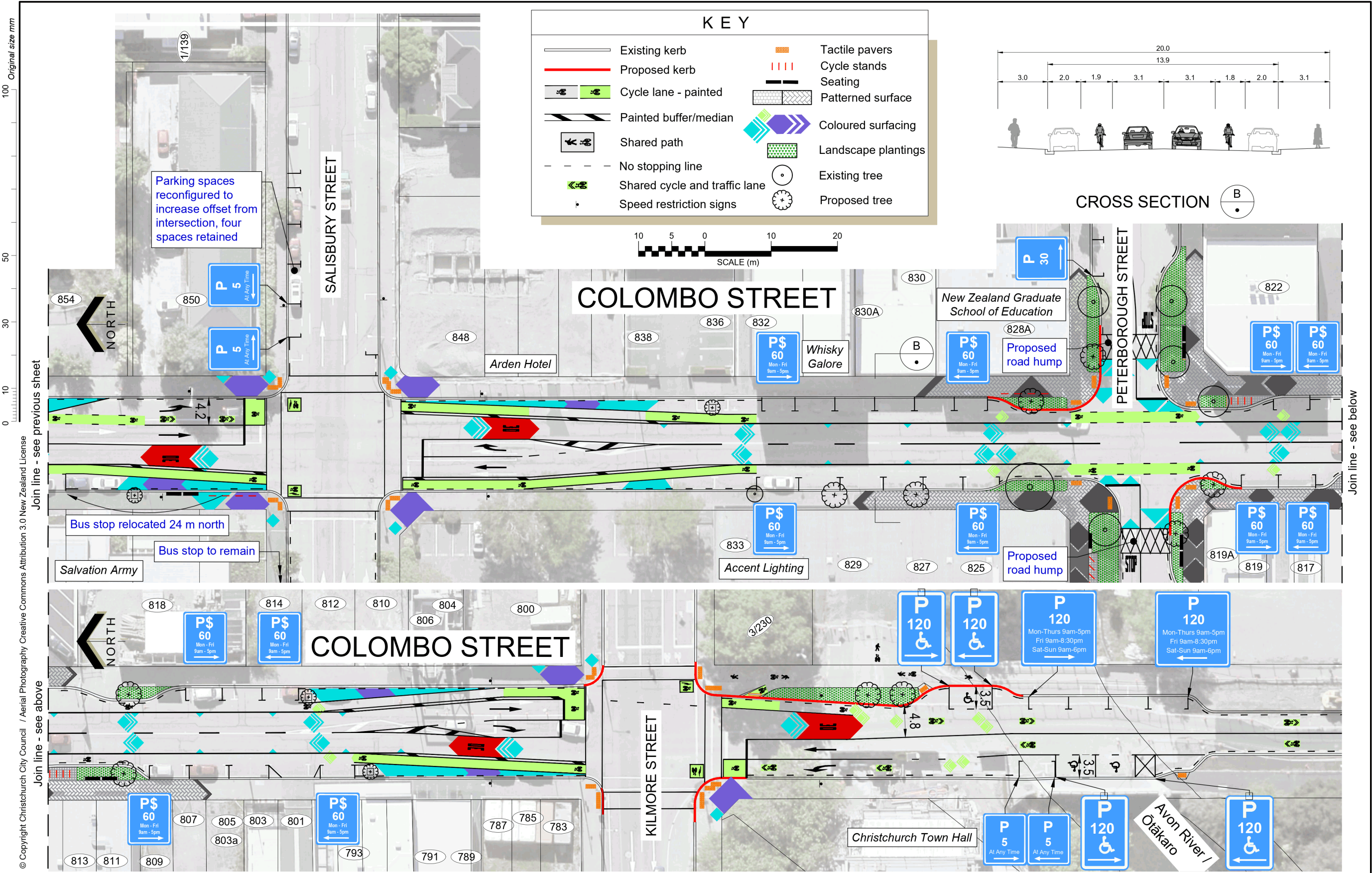
Approved By Councillor Davidson - Chair of Hearings Panel

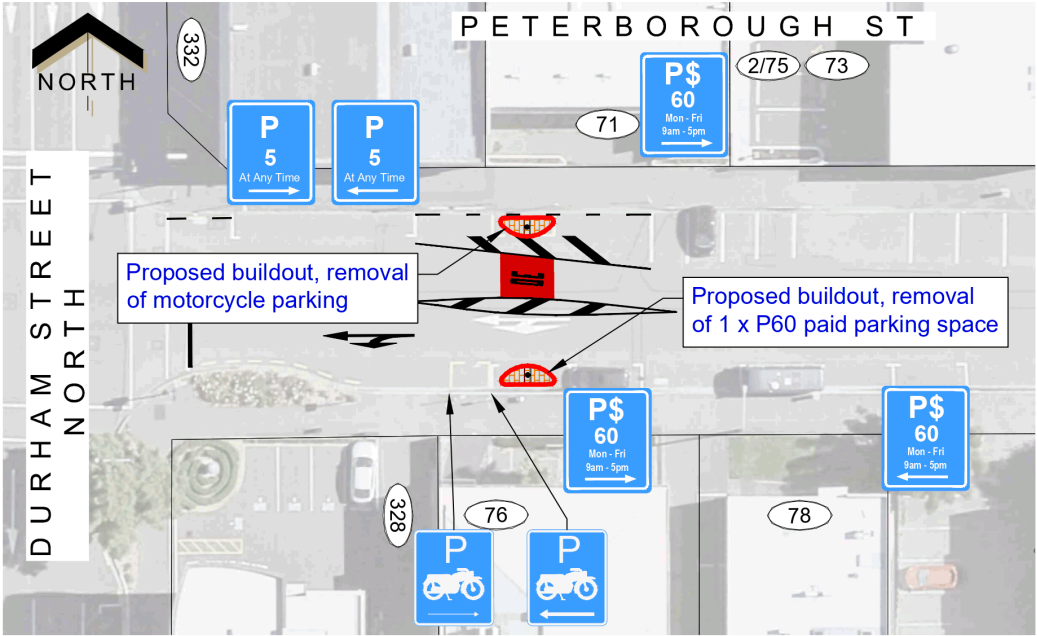
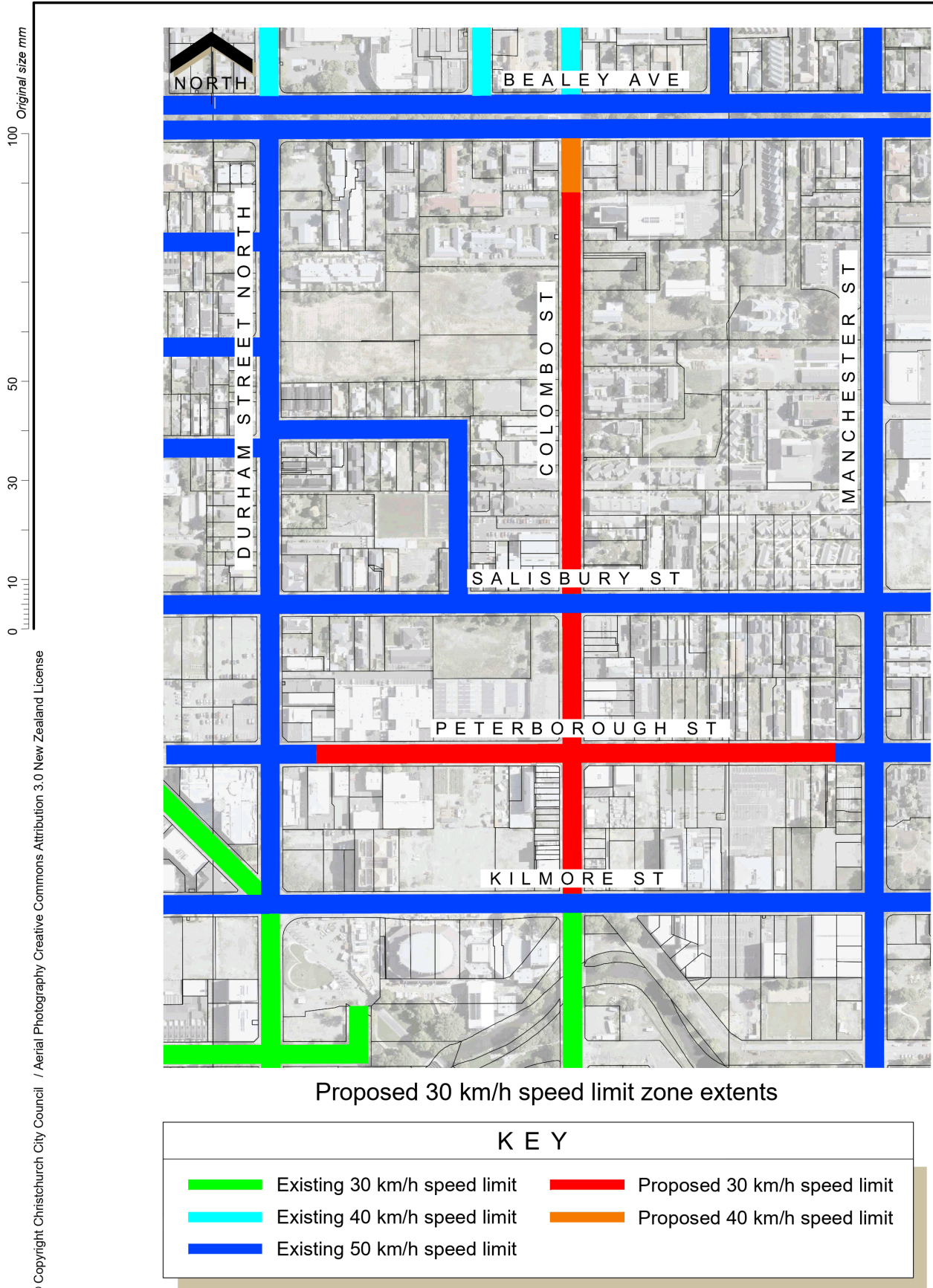
Attachments / Ngā Tāpirihanga

No.	Title	Page
A ↓	Plans - Colombo Cycle Connection SK001-SK003	36

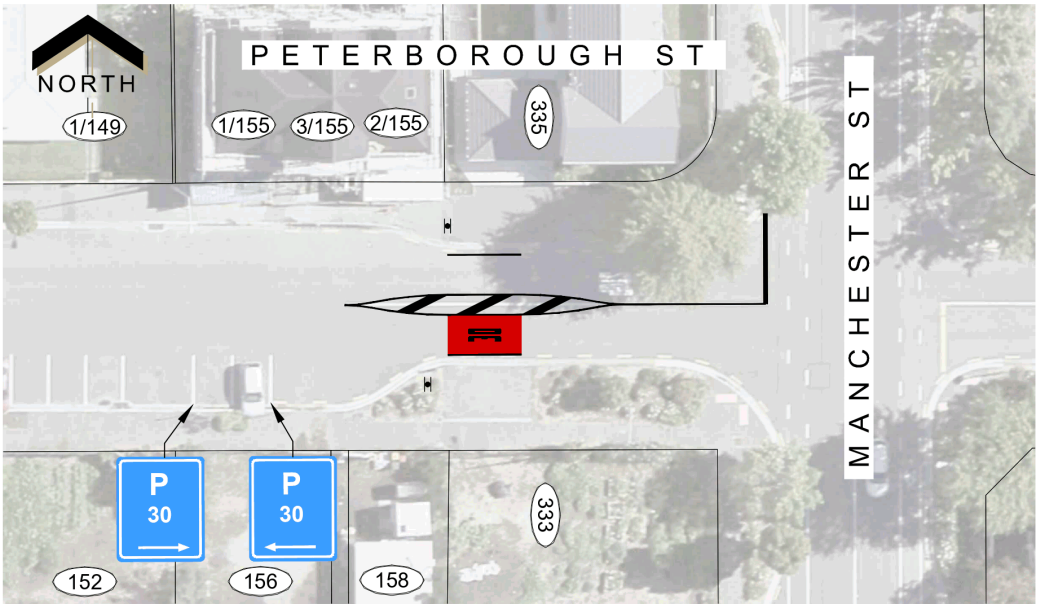
Item 8







Proposed 30 km/h zone threshold -
 Peterborough Street at Durham Street North



Proposed 30 km/h zone threshold -
 Peterborough Street at Manchester Street

9. Bays Skate Park and Sumner Village Green - Landscape plan approval

Reference / Te Tohutoro: 20/1368357

Report of / Te Pou Matua:	Marcy McCallum, Project Manager, marcy.mccallum@ccc.govt.nz Megan Carpenter, Recreation Planner, megan.carpenter@ccc.govt.nz Tara King, Senior Engagement Advisor, tara.king@ccc.govt.nz
General Manager / Pouwhakarae:	Mary Richardson, General Manager Citizens & Community, mary.richardson@ccc.govt.nz

1. Purpose of the Report / Te Pūtake Pūrongo

- 1.1 The purpose of this report is for the Waikura/Linwood-Central-Heathcote Community Board to approve the landscape plans for the Bays Area Skate Park and the Sumner Village Green as shown in attachment A and B and to approve the name Sumner Village Green for both the skate park and village green area.
- 1.2 This report has been written following the resolution from the Waikura/Linwood-Central-Heathcote Community Board resolution from 3 December 2018;
 1. Approve 26 Nayland Street, Sumner as the location for a skate park in the Bays Area subject to 20/24 Nayland Street being transferred from Crown ownership to Council ownership.
 2. Request staff to provide an update on the process for transfer of the land to Council
 3. Note that further discussion with the community will occur through the next phase of community engagement on the future use of the balance of land at 20/24 Nayland Street that is not within the proposed skate park area.
- 1.3 The Community Board were provided with the engagement material prior to consultation via a Community Board seminar on 17 August 2020.
- 1.4 The decisions in this report are of medium significance in relation to the Christchurch City Council's Significance and Engagement Policy. The level of significance was determined due to the historical interest in skate projects in the Bays area and the local demand for a skate park and village green in Sumner.
- 1.5 If the landscape plan is approved the skate park will proceed to detailed design, resource consent application and construction. Construction is expected to begin in late 2021 subject to contractor availability. The Sumner Village Green had funding allocated in the draft 2021 – 2031 Long Term plan for financial year 2025 and 2026.

2. Officer Recommendations / Ngā Tūtohu

That the Waikura/Linwood-Central-Heathcote Community Board:

1. Approve the landscape plan for the construction of a skate park at 26 Nayland Street, Sumner as per attachment A (Job No. 1292 Drawing No. C02, dated March 03, 2021)
2. Approve the landscape plan for the Sumner Village Green at 20/24 Nayland Street Sumner as per attachment B (Job No. 1292 dated March 03, 2021).
3. Approve the name Sumner Village Green for the entire site of the Bays Skate Park and Sumner Village Green which encompasses 20, 24 and 26 Nayland Street, Sumner (Lot 1, Lot 2 DP 3273

and Lot 1 DP 5823, note that the area outside of the Cliff Collapse Management Area will form the Sumner Village Green and the area within the Cliff Collapse Management Area will be fenced off and access closed to the public).

4. Notes that the preferred use of 20-24 Nayland Street by the community is a public open space / village green, and not an off-street car parking facility as shown in the 2013 Sumner Village Centre Master Plan (project P4.3B)."

3. Reason for Report Recommendations / Ngā Take mō te Whakatau

- 3.1 Demand for a skate facility in the Bays Area has been evident since 1989 when a local child wrote the Sumner newspaper 'Shoreline' requesting a skate ramp in Sumner. The demand has been acknowledged in local Council research studies as well as an acknowledged gap identified in the Council's 2004 Skateboarding, Inline Skating and Freestyle BMX Cycling Strategy.
- 3.2 There have been two previous attempts to get a skate facility into the Bays area, with an option to install a bike and skate area into Barnett Park in 2009 which had strong opposition from some of the community. This project was placed on hold due to the Canterbury Earthquakes and subsequent loss of budget.
- 3.3 The second attempt was the Levi's Skate project along the Esplanade in Sumner, this project lost sponsor funding due to the extended timeframes of the project. The Levi's Skate Park plan and location was approved in May 2015, but the decision was revoked in October 2015.
- 3.4 Sumner Green and Skate Incorporated established a village green and skate ramp on the site of Matuku Takotako: Sumner Centre at 14 Wakefield Avenue, Sumner in 2012. This site was well used by the community over the next four years, and the report recommendation will re-establish these well used community facilities back into the Sumner community.
- 3.5 The temporary Sumner skate ramp was relocated to 2 Wakefield Avenue in 2016 and most recently in 2017 it was moved to the corner of Wakefield Avenue and Nayland Street. If the Bays Area Skate Park is approved, the temporary ramp will be relocated to another community.
- 3.6 A temporary scooter park was established in the Redcliffs New World carpark following the earthquakes, using wooden jumps made by local volunteers. This community would benefit from a permanent skate and scooter facility in the Bays Area.
- 3.7 26 Nayland Street, Sumner was approved on 3 December 2018 as the location for a skate park in the Bays Area. This is following a site selection process completed by an independent consultant that began in February 2017. This process considered 57 sites in the Bays Area (from Sumner to Ferrymead).
- 3.8 Following the approval of 26 Nayland Street as a suitable site for a skate and scooter park in the Bays Area the Council has worked with the community to develop the design of the skate and scooter park as well as checking to see what they would like to see happen at 20/24 Nayland Street. The community have indicated that they would like this site to be a village green instead of a carpark as per the Sumner Village Centre Master Plan.
- 3.9 The proposed skate park and village green are centrally located in Sumner. This provides opportunity for social interaction in the community between all age groups.
- 3.10 We are proposing to name the entire site encompassing 20/24/26 Nayland Street, 'Sumner Village Green'. Staff investigated an option to have a Te Reo Māori name gifted to the site.

However feedback from the Council's Ngāi Tahu Partnerships team has been that there is no desire to gift a name at this stage.

4. Alternative Options Considered / Ētahi atu Kōwhiringa

- 4.1 An alternative option of a carpark has been considered for 20 & 24 Nayland Street instead of the village green. A carpark was indicated for this site in the Sumner Village Centre Master Plan 2013; a post-earthquake initiative that was prepared alongside the Sumner Joint Advisory Group and publicly consulted on in 2012. Since the development of the Sumner Village Centre Master Plan, a car park has been constructed at 31-33 Nayland Street which provides additional off street parking within the village and reduces the need for further off street parking provision.

4.1.1 Option Advantages

- Some residents and visitors would have access to additional off street car parking when visiting the village centre.

4.1.2 Option Disadvantages

- The community has more recently told us through consultation on the Bays Skate Park and Sumner Village Green that they have a preference for a village green as opposed to a carpark. If the Council was to proceed with any plans to install a car park instead of a village green, this would be counter to the community's view.
- The village green proposal is a complementary activity to the proposed skate park and the project brief was to develop a family orientated community space that included skate and other associated activities. The village green provides space for these associated activities.
- There is no funding in the draft 2021 – 2031 LTP to build a carpark at this site.

- 4.2 The Community Board could choose to not approve both landscape plans with the option for staff to work with the community to consider alternative designs or to do nothing.

4.2.1 Option Advantages

- If the Board choose to do nothing, this would provide the Council with a saving in capital expenditure. An operational saving is not expected as the Council will be required to maintain the land at 20 & 24 Nayland Street, once it is transferred to Council ownership.
- If the Board requested staff to consider alternative designs with the community, then the community have the opportunity to redesign the skate park

4.2.2 Option Disadvantages

- If the Board choose to do nothing, the community would not have a skate park which has been a regular request from the community for over 30 years. There is funding available to be spent on the skate park, and the community have been involved in the process since the first site selection workshop on 24 July 2017.
- The community have been involved throughout the design process. There is a risk of consultation fatigue if we were to initiate further discussions around the skate design.
- The new skate design cost would need to come out of the existing budget. It is likely that the skate park would be reduced in size/features if the Board choose to redesign the space.

5. Detail / Te Whakamahuki

- 5.1 26 Nayland Street was approved as the location for a skate park in the Bays Area on 3 December 2018 subject to 20/24 Nayland Street being transferred from Crown ownership to

Council ownership. It is expected that 20/24 Nayland Street will be transferred to Council ownership on 31 May 2021.

Acoustic Assessment

- 5.2 Noise mitigation has been considered, a preliminary noise assessment was completed by Marshall Day Acoustics on the concept plan used for consultation (refer attachment C).
- 5.3 In summary, based on the assumed levels of skateboarding activity, noise levels will exceed the applicable permitted noise standards by up to 7dB, meaning that the activity will have discretionary status with respect to noise.
- 5.3.1 The property that is most affected by the potential night time noise is the upper level of the property at 18a Nayland Street. It is important to note that the sleeping areas at 18a Nayland are all downstairs where they benefit from noise reduction provided by a solid 1.8m (approximately) high fence.
- We have met with the owner of this property and they are supportive of both projects, but would like to see any night time use of the skate park and village green discouraged.
- 5.3.2 There are also non-compliance issues for the commercial properties to the north of the site (Matuku Takotako: Sumner Centre, Council car park, Orion substation and The Sumner Health Centre). As these activities are likely to only operate during the day, we do not expect any adverse noise effects to arise at night.
- 5.4 We will engage Marshall Day Acoustics to prepare a detailed noise assessment to support the resource consent application.

Archaeological Authority

- 5.5 We have received an Archaeological Authority from Heritage New Zealand Pouhere Taonga for the proposed works. This covers the construction and any test pits that may be required to inform the detailed design.
- 5.6 The Archaeological Authority provides guidance and conditions around managing the earthworks on the site and details the protocol if something of significance is discovered during the works. It is highly likely that an Archaeologist and a Cultural Monitor will be required to be present during any excavation work. This will be factored into our work programme.

Sumner Village Centre Master Plan 2013 (SVCMP)

- 5.7 The site is identified in the SVCMP as P3.4B, off street car-parking provision. Through a community workshop on 8 May 2019, we asked the community if they would like to see 20 & 24 Nayland Street as a carpark or not. If this land was not a carpark, what would the community like to see at this site?
- 5.7.1 There was a strong community desire to see the space developed as a village green and staff have worked with the community to develop the landscape plan for this space. Refer to section six of this report which discusses community consultation and the attachment.
- 5.8 A skate park and village green in the Sumner Village has alignment with several high level SVCMP goals. These include
- The role of recreation in supporting Sumner's economy is recognised and reinforced.
 - A range of fun, safe activities and events is available for all people to enjoy

- The character and identity of the village centre is reinforced through positive design elements and features; and
- A network of simple and flexible open spaces is available for people to play, gather and socialise in.

Name of park

- 5.9 Staff are recommending to the Board to approve the name 'Sumner Village Green' for the entire site of the Bays Skate Park and Sumner Village Green which encompasses 20, 24 and 26 Nayland Street, Sumner (Lot 1, Lot 2 DP 3273 and Lot 1 DP 5823). Note that the area outside of the Cliff Collapse Management Area (CCMA) will form the Sumner Village Green and the area within the CCMA will be fenced off and access closed to the public.
- 5.10 This is formalising the name that the local community used for the previous community village space located at the site of Matuku Takotako: Sumner Centre.
- 5.11 Staff investigated an option to have a Te Reo Māori name gifted to the site, however feedback from Council's Ngāi Tahu Partnerships team has been that there is no desire to gift a name to the site at this stage.

Rock Fall Protection

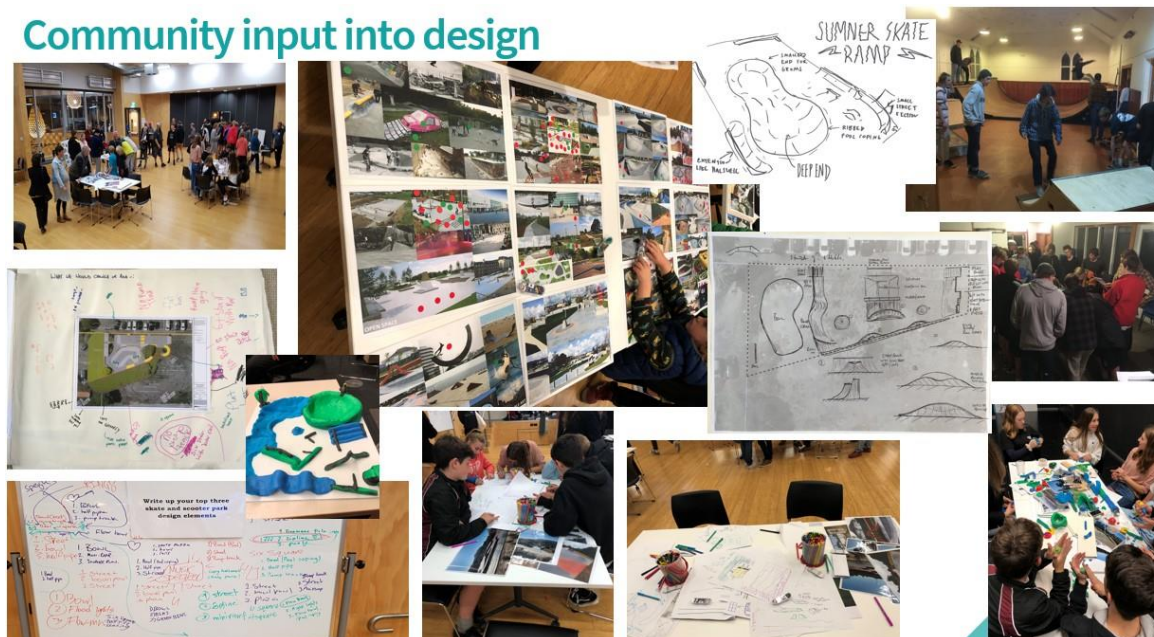
- 5.12 The proposed skate park and village green are located outside the Christchurch District Plan CCMA. To reduce the risk from geohazards, a rock protection fence will be built from the end of the existing bund at 26 Nayland Street, in front of the hazard area to the property boundary with 18a Nayland Street. The fence is not required to be an engineered Rockfall Protection Structure as the boundary is outside the CCMA zone but it will be robust enough to provide both users and the skate park structure protection in the event of another earthquake/cliff collapse event.
- 5.13 We require less budget than previously reported to build the fence. Initially it was thought a similar bund would be required as to what is along the front of 26 Nayland Street and that it would require a significant portion of our budget. Based on the Geotechnical Advice we have received, the proposed fence structure will form part of the skate park and will be more cost effective than building a large bund. It will also require less of a footprint than a bund would.
- 5.14 Funding is being sourced within the existing capital programme to install the fence along the rear of the village green rather than wait for the village green project funding in the draft Long Term Plan (refer 8.33). This is on the basis that the high hazard area at the rear of the two sites needs to be isolated and access restricted to keep people safe. The current fencing will not be adequate once the skate park has been built and there are more people in the adjacent area (many of which will be children).

6. Community consultation

Community workshop and focus groups

- 6.1 On 8 May 2019 an interactive community workshop took place in partnership with the Sumner Community Residents' Association to collect ideas on:
- The design of the skate park (what features they would like to see, how it will be used, style of park etc.).
 - Whether the land at 20/24 Nayland Street should be a car park (as noted in the Sumner Village Centre Masterplan) or not.
 - If the land is not used as a car park, what could it be used for instead.

Community input into design



Images from the community workshop

- 6.2 The workshop was well attended, with over 100 people coming along to participate from a wide range of ages. The project designer was also available along with the project team to talk to the community directly about their ideas.
- 6.3 There was strong feedback from the community that they would prefer the land at 20/24 Nayland Street to be used as a village green instead of a car park.
- 6.4 The project team and skate park designer worked closely with a local community skate designer and enthusiast, who collected additional feedback directly via a focus group of local Sumner youth. This information also helped with the development of draft designs.
- 6.5 The project team also met with the Sumner Community Residents' Association and the Sumner Green and Skate committee to further develop the draft design for the Sumner Village Green following the community workshop.

Formal Consultation

- 6.6 Community consultation on the Bays Skate Park and Sumner Village Green project, was from Monday 12 October to Monday 9 November 2020.
- 6.7 Approximately 380 consultation leaflets and feedback forms (**refer to attachment D and E**) were hand delivered to properties surrounding the site of the proposed skate park and village green in Sumner. An additional 141 copies of the consultation leaflets were posted out to absentee landowners. A link to the project 'Have Your Say'¹ page was also emailed to 200 key stakeholders, who were invited to provide feedback.
- 6.8 Copies of the consultation leaflet and feedback form were made available at Matuku Takotako: Sumner Centre, The Sumner Hub, Redcliffs Village Library, Mt Pleasant Memorial Community Centre, Linwood Service Centre, Lyttelton Library and Council Civic offices.
- 6.9 The community were asked to respond to five questions:
 - Do you support the proposed design for the Bays skate park?
 - Is there anything you think we should include, remove or change?

¹ <https://www.ccc.govt.nz/the-council/consultations-and-submissions/haveyoursay/show/335>

- Do you support the proposed landscape plan for the Sumner Village Green?
- Is there anything you think we should include, remove or change?
- Any other comments?

- 6.10 Temporary signage with a leaflet holder was installed on the site for the skate park and village green. Smaller signage was also installed on the temporary ramp and made available for local businesses in Sumner to display. Electronic signage was also used on the screens inside Matuku Takotako: Sumner Centre.



Temporary signage and leaflet holder

- 6.11 A Newsline² story was produced on 14 October 2020 to let the community know that feedback was being sought on the draft designs for the skate park and village green. This was also able to be shared by community groups on their social media platforms.
- 6.12 During the consultation period we held information sessions to answer any questions and share information about the skate park and village green. These were held:
- Thursday 15 October 2020, 6.30 pm, the project team presented at the 'Future Sumner' meeting in Matuku Takotako: Sumner Centre, and were available to discuss the plans with residents after the presentation.
 - Sunday 18 October 2020, from 2 pm to 4 pm, in Matuku Takotako: Sumner Centre.
- 6.13 The project team presented information and were available after the 'Future Sumner' meeting, where around 120 people were in attendance. The project team also spoke with around nine local residents at the Sunday session, this included mostly local youth from the skate community. There was strong support for both of these projects and they considered them to be positive assets for the local community.

² <https://newsline.ccc.govt.nz/news/story/get-on-board-with-sumner-skate-park-design-views>



Future Sumner meeting (15 October) and information session (18 October) at Matuku Takotako: Sumner Centre (left to right)

6.14 The project team have had a number of face to face meetings with the property owners and business owners, located nearest to the skate park and village green.

- On the 8 May 2019 the project team met with one of the business owners and the previous closest neighbour along with an acoustics engineer and the skate park designer, to get an understanding of their noise concerns.
- The project team met with a local business owner on 15 October 2020, to discuss their concerns with the project. They do not support the skate park location and have very strong concerns in relation to:
 - Noise for their customers
 - Antisocial behaviour
 - Night time use of the skate park
 - Loss of customers and revenue
- After the meeting on 15 October 2020, the latest preliminary noise report³ was requested and provided to them and it was also made publicly available online. Based on the preliminary noise report, we do not anticipate any significant adverse impacts (noise) that would exceed the District Plan requirements for this site.
- The project team spoke with the new owner of the nearest residential property to the village green and the skate park on 18 October 2020. They are supportive of both projects, but would like to see any night time use of the skate park and village green discouraged.
- The project team met with the owners of the Sumner Health Centre across the road from the skate park and village green on 18 November 2020, they are supportive of both projects, although they have some concerns around noise from portable speakers during the day. Staff are working on etiquette signage for the site and will consider including the use of speakers as part of that.
- Staff will continue to work with the nearest residential properties and neighbouring businesses such as the Sumner Health Centre as the project progresses.

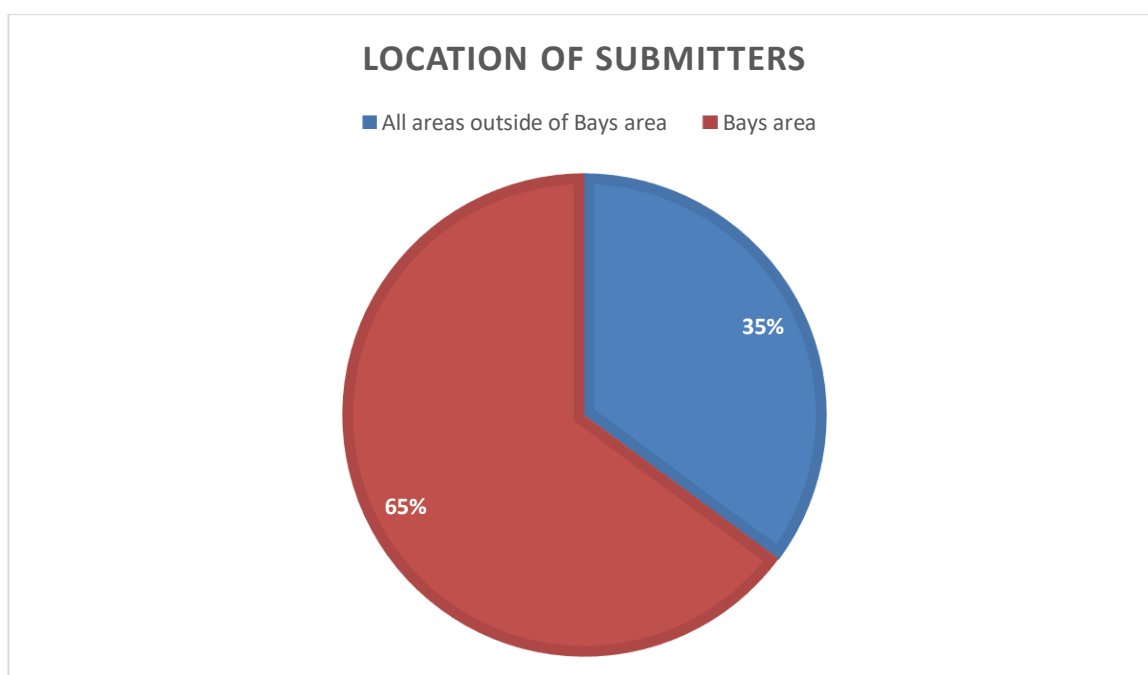
³ <https://ccc.govt.nz/assets/Documents/Consultation/2020/10-October/Marshall-Day-acoustics-report-September-2020-for-Bays-skate.pdf>

6.15 At the close of consultation 141 submissions were received. For more detailed analysis refer to **attachment F**.

6.16 Submissions were also received from these businesses and organisations:

- Christian Surfers (35438)
- Fuse Youth Centre (35452)
- Fire and Emergency New Zealand (35102)
- New Zealand Institute of Wellbeing & Resilience (35078)
- Spokes Canterbury (35293)
- Sumner Green and Skate (35627)

6.17 The majority of submissions have come from Sumner, Redcliffs and Richmond Hill.

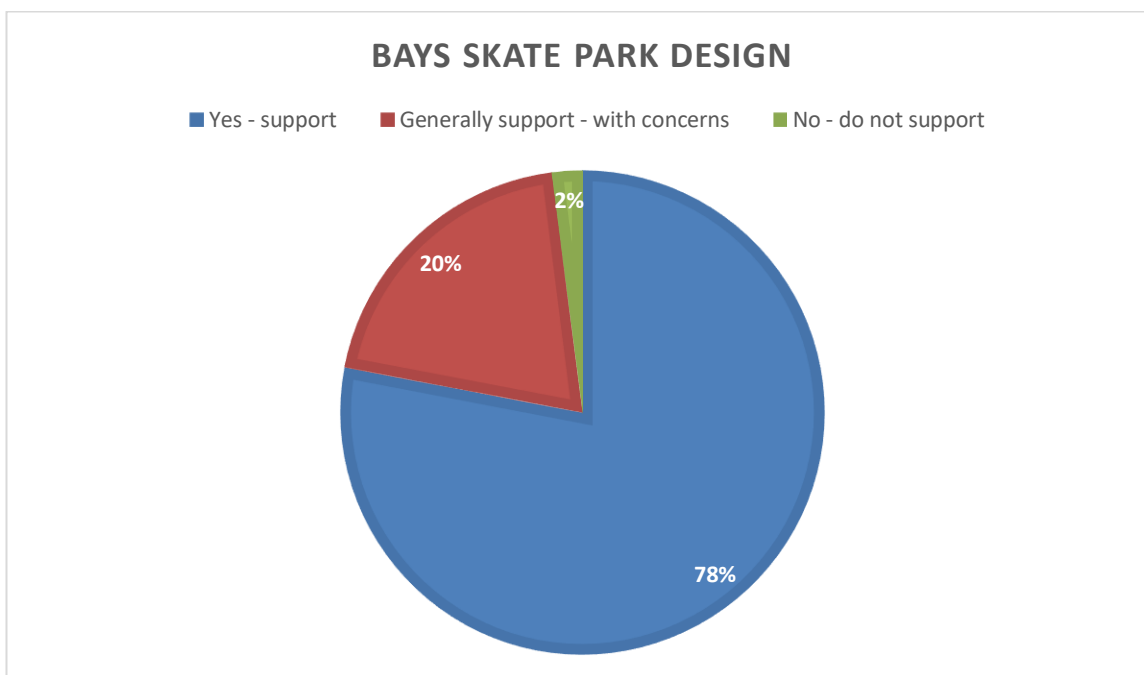


Note: The Bays Area includes – Sumner, Clifton, Monks Bay, Mt Pleasant, Redcliffs, Richmond Hill and Scarborough.

Bays Skate Park

6.18 In relation to the Bays skate park there were 110 submitters who support the design, 28 who generally support the design but with concerns and three submitters who do not support the design

Yes - support the design	Generally support the design - but with concerns	No - do not support the design	Total
110 (78%)	28 (20%)	3 (2%)	141 (100%)



Support for the skate park

6.19 There were 110 submitters who supported the skate park design, the main reasons related to:

- Being really happy with the design
- Supporting safe places for youth to play and socialise
- The need and demand of 30 years for a skate park in the area

Design improvement ideas

6.20 The most requested amendments to the design overall (141 submissions) for the skate park included:

Comments	No. of comments	Submitter ID #
Remove the smaller bowl and add more street elements	10	35241, 35240, 34891, 35640, 35252, 35251, 35250, 35244, 35175, 35639
Include rubbish/recycling bins	9	35602, 35519, 35459, 35053, 35662, 35642, 35627, 35107, 34928
Include toilets	8	35662, 35642, 35627, 35537, 35520, 35094,
Remove art aspect from quarter pipe	7	35389, 35240, 35640, 35251, 35244, 35242, 35175
Add a flat bar	6	35629, 35240, 34891, 35251, 35250, 35244
Include CCTV cameras	6	35519, 35661, 35642, 35627, 34928, 35604
Include drinking fountain	5	35602, 35477, 35335, 35662, 35661
Add extra ramps or pump track for scooters	4	35477, 35475, 34893, 35582
Add more street elements	4	35639, 35624, 35046, 34924

The project team comments in relation to these are as follows (where relevant).

6.21 Skate bowls

There were 10 submitters who made comments about their preference to remove one of the bowls and add more street elements.

“Two large bowls take up the majority of the usable space, these are too similar and one would be sufficient, instead more area could be utilized for 'street' skateboarding/scootering (a pyramid and flat bar or similar would make for a better variety of obstacles)” – submitter #34891.

Project team comments:

Altering the bowls was considered by the project team and the designer, however we recommend keeping both of the bowls. The reason for this is that they have different functions in terms of the style of skating and suit different abilities (one is more technical and for more intermediate riders and the other is a flow bowl which is suited to younger or less experienced riders or those that prefer the surf style of skating or scootering).

One of our goals was to provide a facility that catered to a variety of ages and abilities. The inclusion of bowls was a strong theme during the early engagement phase and we had a number of requests for both a keyhole bowl and a flow bowl from members of the community. If we were to remove one of the bowls, it would affect the layout of the site and require re-design work. We were concerned that this would make the plan quite different from what was presented to the community and we felt that the large majority of submitters were very happy with the design and it reflected the number of requests for bowls during the early engagement.

6.22 Rubbish and recycling

There were nine submitters who requested additional rubbish and recycling options in the skate park.

“Make sure there is rubbish and recycling bins” – submitter #35602.

Project team comments:

A smart rubbish bin has been included in the design in the Village Green. This bin has six times the capacity of a standard bin and has a smart feature which lets the contractor know when the bin is due to be emptied. The Council does not have the ability to recycle park rubbish due to high levels of contamination which results in the recycling generally needing to go to landfill. This could be explored further in the future outside of this project.

6.23 Toilets

There were eight submitters who requested that toilets be included in the design.

“Main concern is that there are no toilets close by when the library/community centre is closed” – submitter #35537.

Project team comments:

Both sites are very small (the skate park site is approximately 500m² and the Village Green site is approximately 1100m²). The Christchurch District Plan requires a public toilet to be set back a minimum of 20 metres from a residential boundary and 10 metres from the street boundary. This limits where a toilet building could be located within the sites (essentially it would be located in the middle of the village green site).

There are also CPTED (Crime Prevention Through Environmental Design) issues with locating a building at this site as we need clear sight lines from the street so users are safe while using and accessing the building (particularly at night). Staff feel that locating a toilet building in the middle of the site will compromise the look, feel and usability of the site.

The closest toilets are located directly across the road at Matuku Takotako: Sumner Centre (open 7 days Monday to Friday 10am to 6pm and 10am to 4pm on weekends) and at the Sumner Surf Lifesaving Club on Main Road Sumner (approx. 400m or a 5 minute walking distance). We have passed this feedback on to the Urban Design team with some suggestions of where a toilet could be located within Sumner Village.

6.24 Remove art aspect from quarter pipe

There were six submitters who had concerns that the art aspect of the quarter pipe was not skateable and could be dangerous to park users.

"The metal extensions on the larger quarter pipe that follow the curve looks stupid, are additional money for something that serves no function and architecturally looks dated already. Kids will climb/ fall off this. Keep the clean like the lower one" – submitter #35389

Project team comments:

The skateable art has been removed from the final plan presented for approval.

6.25 Add a flat bar

There were six submitters who requested that a flat bar be added to the street section.

"Yes, the base things that definitely need to be put in are a flat skate rail which is vital for any progression at any stage of skate boarding" – submitter #35240.

Project team comments:

The project team worked with the skate designer to look at options to include a flat bar into the plan. The designer recommended that a flat bar needed a minimum of 2.6m of clear space around each side and each end of the bar to make it useable and safe. Unfortunately, there is not adequate space to fit this feature into the facility. The designer advised that there are other features within the street skating area that function in a similar way as a flat bar and that he would tweak the specifications of these items to ensure they were able to be used in the same way as a flat bar. It is worth noting that the site is only 500m² and space is very limited.

One suggestion was to remove the AstroTurf area to accommodate a flat bar, however the professional advice received is that the area is too small to include it while keeping it safe and useable. The AstroTurf area also provides a space for taking a break and/or watching other skaters without standing in areas where you might be in the way. There will be a shade umbrella here in the future to provide shade (currently unfunded).

6.26 Include CCTV cameras

There were six submitters who requested that closed circuit television (CCTV) cameras are included as part of this project, to resolve any safety and vandalism concerns.

"Ensure adequate surveillance cameras are installed - the youth feel safer with them and they deter crime but help ID offenders." Submitter #35661

Project team comments:

There needs to be exceptional circumstances for the Council to install CCTV cameras into parks. For the best solution to support safety and discourage antisocial behaviour, it is important to consider CPTED guidelines through the design process such as natural surveillance and visibility into the site. There is a crime prevention camera less than 100m away in the Village.

We have also included local young people in the design of the park to ensure a sense of ownership and we will install etiquette signage on site advising users of appropriate behaviour.

The project team have also been talking with local community members and the NZ Police who plan to carry out regular patrols once the facility is open.

6.27 Include a drinking fountain

There were five submitters who requested a drinking fountain in the skate park.

“Somewhere to stay hydrated” submitter #35477.

Project team comments:

A drinking fountain has been included in the plan and is located near the table and BBQ in the village green near the skate park to service both sites. The fountain will be wheelchair accessible and include a bottle filler to promote the use of reusable bottles.

6.28 Add extra ramps or a pump track

There were four submitters who would like to see more elements for those on scooters, such as ramps or a pump track.

“The addition of a pump track for younger kids next to the green would encourage parents and families to use the facility as well which will lessen the risk of any anti-social behaviour” – submitter #35582.

Project team comments:

The skate park has been designed for both beginner to intermediate skate and scooter users. Unfortunately there is no available budget or space for suitable separation (minimum of 40m) from neighbouring residents to build a pump track in the village green.

6.29 More street elements

There were four submitters who made requests for more street items or a larger street section within the skate park design.

“Replace the artificial grass and rocks with street skate area - creates space for another feature opening up that lower area. Would create the requested space for a flat bar and flat ground area, with turn-around banks/quarter pipes off the flow bowl and next to the end quarter pipe. The current street skate space is small and this could solve that issue” – submitter #35624.

It should also be noted that there were also a number of other comments (10 comments about removing one bowl and creating more street elements, six comments about adding a flat bar and five comments about adding particular street items such as pyramids and stairs) relaying a desire for more street items. If these are all taken into consideration then there are an additional 21 comments requesting street elements.

Project team comments:

The project team considered all the feedback and made tweaks to the design where possible. The site is constrained by the Cliff Collapse Management Area (CCMA) to the rear and the requirement to have a minimum of 40m separation from neighbouring residential property boundaries.

As part of the early engagement with the community, our project team worked closely with the community to establish what features they would like to see and our designer has incorporated as much as he could into the small space available. A group of local skaters have also provided input throughout the concept design phase. The designer has worked on designing the facility so that there is a good flow between the features to increase usability and also to deflect the noise away from the residential properties (this was a clear theme during early engagement). During the early engagement phase a surf style skate park was a theme that came through really strongly from the community. We have managed to include

this as well as a number of street skate features to meet the needs of as many people as possible.

Refer to 6.25 for information about the AstroTurf area.

Do not support the skate park design

6.30 There were three submitters who did not support the skate park design, for these reasons:

- Skate park should be at the beach
- Concern it will not be policed
- Concern over antisocial behaviour

The project team comments in relation to these concerns are as follows (where relevant).

6.31 Skate park location

There was one submitter who would prefer the skate park was at the beach.

“Move to the beach. This location will be ruined by noise, rubbish and graffiti” – submitter #35599.

Project team comments:

The decision on the location to construct a skate park in the Bays area, was approved by the Linwood-Central-Heathcote Community Board on 3 December 2018 following engagement and formal consultation with the community⁴. The consultation material (hard copy and online) was very specific in that we are not seeking community feedback on the location of the skate park.

6.32 Policing of site and antisocial behaviour concerns

There were two submitters who are concerned about antisocial behaviour at the skate park and how this will be resolved.

“Fear that skate park will encourage loitering when burglaries and people has already become a bigger issue in Sumner” – submitter #35380.

Project team comments:

Refer to 6.26

Location of submitters who do not support the skate park design

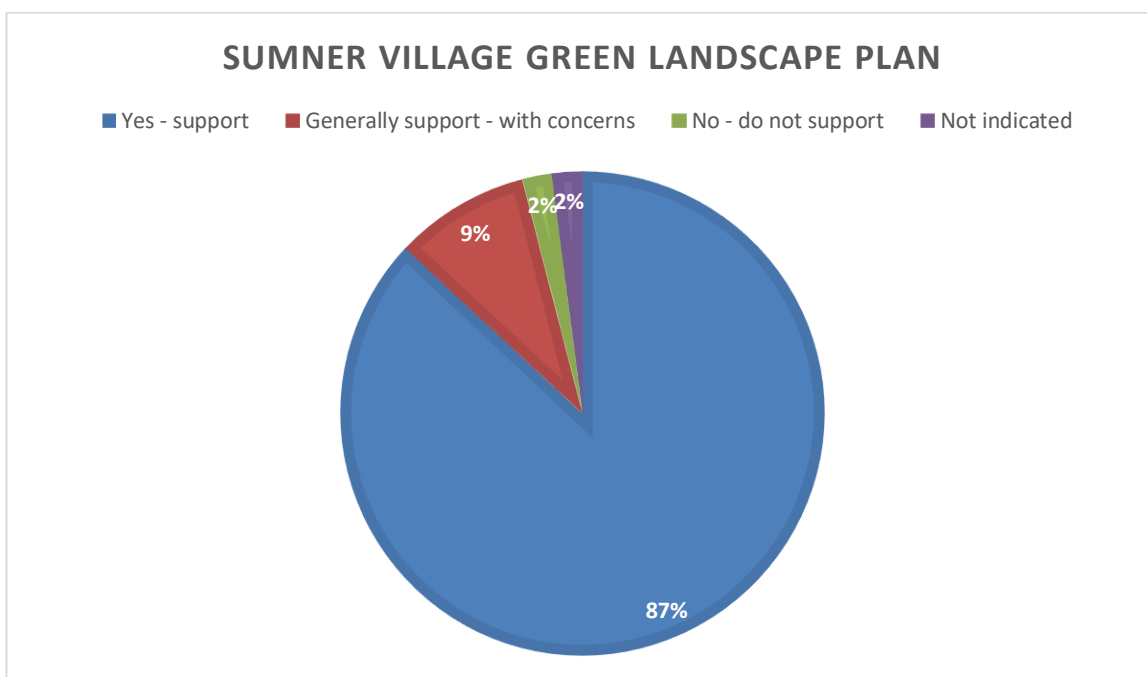
6.33 The three submitters who do not support the skate park design are located in Sumner, with one of these submitters being the previous owner of a property located next to the village green site. The two other submitters are located approximately 1.5 km and 300m (not on Nayland Street) from the sites.

Sumner Village Green

6.34 In relation to the Sumner Village Green there were 122 submitters who support the landscape plan, 13 who generally support the plan but with concerns, three who do not support the design and three submitters who did not indicate a preference.

⁴ https://christchurch.infocouncil.biz/Open/2018/12/LCHB_20181203_MIN_2910_AT.PDF

Yes – support the landscape plan	Generally support the landscape plan – but with concerns	No – do not support the landscape plan	Not indicated	Total
122 (87%)	13 (9%)	3 (2%)	3 (2%)	141 (100%)



Support for the Sumner Village Green

6.35 There were 122 submitters who supported the landscape plan for the Sumner Village Green, the main reasons for this related to:

- Being really happy with the plan
- Seeing it as being a wonderful community asset
- Understanding the importance of it being next to the skate park.

Design improvement ideas

6.36 The most requested amendments to the design overall (141 submissions) for the Sumner Village Green included:

Comments	No. of comments	Submitter ID #
Rubbish bins	9	35662, 35602, 35555, 35091, 35053, 34928, 35664, 35604, 35175
Toilets	9	35662, 35555, 35335, 35053, 35604, 35537, 35094, 35082, 35663
Shade	6	35624, 35612, 35091, 35661, 35091, 35477

The project team comments in relation to these are as follows (where relevant).

6.37 **Rubbish bins**

There were nine submitters who requested rubbish bins in the village green.

“More rubbish bins” – submitter #35175.

Project team comments:

A smart rubbish bin has been included in the design for the village green. This bin has six times the capacity of a standard bin and has a smart feature which lets the contractor know when the bin is due to be emptied.

6.38 **Toilets**

There were nine submitters who requested that toilets be included in the landscape plan for the village green.

“Add toilets - there is already a problem with people defecating around buildings” – submitter #35604.

Project team comments:

Refer to 6.23

6.39 **Shade**

There were six submitters, who requested shade in the plan for the village green.

“Sheltered areas for sun protection” – submitter #35612.

Project team comments:

Shade has been included over the BBQ seating area. The proposed trees in the landscape plan will also provide shade as they grow larger.

Do not support the Sumner Village Green

6.40 There were three submitters who did not support the village green design, for these reasons:

- It won't be used
- The location is too noisy next to the skate park
- It should include skateable ledges.

The project team comments in relation to these concerns are as follows (where relevant).

6.41 **Village green won't be used**

There was one submitter who felt that the village green would not be used.

“It won't be used. People come to Sumner for the ocean” submitter #35588.

Project team comments:

Following the Canterbury Earthquakes, the temporary village green that was located on the Matuku Takotako: Sumner Centre site was a popular hub for the Sumner Community. Following the construction of the new building, an outdoor gathering space within the Village has been missed by many. The development of the landscape plan for the village green is a response to the many requests for new green space within the Sumner Village.

6.42 **Location too noisy**

There was one submitter who felt the skate park would make the village green too noisy.

“Green spaces are generally regarded as quiet, peaceful places. For this reason a green space (Sumner Village Green) and a skate park adjoining each other are incongruous” – submitter #35080.

Project team comments:

The provision of green space next to the skate park and within the village centre means that the whole family or group can enjoy the space and experience together. It also gives skaters a chance to take a break if needed. The skate park site is approximately 500m², therefore there will be less than 10 skaters actively skating at any given time. There are other greenspace areas in the Sumner area that are available to those that desire a less active environment. There will be times of the day when the skate park is less busy and the greenspace is quieter.

6.43 Include skateable ledges

There was one submitter who would like skateable ledges added to the village green.

“Skateable ledges” – submitter #35046.

Project team comments:

Due to the limited distance between the space and residential properties, we do not want to encourage skating within the village green space. The skate park portion of the site is dedicated solely to skating related activities and the greenspace area is intended to complement the skate park and provide a village green in the heart of Sumner village for people to recreate and relax in.

Location of submitters who do not support the landscape plan for the Sumner Village Green

- 6.1 The three submitters who do not support the landscape plan for the village green are located in Sumner, with one of these submitters being the previous owner of a property located next to the village green site. The two other submitters are located approximately 1.4 km and 550m (not on Nayland Street) from the sites.

Changes following consultation

- 6.2 The below changes have been made to the design for Bays Skate Park, following consultation.
- A standalone screen fence has been added to match the low balustrade fence to ensure skateboards do not fly onto the footpath. A skate kerb has also been added to the edge of the raised platform and quarter pipe at the eastern end of the skate area.
 - Two shade umbrellas have been included in the design. These are subject to future funding.
 - The skateable art feature has been removed.
 - Etiquette signage has been included
 - Minor tweaks have been made to the street features to create more flow and usability (heights, dimensions, gradients, materials for coping etc.) – these are not noticeable on the flat plan, but can be seen in the 3D images and will be included in the detailed design.
- 6.3 The below changes have been made to the landscape plan for the Sumner Village Green, following consultation.
- The BBQ, picnic table, rubbish bin and paved area have been moved closer to the skate park to ensure the area has additional separation from neighbouring residential properties. Shade has been included over this area.
 - One picnic table has been removed from the design.

- The path connection between the skate area and BBQ has been removed to deter skating in the village green.
- Improvements to the south west corner have been made to ensure it meets CPTED principles.
- Existing trees along the front boundary have been retained with some low planting proposed under the trees.

Community views and preferences

6.4 The decision affects the following wards/Community Board areas:

Waikura/Linwood-Central-Heathcote Community Board.

7. Policy Framework Implications / Ngā Hīraunga ā- Kaupapa here

Strategic Alignment / Te Rautaki Tīaroaro

- 7.1 The Bays Skate Park and Sumner Village Green contribute to achieving the community outcome of safe and healthy communities by encouraging residents to participate in active recreation.
- 7.2 This report supports the [Council's Long Term Plan \(2018 - 2028\)](#):
- 7.2.1 Activity: Parks & Foreshore
- Level of Service: 6.8.5 Satisfaction with the range and quality of recreation opportunities within parks. - Resident satisfaction with range and quality of recreation facilities within Parks: >= 85%.

Policy Consistency / Te Whai Kaupapa here

- 7.3 The decision is consistent with Council's Plans and Policies.
- Parks and Waterways Access Policy 2002
 - Physical Recreation and Sports Strategy 2002
 - Skateboarding, inline skating, and BMX cycling strategy 2004; the strategy notes there is a gap in provision of skate facilities in the Sumner area.
 - Naming of Reserves and Facilities Policy 1993
 - Sumner Village Centre Master Plan 2013

Impact on Mana Whenua / Ngā Whai Take Mana Whenua

- 7.4 The decision does involve a significant decision in relation to ancestral land or a body of water or other elements of intrinsic value, therefore this decision does specifically impact Mana Whenua, their culture and traditions.
- 7.5 Feedback was sought from local rūnanga on the concept plans via Mahaanui Kurataiao Ltd (MKT). To summarise, the feedback provides recommendation to the project team around the use of indigenous plants (locally sourced where possible), stormwater management, and erosion and sediment control measures. The recommendation will be taken into account as the project progresses into the detailed design phase.
- 7.6 MKT recommended obtaining a Cultural Values Statement and following the Accidental Discovery Protocol during earthworks. The project team have already requested and received Cultural Values Statements from Ngāi Tūāhuriri and Te Hapū o Ngāti Wheke, which supported the Archaeological Authority Application (which has subsequently been granted by Heritage New Zealand Pouhere Taonga for the works).

- 7.7 As long as we adequately cover off the recommendations, the rūnanga does not consider themselves to be an adversely affected party. We will keep them updated as the project progresses.

Climate Change Impact Considerations / Ngā Whai Whakaaro mā te Āhuarangi

- 7.8 Ensuring that all timber used on site is sourced from sustainable suppliers (furniture, wooden fence along the front of the skate park, decking area in the village green).
- 7.9 The contractor will need to meet all of the Council's sustainability criteria (a requirement during the tendering phase).
- 7.10 Provision of additional plants/trees.

Accessibility Considerations / Ngā Whai Whakaaro mā te Hunga Hauā

- 7.11 The skate park has a ramped access at the western end (village green end) that is at an appropriate width and gradient. Due to the changing levels within the skate park, some areas will not be as accessible.
- 7.12 The village green will be fully accessible. The proposed BBQ will be wheelchair accessible as will both the banquet table and standard picnic table (extended at either end to allow a wheelchair or push chair to sit without the frame of the table impeding them). The proposed drinking fountain will also be wheelchair accessible.
- 7.13 There will be access from the footpath into the village green via a sealed surface and adequate room between the furniture.
- 7.14 There are accessible car parks located within 50m of the skate park (directly outside Matuku Takotako: Sumner Centre) and additional accessible car parks are located opposite the village green in the off-street public car park at 31-33 Nayland Street.

8. Resource Implications / Ngā Hīraunga Rauemi

Capex/Opex / Ngā Utu Whakahaere

- 8.1 Cost to Implement – Construction estimates for the skate park portion are approximately \$450,000-\$500,000 and \$280,000 for the village green.
- 8.2 Maintenance/Ongoing costs – There will be an increase in ongoing maintenance costs as both the skate park and village green are new Council assets.
- 8.3 Funding Source - The funding for the construction of the skate park and village green is included in the Draft 2021 – 2031 Long Term Plan and is subject to Long Term Plan Approval
- 8.3.1 CPMS 43662 – Bays Skate and Scooter Park \$76,501 in financial year 2021
- 8.3.2 CPMS 61798 – Bays Skate and Scooter Development (Ferryroad to Sumner) \$417,800 in financial year 2022
- 8.3.3 CPMS 61782 – Community Parks Development, Sumner Village Green \$300,000 (\$150,000 in financial year 2025 and \$150,000 in financial year 2026).

9. Legal Implications / Ngā Hīraunga ā-Ture

Statutory power to undertake proposals in the report / Te Manatū Whakahaere Kaupapa

- 9.1 As per the Christchurch City Council's Delegation Register dated 8 March 2021, the Community Board has the delegation:

- Landscape development plans for parks and reserves – *Approve and adopt any new landscape development plans for parks and reserves provided the design is within the policy and budget set by the Council.*
- Naming Reserve - *Reserves Act 1977, S16(10) – To determine the name of any reserve, and to determine the change of name of any reserve.*

Other Legal Implications / Ētahi atu Hīraunga-ā-Ture

- 9.2 There is no legal context, issue or implication relevant to this decision.
- 9.3 This report has not been reviewed and approved by the Legal Services Unit

10. Risk Management Implications / Ngā Hīraunga Tūraru

- 10.1 Working in a high hazard/Cliff Management area – this will be mitigated by having a comprehensive site specific safety plan. The safety plan will detail how the site will be managed, what to do in an emergency situation, managing public access and ensuring no one is working alone on site. A suitably qualified Geotechnical Engineer will brief the contractor's site team prior to works starting.

Attachments / Ngā Tāpirihanga

No.	Title	Page
A ↓	Bays Skate Park - Landscape Plan for Community Board Approval - April 2021	60
B ↓	Sumner Village Green - Landscape Plan for Communtiy Board Approval - April 2021	63
C ↓	Bays Skate park - 26 Nayland Street Preliminary Acoustic Assessment - Marshall Day Acoustics - September 2020	64
D ↓	Bays Skate and Sumner Village Green - consultation leaflet	68
E ↓	Bays Skate and Sumner Village Green - feedback form	70
F ↓	Bays Skate and Sumner Village Green - submission analysis	72

In addition to the attached documents, the following background information is available:

Document Name	Location / File Link
<enter document name>	<enter location/hyperlink>

Confirmation of Statutory Compliance / Te Whakatūtutanga ā-Ture

Compliance with Statutory Decision-making Requirements (ss 76 - 81 Local Government Act 2002).

(a) This report contains:

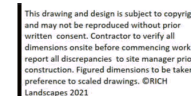
- sufficient information about all reasonably practicable options identified and assessed in terms of their advantages and disadvantages; and
- adequate consideration of the views and preferences of affected and interested persons bearing in mind any proposed or previous community engagement.

(b) The information reflects the level of significance of the matters covered by the report, as determined in accordance with the Council's significance and engagement policy.

Signatories / Ngā Kaiwaitohu

Authors	Megan Carpenter - Planner Recreation Tara King - Senior Engagement Advisor Marcy McCallum - Project Manager
Approved By	Kelly Hansen - Manager Parks Planning & Asset Management Al Hardy - Manager Community Parks Andrew Rutledge - Head of Parks Mary Richardson - General Manager Citizens & Community

Item 9




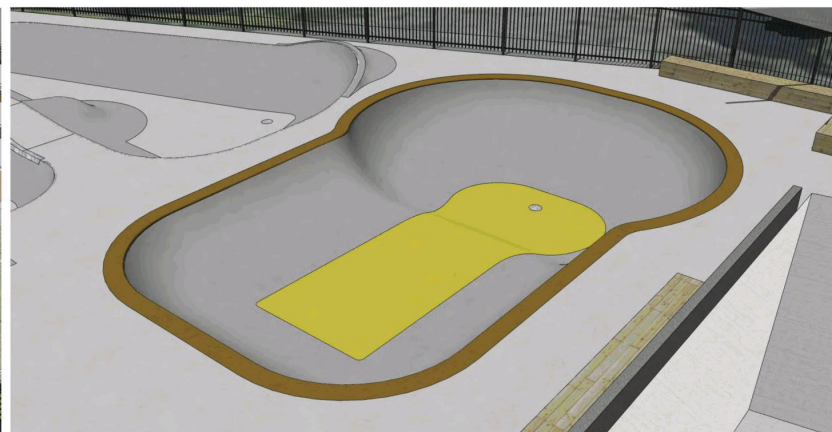
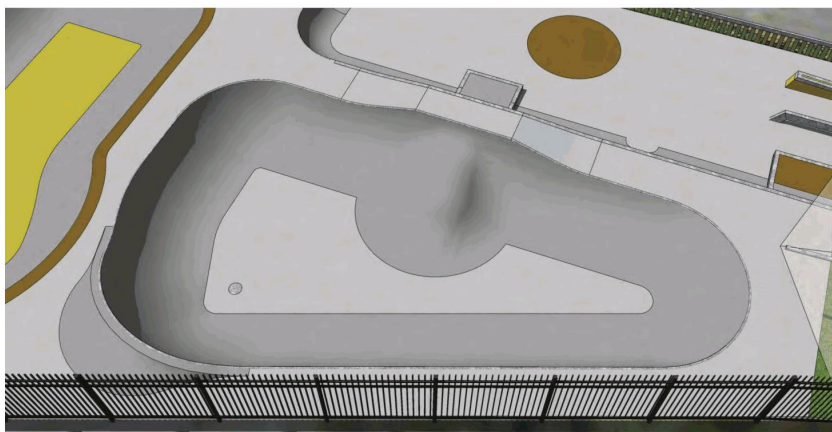
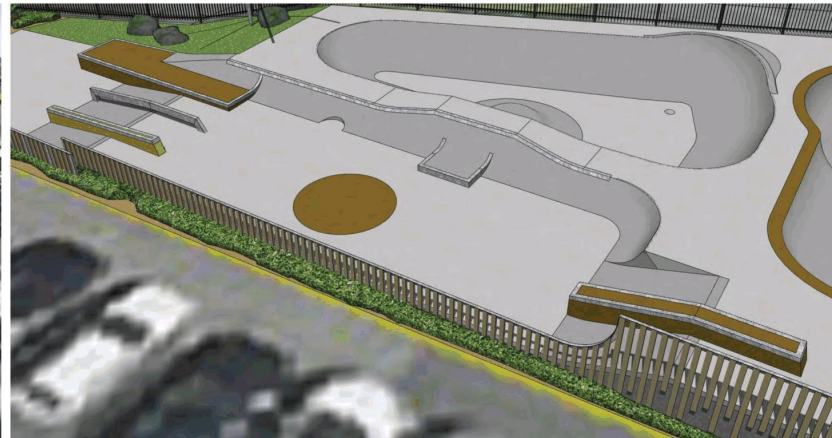
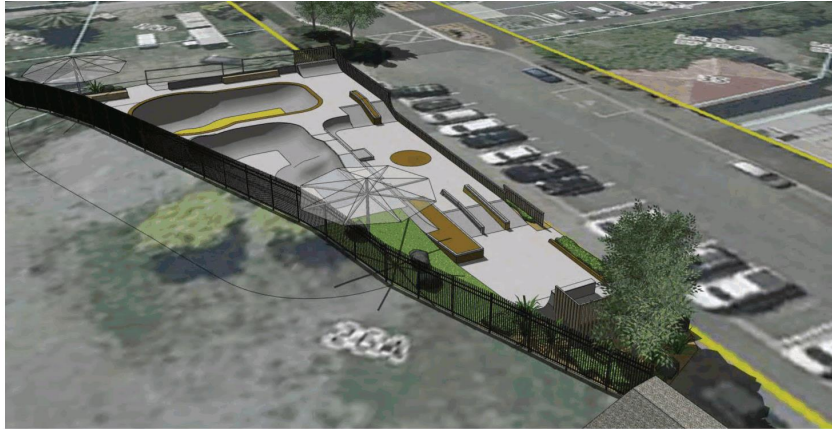
KEY

 Indicative Stage 1 Site Area


0.0m General Levels

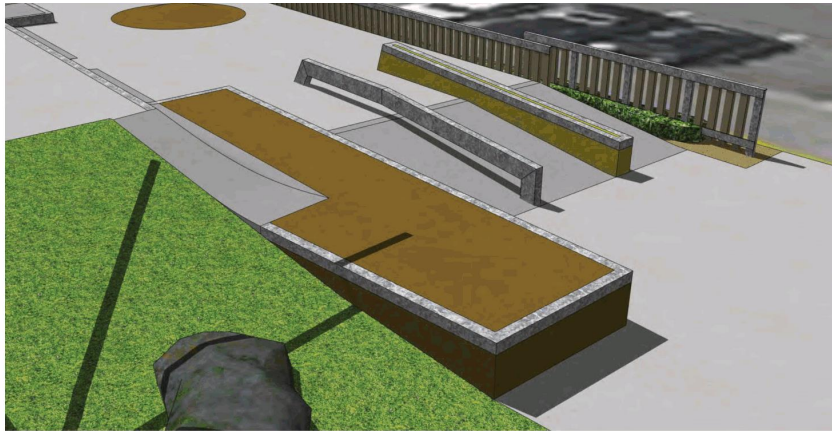
 Refer to Photo on DWG P

PROJECT			
Summer Skatepark Development 26a Nayland Street, Summer			
TITLE			
Skate Elements Plan			
SCALE		DATE	
1:75 @ A1 1:150 @ A3		March 3, 2022	
JOB NO.	DRAWING NO.	REVISION	
1292	C02		
ISSUED FOR			
DEVELOPED DESIGN REVIEW			
			
RICH LANDSCAP			

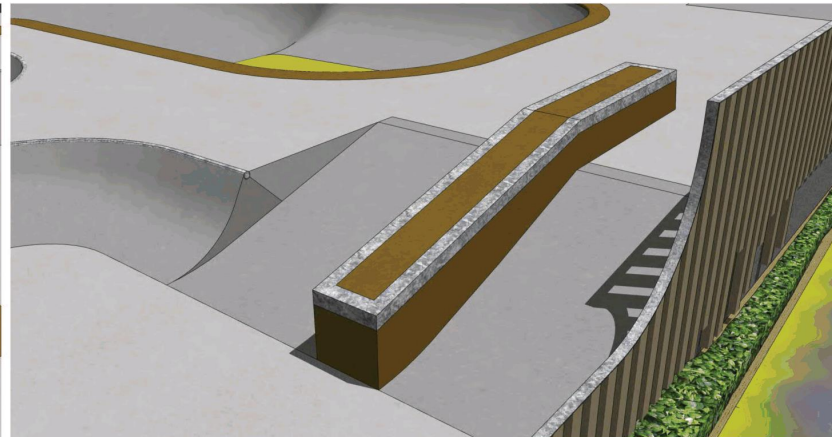
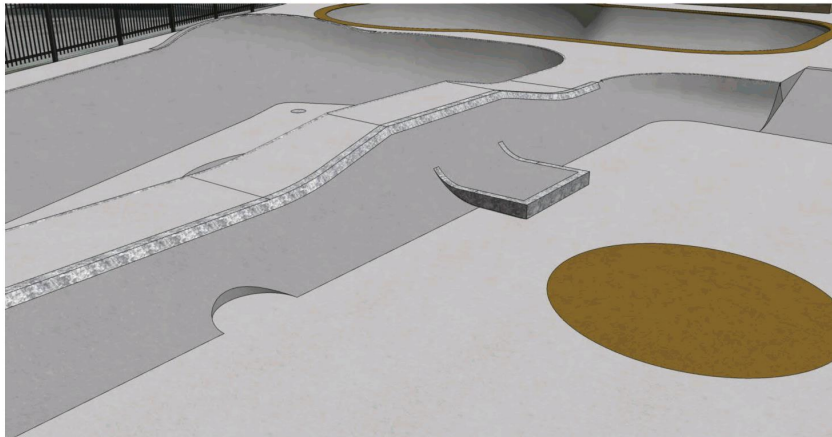


This drawing and design is subject to copy and may not be reproduced without written consent. Contractor to verify dimensions onsite before commencing construction. Report all discrepancies to site manager prior to construction. Figured dimensions to be taken preference to scaled drawings. © Landscapes

PROJECT			
Summer Skatepark Development			
26a Nayland Street, Sumner			
TITLE			
Perspectives 1			
SCALE	-	DATE	March 3, 2021
JOB NO.	1292	DRAWING NO.	P01
ISSUED FOR			
DEVELOPED DESIGN REVIEW			
			



This drawing and design is subject to copy and may not be reproduced without written consent. Contractor to verify dimensions onsite before commencing work. Report all discrepancies to site manager prior to construction. Figure dimensions to be taken in preference to scaled drawings. © Landscapes



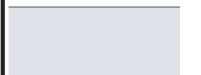
PROJECT
Sumner Skatepark Development
26a Nayland Street, Sumner

TITLE
Perspectives 1

SCALE
DATE March 3, 2021

JOB NO. 1292 DRAWING NO. P02 REV1

ISSUED FOR
DEVELOPED DESIGN REVIEW



RICH LANDSCAP
LANDSCAPE ARCHITECTS



NOTES
This drawing and design is subject to copyright and may not be reproduced without prior written consent. Contractor to verify all dimensions onsite before commencing work. report all discrepancies to site manager prior to construction. Figured dimensions to be taken in preference to scaled drawings. ©RICH Landscapes 2021

KEY
Indicative Stage 2 Site Area
0.0m General Levels

PROJECT		
Sumner Village Green Development		
20 - 26 Nayland Street, Sumner		
TITLE		
Sumner Village Green Developed Plan		
SCALE	DATE	
1:75 @ A1	March 3, 2021	
1:150 @ A3		
JOB NO.	DRAWING NO.	REVISION
1292	-	
ISSUED FOR		
DEVELOPED DESIGN REVIEW		

RICH LANDSCAPES
Richard Smith +64 21 101 4988

DESIGN STATEMENT
The designed environment is to connect with the surf and culture of Sumner through the features and qualities of the envisioned environment. Colours, textures and forms to be developed will reinforce this connection to this Sense of Place.

DESIGN ADVICE



Project:	Nayland Street Sumner Skate Park	Document No.:	Da 001 R01		
To:	Christchurch City Council	Date:	21 September 2020		
Attention:	Marcy McCallum	Cross Reference:			
Delivery:	Email	Project No.:	20200566		
From:	Calista Lau	No. Pages:	4	Attachments:	No
Subject:	Preliminary Assessment				

Christchurch City Council has engaged Marshall Day Acoustics to conduct a preliminary noise assessment of the proposed skate park at 26 and 26A Nayland Street, Sumner. The land immediately to the west at 20 and 24 Nayland Street will be developed as a Village Green -- its noise emissions are not considered in this document.

Whilst we have provided preliminary skate park noise level predictions at adjacent properties in this document, it does not constitute a formal assessment of noise effects. Further analysis will be required.

Summary

A summary of our assessment is provided below, with details discussed in the following sections:

1. Based on the assumed level of skateboarding activity, noise levels will exceed the applicable permitted activity noise standards by up to 7 dB, indicating the activity will have discretionary status with respect to noise (District Plan Rule 6.1.5.1.4).
2. The potential for adverse noise effects is greatest at the upper floor of the dwelling at 18A Nayland Street. Night-time activity could result in sleep disturbance effects. However, we understand there are no sleeping areas at first floor level. In any event, skatepark use should generally be discouraged after 10pm.
3. Substantial non-compliances are predicted for the commercial properties to the north of the site. However, these are arguably less noise sensitive as they are occupied by a carpark, health care centre and automotive workshop etc. As these commercial activities are likely to only operate during the day, we do not expect any adverse noise effects to arise at night.
4. A 1.8 metre high noise control boundary fence at 18/18A Nayland Street is critical to ensuring compliance at the ground floor of these residences. A taller fence along the southern portion of the boundary, around 4.5 metres high, would be required for skatepark noise to comply at the upper floor of 18A Nayland Street, if this was deemed necessary.
5. For a resource consent application, an assessment of noise effects will be required that discusses:
 - a. The definition of "the site" with respect to the skate park, the adjacent Village Green and whether noise effects are to be assessed separately or cumulatively;
 - b. The ambient background noise levels at the sensitive receivers;
 - c. Proposed noise mitigation measures for the site including noise control fences, lighting controls etc; and
 - d. Potential adverse noise effects at neighbouring properties.

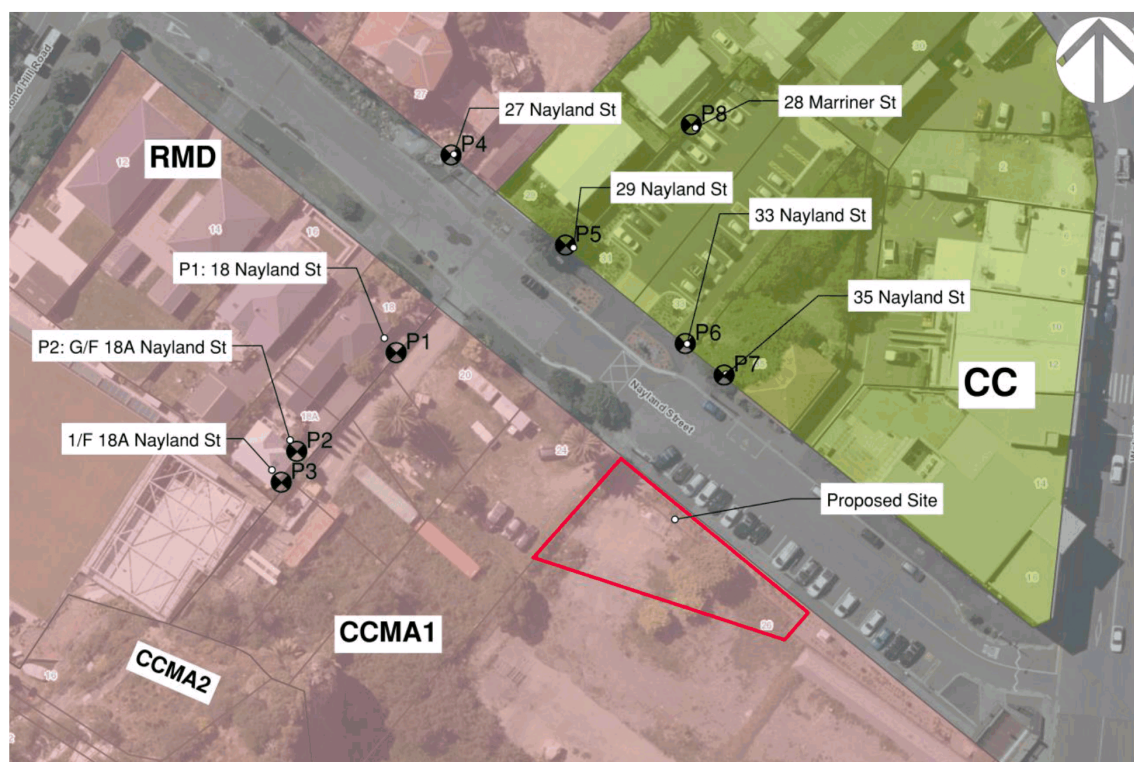


Site and Zoning

Figure 1 shows the layout of the site. The proposed skate park and the adjacent properties to the south, east and west are zoned Residential Medium Density Zone (RMD), while the land opposite Nayland Street to the north is zoned Commercial Core Zone (CC).

We also note that the land to the south of the proposed site has been classified as Cliff Collapse Management Area 1 (CCMA1) and 2 (CCMA2). Rule 5.6.1.1 of the CDP states that any structure or part of a structure, whether permanent, moveable or immovable is prohibited within the CCMA1 and is non-complying activity within the CCMA2.

Figure 1: Zoning Details and assessment locations



Noise Performance Standards

Rule 6.1.5.1.1 of the Christchurch District Plan (CDP) states that any activity outside the Central City that generates noise and which is not exempt by Rule 6.1.4.2. or Rule 6.1.5.1.1 P2 is permitted with respect to noise if it meets the noise standards for the category given in Rule 6.1.5.2.1.

Table 1: Relevant noise limits (excerpt from Table 1, Rule 6.1.5.2.1)

Zone of site receiving noise from the activity		0700 – 2200 hrs		2200 – 0700 hrs	
		dB LAeq	dB LAmax	dB LAeq	dB LAmax
a	All residential zones (other than in the Accommodation and Community Facilities Overlay)	50	n/a	40	65
e	All commercial zones	55	n/a	45	70

These rules apply at the boundary of any site receiving noise from the activity. The predicted noise levels in the next section are assessed at the boundary of the nearest occupied sites. We have assumed that the

MARSHALL DAY Acoustics

village green and skatepark will be considered collectively as 'the site' for the purposes of any future resource consent application. If assessed in isolation, skate park noise will exceed the permitted activity noise standards at the village green site boundary by more than 10 dB and the activity will have non-complying status.

Predicted Noise Levels

Our calculations are based on our previous noise measurements at similar skate park projects. The dominant noise sources include skateboard wheels rolling over a concrete surface and skateboards impacting the ground after a trick. This preliminary assessment is focussed on skateboard noise rather than scooters and BMX, which are much quieter and have become more common at skate parks. As a result of the focus on skateboard noise, the noise level predictions are considered conservative.

Experience suggests that skateparks are much busier during the day than at night. As the skate park will not be fenced off and will be accessible 24 hours, we have assessed the possibility that night-time skating could occur. As the possibility of sleep disturbance is greatest at night, noise limits are more stringent. We understand the site will be designed to discourage night-time use as far as practical.

We have considered two scenarios to test the skatepark layout with respect to noise emissions.

Daytime: We have assumed skateboarders will skate the length of the skate park closest to the assessment positions eight times within a minute. This equates to 120 movements every 15 minute period.

Night-time: We expect that the usage will be significantly decreased when compared to daytime. For the night-time assessment, we have assumed boarders will skate through the skatepark 10 times within a 15 minute period. To assess potential sleep disturbance effects from maximum noise levels (L_{Amax}), we have predicted noise levels from boards being dropped at the closest point to the sensitive receivers.

We have calculated the noise associated with the proposed skate park at critical locations P1 to P8, where the highest noise levels from the skate park are expected. Figure 1 shows the assessment locations. Our assessment assumes that noise levels at P1 and P2 will benefit from the noise reduction provided by the existing 1.8 metre (approximately) high solid fence. Table 2 summarises the predicted noise levels.

Noise levels above the District Plan permitted activity standard are highlighted in red text.

Table 2: Predicted Noise Levels from Skate Park

Assessment Position	Predicted Daytime Noise Levels		Predicted Night-time Noise Levels			
	dB $L_{Aeq}(15min)$	DP Noise Limit	dB $L_{Aeq}(15min)$	DP Noise Limit	dB L_{Amax}	DP Noise Limit
P1: 18 Nayland St	50	50	40	40	61	65
P2: G/F of 18A Nayland St	49	50	39	40	60	65
P3: 1/F of 18A Nayland St	55	50	45	40	65	65
P4: 27 Nayland St	53	50	42	40	63	65
P5: 29 Nayland St	57	55	46	45	67	70
P6: 33 Nayland St	62	55	51	45	72	70
P7: 35 Nayland St	62	55	51	45	72	70
P8: 28 Marriner St	53	55	42	45	56	70

MARSHALL DAY Acoustics

Our assessment indicates that noise levels will be above the permitted activity noise standards at the commercial property boundaries (P5 to P7) during the day and at night (if used). The potential noise effects would need to be assessed as part of any resource consent application but, in general, commercial properties will be less sensitive to noise and are likely to be unoccupied at night.

Non-compliances are also predicted for residential boundary locations P3 and P4. Most notable of these is P3 which is the upper storey of the dwelling at 18A Nayland St. This location does not benefit from the boundary fence which provides a noise reduction to the ground floor of this dwelling (P2). Options to reduce noise levels further, include locating a fence close to the edge of the skate park, or to provide a high fence (e.g. 4.5 metres) along the southern part of the boundary with 18A Nayland St.

At location P4, noise levels are predicted to be just above the permitted activity standard at the closest part of the residential site boundary to the skate park. We expect that noise levels will further reduce at the dwelling on this site, once additional distance is taken into account.



Key features of the skate and scooter park

Skate elements:

- 1.9 m deep pool bowl with an upper 1.2 m deep mini bowl section, using pool coping
- 1-1.2 m deep flow bowl with a corner extension
- Turnaround quarter pipe
- Across and down ledge
- Ramps into the pump bump area and to the manual box
- High pump bump
- 0.15 m learner ledge
- 100 mm wide across and down rail
- Angled ledge
- 1.2–2 m high skateable art quarter pipe
- 0.2 m high manual box to drop
- Transitioned bank ledge
- 'Fitzroy' rollover finger

Landscaping elements:

- Balustrade style features around the quarter pipe area and the turnaround quarter pipe area

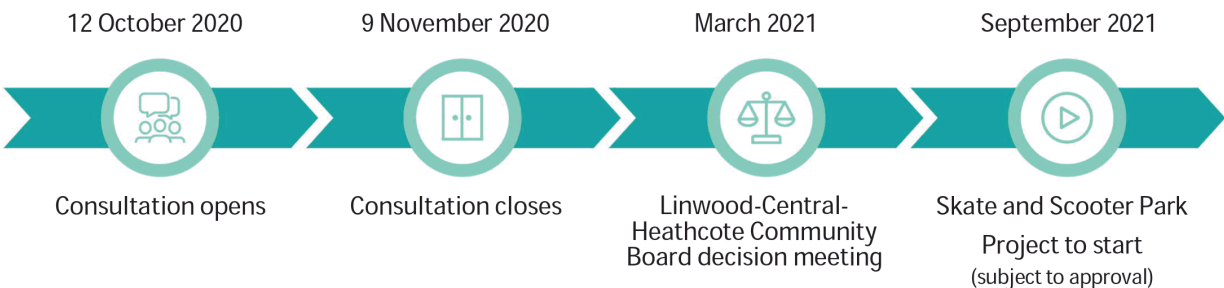
- Landscape planting
- Informal seating boulders
- Wooden bench seating
- Pool style fencing at the rear of the site

Key features of the Sumner Village Green

The village green project is unfunded, however we would like your feedback on the green area to ensure it fits alongside the skate and scooter park. Once the plan is approved and funding has been sourced, this project will then be able to progress.

- Accessible drinking fountain
- Double BBQ
- Two picnic tables
- Sealed path and ramp connecting the skate and scooter park to the village green area
- Timber seating in sections of the retaining wall and along the walls
- Half metre high decking area
- Landscape planting with a small amount of shade trees at the rear of the site under the seating
- Extension of the pool style fence behind the skate and scooter park

Timeline:



To comment on the plan and find out more

- Go online ccc.govt.nz/haveyoursay or complete the enclosed freepost form and return to:
- Christchurch City Council,
PO Box 73016, Christchurch 8154

- Speak to Tara King
03 941 5938
- Tara.King@ccc.govt.nz

Consultation open until **5pm Monday 9 November 2020**

Have your say

Bays Skate Park and Sumner Village Green

Consultation open until **Monday 9 November 2020**

ccc.govt.nz/haveyoursay

We are seeking community feedback on the draft designs for a permanent skate and scooter park and a village green in Sumner. We are not seeking feedback on where to build the skate and scooter park.

Skate and scooter park

In December 2018 the Linwood-Central-Heathcote Community Board approved 26 Nayland Street, as the location for a skate park in the Bays area.

In April 2019 we began collecting design ideas from the community at a workshop and via the Sumner Green and Skate group. We have attempted to include as much of this feedback as possible, while keeping within the project budget.

The features included in the design will meet a beginner to intermediate skate and scooter ability level. The design also reflects the seaside environment, with the wave designed skateable art quarter pipe.

Temporary ramp

The temporary skate ramp in Sumner is owned by the local community and once the permanent skate and scooter park is complete, the temporary ramp will be removed.

The community group have plans to relocate it to benefit another community.

Talk to the team

If you would like to discuss this project with the team, please join us.

Date: Thursday 15 October 2020 (Future Sumner meeting)

Time: 6.30 pm

Location: Matuku Takotako: Sumner Centre, 14/16 Wakefield Avenue, Sumner
OR

Date: Sunday 18 October 2020

Time: drop in between 2 pm to 4 pm

Location: Matuku Takotako: Sumner Centre, 14/16 Wakefield Avenue, Sumner



Draft design for the skate and scooter park (Rich Landscapes)

Village Green

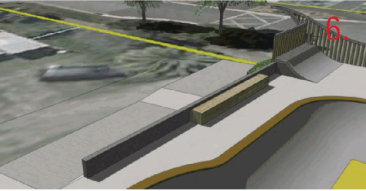
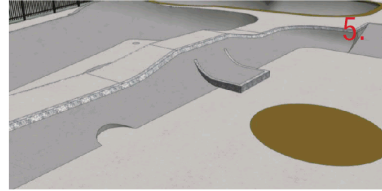
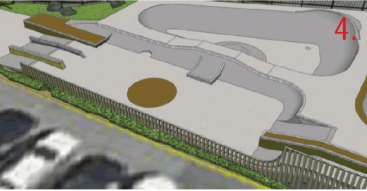
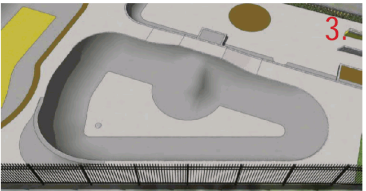
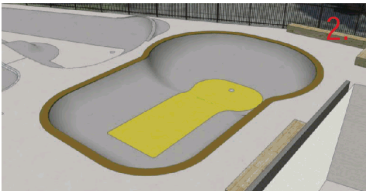
We heard how passionate the local community are about having a green area in the heart of Sumner Village. During the community workshop we received strong support for 24 Nayland Street to be used for greenspace purposes instead of future car parking. A car park is currently indicated here in the Sumner Village Centre Master Plan.

The proposed landscape plan for Sumner Village Green will require funding through our Long Term Plan, which we will be seeking community feedback on in 2021, or through diversion from other Master Plan projects in Sumner.

Bays Skate Park and Sumner Village Green



DESIGN STATEMENT
The designed environment is to connect with the surf and culture of Sumner through the features and qualities of the envisioned environment. Colours, textures and forms to be developed will reinforce this connection to this Sense of Place.



Plan
2909/2020

For more plans and 3D
images, please visit

ccc.govt.nz/haveyoursay

For Consultation

RICH LANDSCAPES

**Christchurch
City Council**

Have your say

Bays Skate Park and Sumner Village Green Open until 9 November 2020



Save time do it online ccc.govt.nz/haveyoursay

1. Do you support the proposed design for the Bays skate park?

☐ Yes ☐ No ☐ Generally, but have some concerns (please comment)

2. Is there anything you think we should include, remove or change?

3. Do you support the proposed landscape plan for the Sumner Village Green?

☐ Yes ☐ No ☐ Generally, but have some concerns (please comment)

4. Is there anything you think we should include, remove or change?

5. Any other comments?

Christchurch
City Council 

Name* _____ Postcode* _____

Address* _____

Email _____ Phone no. _____

If you are responding on behalf of a recognised organisation, please provide:

Organisations name _____

Your role _____

* required

Please fold with the Freepost portion on the outside, seal and return by **9 November 2020**

Fold

Staple or tape here

Fold

Please note:

We require your contact details as part of your submission - it also means we can keep you updated throughout the project.

Your submission, name and address are given to **decision-makers (Community Board)** to help them make their decision.

Submissions, **with names only**, go online when the decision meeting agenda is available on our website.

If requested, submissions, names and contact details are made available to the public, as required by the Local Government Official Information and Meetings Act 1987. For the full Christchurch City Council Privacy Statement 2020 please go to www.ccc.govt.nz/the-council/how-the-council-works/privacy-statement/

If there are good reasons why your details and/or submission should be confidential, please contact our Engagement Manager on (03) 941 8999 or 0800 800 169 (Banks Peninsula).

If including extra paper, please make sure the folded posted item is no more than 6mm thick.
Or send your submission in an envelope of any size to 'Freepost Authority No. 178'.

Fold

Fold

FREEPOST Authority No. 178



Attention: Tara King
Senior Engagement Advisor
Bays skate and Sumner Village Green
Christchurch City Council
PO Box 73016
Christchurch Mail Centre
Christchurch 8154

Christchurch
City Council 

Bays skate and Sumner Village Green

Summary of consultation results – 141 submissions

Bays skate park:

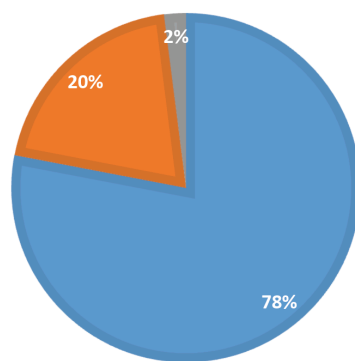
Yes support 110 (78%)

Yes generally support, but with concerns 28 (20%)

No, do not support 3 (2%)

BAYS SKATE PARK

■ Yes - support ■ Yes generally support - with concerns ■ No - do not support



Yes support 109 (78%)

Main reasons for supporting:

Comments	No. of comments	Submitter ID #
Amazing, stoked, looks fun, love the plans and design	16	35469, 35459, 35447, 35441, 35437, 35663, 35596, 35571, 35462, 35456, 35448, 35446, 35442, 35440, 35410, 35078
Youth need safe places to play and socialise	3	35663, 35527, 35078
30 years of advocacy for the community has paid off/long standing need	2	35078, 34902

Most popular suggestions for improvements:

Comments	No. of comments	Submitter ID #
Don't need two bowls	4	35639, 35241, 35240, 34891
Include rubbish/recycling bins	4	35602, 35519, 35459, 35053
Add drinking fountain	3	35602, 35477, 35335
Remove smaller bowl and add more street elements	3	35241, 35240, 34891

Add extra ramps or pump track for scooters	3	35477, 35475, 34893
Add a flat bar	3	35629, 35240, 34891
Include shade	3	35612, 35527, 35371
Remove art aspect from quarter pipe	2	35389, 35240
Add stair set in street section	2	35518, 35448
Add more street elements	2	35639, 35624
Add trees	2	35626, 35371
Include skate park etiquette signage	2	35624, 35477

Other suggestions only commented on once.

Skate features:

- Include slackline poles (submitter #34995)
- Remove hump in smaller bowl (submitter #35389)
- Add a half pipe (submitter #35235)
- Include flat asphalt area (submitter #35599)
- Add eurogap in street section (submitter #35518)
- Add pyramid (submitter #34891)
- Add spine feature (submitter #35630)
- Add 3-4m long round rail in street area (submitter #35444)
- Remove astro turf and add more street elements (submitter #35624)
- Include board stoppers on edges (submitter #35624)
- Ensure there is no loose gravel (submitter #35624)
- Use round coping on the quarter pipe (submitter #35624)
- Lower or remove the transition blend from the learner ledge/manual pad (submitter #35624)
- Use steel coping instead of concrete pool coping (submitter #35624)

Existing ramp:

- Remove temporary ramp ASAP, due to traffic risk (submitter #35171)
- Keep the mini ramp in the village (submitter #35079)

Landscaping:

- Remove astro turf and plant native trees (submitter #35628)
- Consider using plants that are not easily flammable (submitter #35102)

Park furniture:

- Use metal rubbish bins with lids (submitter #35102)
- Create entrance signage (submitter #35624)
- Include a community noticeboard (submitter #35624)
- Install CCTV cameras (submitter #35519)
- Include iwi name for park and info on cultural significance (submitter #34902)
- Lock it at night to avoid noise and night time use (submitter #35612)
- Add more seating (submitter #35527)

Yes generally support, but with concerns 28 (20%)

Most popular suggestions for improvements:

Comments	No. of comments	Submitter ID #
Include toilets	7	35662, 35642, 35627, 35537, 35520, 35094, 35082
Remove smaller bowl and add more street elements	7	35640, 35252, 35251, 35250, 35244, 35175, 34924
Include rubbish and recycling bins	5	35662, 35642, 35627, 35107, 34928
Remove art aspect of quarter pipe	5	35640, 35251, 35244, 35242, 35175
Include CCTV cameras	4	35661, 35642, 35627, 34928
Light park	4	35661, 35250, 35244, 35828
Add flat bar	3	35251, 35250, 35244
Consider noise mitigations for neighbours	2	35664, 35080
Do not light park	2	35664, 35080
Add drinking fountain	2	35662, 35661
Add more street elements	2	35046, 34924
Add mitigation to stop paths in green being used as skate elements	2	35537, 35256

Other suggestions only commented on once:

Skate features:

- Don't need two bowls (submitter #35640)
- Remove astro turf and add more street elements (submitter #35640)
- Reduce the size of the flow bowl and include a stair/block set (submitter #35631)
- Add extra ramps or pump track for scooters (submitter #35582)

Safety:

- Ban glass bottles from the skate area (submitter #34928)
- Prevent access from behind the containers (submitter #35642)

Existing ramp:

- Keep the mini ramp in the village (submitter #35075)

Park furniture:

- Include more seating for spectators (submitter #35043)
- Include bike racks (submitter #35293)

Other:

- Concern over car park shortage (submitter #35080)

No, do not support 3 (2%)

Reasons for not supporting:

Comments	No. of comments	Submitter ID #
Skate park should be at the beach	1	35588
Concern it won't be policed enough	1	35380
Concern over antisocial behaviour	1	35380

Other suggestions made by only one submitter.

Park furniture:

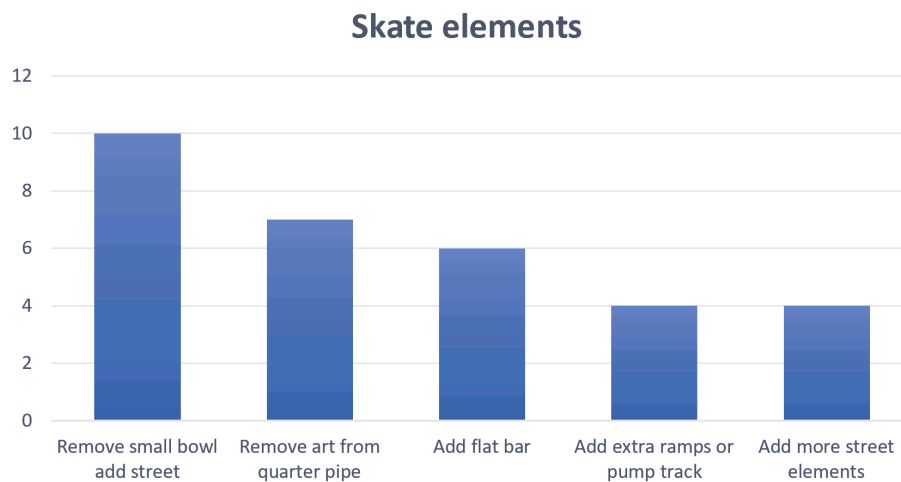
- Add toilets (submitter #35604)
- Include CCTV cameras (submitter #35604)

Other:

- Consider noise mitigation for neighbours (submitter #35604).

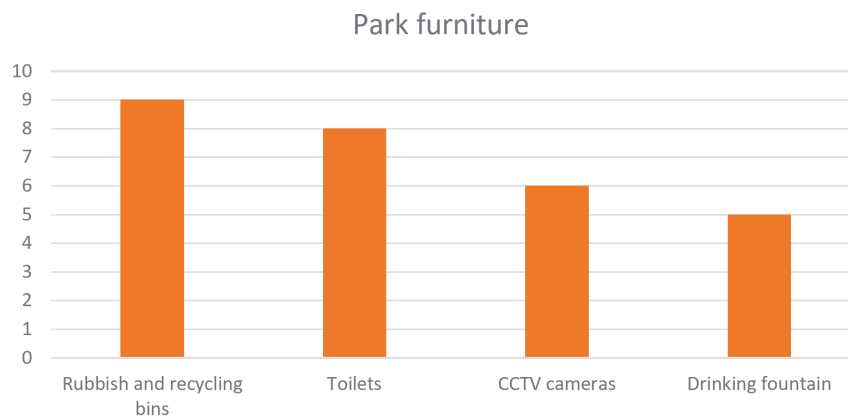
Bays skate park - summary of all submissions

In summary, over all of the submissions (140) the most requested amendments to the plan for the skate park were:



Skate elements:

Comments	No. of comments	Submitter ID #
Remove the smaller bowl and add more street elements	10	35241, 35240, 34891, 35640, 35252, 35251, 35250, 35244, 35175, 35639
Remove art aspect from quarter pipe	7	35389, 35240, 35640, 35251, 35244, 35242, 35175
Add a flat bar	6	35629, 35240, 34891, 35251, 35250, 35244
Add extra ramps or pump track for scooters	4	35477, 35475, 34893, 35582
Add more street elements	4	35639, 35624, 35046, 34924



Park furniture:

Comments	No. of comments	Submitter ID #
Include rubbish/recycling bins	9	35602, 35519, 35459, 35053, 35662, 35642, 35627, 35107, 34928
Include toilets	8	35662, 35642, 35627, 35537, 35520, 35094,
Include CCTV cameras	6	35519, 35661, 35642, 35627, 34928, 35604
Include drinking fountain	5	35602, 35477, 35335, 35662, 35661

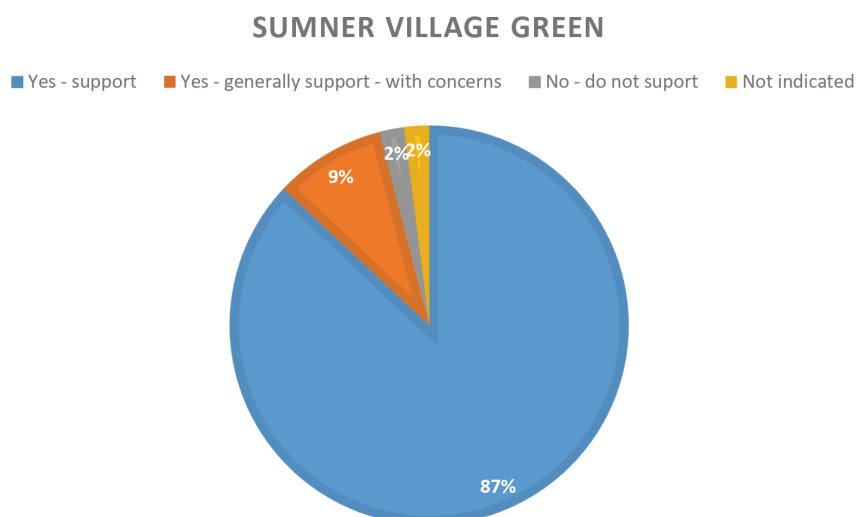
Sumner Village Green:

Yes support 122 (87%)

Yes generally support, but with concerns 13 (9%)

No, do not support 3 (2%)

Not indicated 3 (2%)



Yes support 121 (87%)

Main reasons for supporting:

Comments	No. of comments	Submitter ID #
Plan looks great	6	35568, 35560, 35442, 35440, 35433, 35389
Will be a wonderful community asset	2	35121, 35091
Having it next to the skate park is important and works well	2	34902, 35598

Most popular suggestions for improvements:

Comments	No. of comments	Submitter ID #
Rubbish bins	6	35662, 35602, 35555, 35091, 35053, 34928
Toilets	4	35662, 35555, 35335, 35053
Use Sumner Village Centre Master Plan (SVMP) funding for village green	3	35628, 35627, 35078
Include shade	3	35624, 35612, 35091
Put shade over BBQ	2	35661, 35091
Move BBQ further away from neighbours	2	35627, 35555
Plant more trees instead of shrubs	2	35447, 35235
Ensure the skate park and village green are built at the same time	2	35384, 35123

Other suggestions only commented on once.

Park furniture:

- Drinking fountain (submitter #35662)
- More seating (submitter #35447)
- Add more BBQ's (submitter #35091)
- Include public art (submitter #35091)
- Include historical information panels (submitter #35091)
- Include ducting for CCTV cameras to install them later (submitter #35091)
- If shipping containers remain paint them (submitter #35627)
- Include stone masonry walls and features (submitter #35626)
- Include power source (submitter #35624)
- Provide space for a book share, veges and community noticeboards (submitter #35624)
- Include a sink to clean BBQ (submitter #35624)
- Put drinking fountain in skate park (submitter #35519)

Play items:

- Add boulders or wooden pegs for children (submitter #35626)
- Add a basketball hoop (submitter #35602)
- Include games chest (submitter #35624)

Landscaping:

- Keep tree near the proposed drinking fountain (submitter #35555)
- Use native plants (submitter #35519)

- Consider off setting Co2 emissions during the build with more planting in Sumner (submitter #35371)
- Make plantings attractive (submitter #35555)
- Include a herb garden (submitter #35053)
- Make western corner less hidden (submitter #35259)
- Make timber decking higher (submitter #35427)

Neighbours:

- Consider views into neighbours with placement of picnic tables (submitter #35555)
- Include screening for neighbours (submitter #35555)

Parking/roading:

- Remove vehicle entrance (submitter #35555)
- Include parking in front of village green (submitter #35259)
- Re-seal Marriner Street (submitter #35253)

Safety:

- Prevent night time use (submitter #35171)
- Light it to make it safer (submitter #35828)

Funding:

- Use Council Long Term Plan (LTP) to fund the village green (submitter #35380)
- Offer to contribute with funding and help raise additional (submitter #35257)

Yes generally support, but with concerns 13 (9%)

Most popular suggestions for improvements:

Comments	No. of comments	Submitter ID #
Toilets	4	35604, 35537, 35094, 35082
Rubbish bins	3	35664, 35604, 35175
Include access to bowling club grounds	2	35537, 35107

Other suggestions only commented on once.

Neighbours:

- Screening for neighbours (submitter #35664)
- Sound proofing for neighbours (submitter #35604)

Park furniture:

- Don't need BBQ's (submitter #35663)
- Include shelter (submitter #35477)
- Allow food truck access (submitter #35663)
- Toilet instead of BBQ (submitter #35642)
- Include bike parks (submitter #35293)

Landscaping:

- Include edible garden (submitter #35107)
- Maintain grass length and irrigate to lower fire risk (submitter #35102)
- Include low fire risk plants (submitter #35102)

No, do not support 3 (2%)

Reasons for not supporting:

Comments	No. of comments	Submitter ID #
It won't be used	1	35588
Too noisy next to the skate park	1	35080
Needs to include skate-able ledges	1	35046

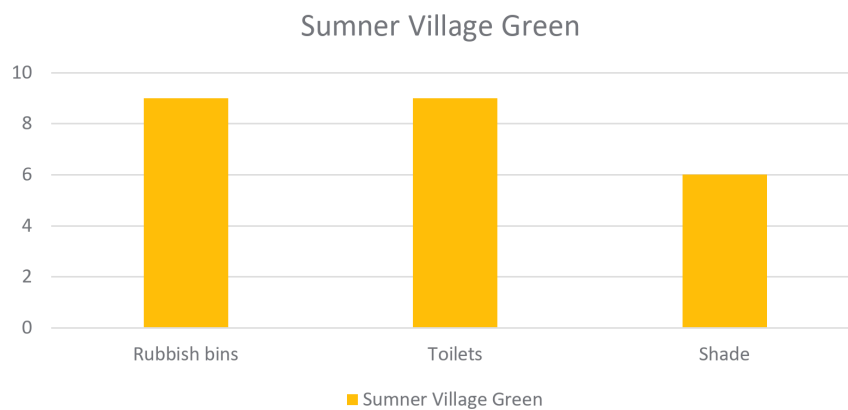
Not indicated 3 (2%)

There were only comments made from one submitter who did not indicate whether they supported the village green or not. This comment related to them not seeing this area being used instead of the beach, but that if families used it then they would go along with it (submission #35559).

Sumner Village Green - summary of all submissions

In summary, over all of the submissions (140) the most requested amendments to the plan for the village green were:

Comments	No. of comments	Submitter ID #
Rubbish bins	9	35662, 35602, 35555, 35091, 35053, 34928, 35664, 35604, 35175
Toilets	9	35662, 35555, 35335, 35053, 35604, 35537, 35094, 35082, 35663
Shade	6	35624, 35612, 35091, 35661, 35091, 35477



10. Cutler Park Renewal

Reference / Te Tohutoro: 20/1293306

Report of / Te Pou	Megan Carpenter, Parks Recreation Planner,
Matua:	megan.carpenter@ccc.govt.nz
General Manager /	Mary Richardson, General Manager Citizens & Community,
Pouwhakarae:	mary.richardson@ccc.govt.nz

1. Brief Summary

- 1.1 The purpose of this report is to provide an update on the renewal of Cutler Park as requested by the Waikura/Linwood-Central-Heathcote Community Board.
- 1.2 At the Waikura/Linwood-Central-Heathcote Community Board meeting on 3 February 2020 the Board requested staff
 - a) To provide a report to the Board as per the Council's Annual Plan 25 June 2019 resolution:
Request staff to assess and report back to the Community Board and Social, Community and Development Committee on options for Cutler Park Renewal.
 - b) To arrange a Board site visit to Cutler Park.

2. Officer Recommendations / Ngā Tūtohu

That the Waikura/Linwood-Central-Heathcote Community Board:

1. Receive the information on Cutler Park Renewal.

3. Key Points

- 3.1 Staff provided the Waikura/Linwood-Central-Heathcote Community Board with a memo on 25 November 2019 (refer attachment A), to respond to the 25 June 2019 Council's Annual Plan resolution. This memo was included in the area report.
- 3.2 The memo was provided to the Sustainability and Community Resilience Committee via email on 20 September 2019.
- 3.3 Information detailing the Board's play space renewal programme in the 2018 – 2028 Long Term Plan was included in the area report on 3 February 2020 (refer to attachment B). This programme will be updated following approval of the draft 2021 – 2031 Long Term Plan.
- 3.4 At the same meeting, staff provided the following advice regarding Cutler Park Renewal in the February area report.
 - *Cutler Park Playground equipment is currently in good condition and is not a priority for renewal (currently programmed for renewal in 2030 based on condition). No other capital funding is available. There have been discussions with the community about potential activities in the park but no firm proposals have been received. So at this stage there are no options to report back on.*
- 3.5 Following these updates the Board resolved to request staff to report back on options for the renewal of Cutler Park as per the Council's Annual Plan 25 June 2019 resolution and to arrange a site visit.

- 3.6 Board members, Parks and Governance staff attended a site visit on Wednesday 16 September 2020. Feedback from the Board included the following;
- 3.6.1 The community have had concerns around general maintenance in the park, with planted areas being overgrown impacting sight lines and park safety. Council staff have completed annual maintenance work that included the removal of the larger flax bushes and the lower limbs on selected trees. Note that this is different to the general maintenance work that they complete such as mowing, weed removal and playground inspections. The Board acknowledged that the parks maintenance team have been making a difference with improving sight lines into the reserve.
- 3.6.2 The community do not think that there is enough play variety for children. (Refer to 4.2 for more information around the playground.)

Needs Analysis

- 3.7 Throughout the network of play spaces in Christchurch, there are areas where there is limited variation and diversity between local neighbouring play spaces. This is generally due to what equipment was available at the time the play spaces were installed. As play spaces are renewed, the Council seeks to improve variety between spaces.
- 3.8 Parks near Cutler Park do offer a variety of equipment, such as Bayswater Reserve with a climbing structure, slide, see-saw and swing-set, St Lukes Reserve has a slide, carousel, see-saw and swing set and Arran Playground has some similar equipment as well as a slide. These parks are within 500 – 1km of Cutler Park (10 – 20 minute walk).
- 3.9 Cutler Park is unique in that it offers an area of nature play. Nature is the perfect place for imagination, exploration, and physical play. Research and evidence support the positive links between experience in nature with children's mental, emotional, physical health and wellbeing. Recent maintenance work (refer 3.6.1) has opened up sight lines and made this space more open and encouraging for local residents to use.
- 3.10 Cutler Park has open space for ball games as well as a football goal.
- 3.11 When considering the network of play spaces in Christchurch, there are playgrounds that have a higher renewal priority compared to Cutler Park due to safety and age of the equipment.

4. Cutler Park Options

- 4.1 The following options have been considered for improvements to Cutler Park

Renew the play space at Cutler Park

- 4.2 Parks play space renewals are prioritised within the budgets available based largely on the condition of the equipment. We work on a base life of approximately 25 years to ensure these spaces are safe and maintained to an acceptable level. However, with proper operational servicing and maintenance, some equipment can last up to 50 years.
- 4.3 Cutler Park is included in a programme of play space renewals in the draft 2021 – 2031 Long Term Plan (LTP) in approximately 10 years. The prioritisation of this programme can be further discussed with the Community Board once the LTP is approved. Renewing Cutler Park play space earlier would require switching funding with another Linwood-Central-Heathcote play space project within the programme.
- 4.4 The LTP is in draft form and is currently out for public consultation until 18 April 2021.

Activate the park by having community events

- 4.5 The Linwood-Central-Heathcote governance staff organised a community event, 'Cutting Loose @ Cutler' on 16 January 2021 from 11am – 2pm. This was a family event with nature play

and sports activities. The community feedback from this event was that the community generally wanted more of this type of event and that they were pleased to see the park activated with activities such as a water fight and slip'n'slide being the favourite.

- 4.6 It is likely that the Governance staff will organise this event going forward with the community as an annual event. They are also working with Kids Hub to have smaller events that activate the space more regularly.

Additional Play Opportunities

- 4.7 The feedback received from the community at the event on 16 January was;
- Would like a ½ basketball court installed
 - Would like a slide installed
- 4.8 There is no Council funding available in the draft Long Term Plan for additional play items at Cutler Park. If the community would like a slide, it can be completed as part of the renewal project in approximately 10 years.
- 4.9 The Council has no funding to allocate towards a new ½ basketball court at Cutler Park. The approximate cost to install a new ½ basketball court is \$45,000.
- 4.10 The court would need to be installed at least 30m away from neighbouring residential properties.
- 4.11 There are existing basketball courts located nearby;
- 4.11.1A new multi-use court and full basketball court are being installed at Te Pou Toetoe: Linwood Pool which is approximately 1.1 kilometres away. There is an existing ½ basketball court at Linwood Park.
- 4.11.2Old Bromley School Reserve Basketball Court is approximately 1 kilometre away.
- 4.11.3Woolston Park ½ basketball court is approximately 1 kilometre away.

5. Financial Implications

- 5.1 There are no financial implications.

6. Significance

- 6.1 This item is of low significance.

7. Community Interest and Consultation

- 7.1 There was interest in 2018 from a segment of the community to improve Cutler Park. No further requests have been received.

8. Next Steps

- 8.1 No further play space action is proposed until the renewal is programmed in the draft 2021 – 2031 Long Term Plan.

Attachments / Ngā Tāpirihanga

No.	Title	Page
A ↓	Cutler Park Renewal - memo to Community Board 25 November 2019	85
B ↓	Waikura Linwood-Central-Heathcote Community Board - The Playgrounds network and renewal programme - 3 February 2020	87

In addition to the attached documents, the following background information is available:

Document Name	Location / File Link
<enter document name>	<enter location/hyperlink>

Confirmation of Statutory Compliance / Te Whakatūtutanga ā-Ture

Compliance with Statutory Decision-making Requirements (ss 76 - 81 Local Government Act 2002).

(a) This report contains:

- (i) sufficient information about all reasonably practicable options identified and assessed in terms of their advantages and disadvantages; and
- (ii) adequate consideration of the views and preferences of affected and interested persons bearing in mind any proposed or previous community engagement.

(b) The information reflects the level of significance of the matters covered by the report, as determined in accordance with the Council's significance and engagement policy.

Signatories / Ngā Kaiwaitohu

Author	Megan Carpenter - Planner Recreation
Approved By	Kelly Hansen - Manager Parks Planning & Asset Management Al Hardy - Manager Community Parks Andrew Rutledge - Head of Parks Mary Richardson - General Manager Citizens & Community

Memos



Memorandum

Date: 19 September 2019
From: Kelly Hansen, Manager Parks Planning and Asset Management
To: Social, Community Development and Housing Committee
Cc:
Subject: Cutler Reserve Renewal
Reference: 19/1090560

1. Purpose of this Memo

- 1.1 The purpose of this memo is to provide an update on Cutler Park renewal as requested.

2. Origin

- 2.1 At the Council – Annual Plan Meeting of 25/6/2019, it was resolved to
Request staff to assess and report back to the Community Board and Social, Community and
Development Committee on options for Cutler Park renewal

3. Decisions Required

- 3.1 No decisions are required. This memo is for information only.

4. Key Points

- 4.1 In July 2018, the community proposed to have the playground equipment in Cutler Park updated.
- 4.2 Cutler Park playground equipment is currently in good condition and is not a priority for renewal (currently programmed for renewal in 2030 based on condition assessment). No other capital funding is available.
- 4.3 Maintenance works have been undertaken to improve the aesthetics of the park.
- 4.4 Other suggestions for activating the park have been discussed with the community but have not progressed.
- 4.5 No further action is proposed until the playground renewal comes up on the capital programme.

5. Financial Implications

- 5.1 There are no financial implications.

6. Significance

- 6.1 This item is of low significance.

7. Community Interest and Consultation

- 7.1 There was interest in 2018 from a segment of the community to improve Cutler Park. Some maintenance works were undertaken. No further requests have been received.

Memos



8. Next Steps

- 8.1 No further action is proposed until the playground renewal is programmed.

Attachments / Ngā Tāpirihanga

There are no attachments to this report.

Signatories / Ngā Kaiwaitohu

Author	Kelly Hansen - Manager Parks Planning & Asset Management
Approved By	Andrew Rutledge - Head of Parks Brent Smith - Acting General Manager Citizens & Community

Memos

Memorandum

Date: 16 December 2019
From: Tara King – Recreation Planner (Parks)
To: Liz Beaven – Board Advisor (Waikura/Linwood-Central-Heathcote)
Cc: Arohanui Grace – Governance Manager (Waikura/Linwood-Central-Heathcote)
Subject: **The Playgrounds network and renewal programme**
Reference: 19/1409822

1. Purpose of this Memo

- 1.1 The purpose of this memo is to provide information to the Waikura/Linwood-Central-Heathcote Community Board on the playgrounds network and renewal programme, as per the current Long Term Plan (LTP).

2. Origin

- 2.1 This memo is Community Board generated from their meeting on 25 November 2019. The Waikura/Linwood-Central-Heathcote Community Board requested a briefing on the playgrounds network and renewal programme (LCHB/2019/00137).
- 2.2 This memo has been submitted in lieu of a briefing, as this is a quicker and more efficient method of providing the Community Board with the information they requested.
- 2.3 This information has previously been requested by Cr. Johanson and provided to Councillors during the 2019/20 Annual Plan discussions (**please refer to attachment A**).

3. Decisions Required

- 3.1 This memo is for information purposes, no decision is required.

4. Key Points

- 4.1 The Parks Unit work on an estimated 25 year life renewal programme for play equipment to ensure that play spaces are safe and to maintain an acceptable level of service. Renewals are prioritised based on their condition within the budgets available.
- 4.2 The Parks Unit are currently completing work on a 'Play Spaces Network Plan'. The purpose of this plan is to provide long-term guidance and a framework for the provision and renewal of play spaces.
- 4.3 A presentation was made to the Waikura/Linwood-Central-Heathcote Community Board in March 2019 by staff on the 'Play Spaces Network Plan'.
- 4.4 The first draft of the 'Play Spaces Network Plan' is in progress and requires further research and community engagement. Once the first draft is complete it will be provided to elected members for comment before going out for public consultation. The first draft will be completed in the first quarter of 2020.
- 4.5 Below are the upcoming play space renewal projects for the Waikura/Linwood-Central-Heathcote Community Board, as per the current LTP.

Memos

Project name	Project description	Status	Design, Consultation and Community Board approval year	Build year
King Park play space renewal (Mt Pleasant)	Renewal of the existing play space	Approved by the Community Board on 9 December.	FY 2019	FY 2020
Radley Playground renewal (Woolston)	Renewal of the existing play space	Approved by the Community Board on 9 December 2019	FY 2019	FY 2020
Bays area skate/scooter park (Sumner)	Development of a new skate and scooter park in Nayland Street in Sumner	Location approved. Consultation on design early 2020	FY 2020	FY 2021
Risingholme Park playground renewal (Opawa)	To renew and upgrade the existing playground to meet accessibility standards	Project brought forward by one financial year. Planning/Design	FY 2020	FY 2021
Avon Park play space renewal (Avonside)	Renewal of the existing play space in Avon Park	Planning	FY 2021	FY 2022
Avebury play space renewal (Richmond)	To renew and upgrade the existing playground to meet accessibility standards	Planning	FY 2021	FY 2022
Cypress Garden Reserve – skate ramp renewal (Bromley)	To renew the skate ramp at the reserve	Planning	FY 2022	FY 2022
Cross Reserve (Phillipstown)	Renewal of the existing play space	Planning	FY 2023	FY 2024
Waltham Park play space renewal (Waltham)	Renewal of the existing play space	Planning	FY 2023	FY 2024
Monro Playground renewal (Opawa)	Renewal of the existing play space	Planning	FY 2025	FY 2026
Champion Reserve play space renewal (Edgeware)	Renewal of the existing play space	Planning	FY 2028	FY 2029

Memos



5. Financial Implications

- 5.1 There are no financial implications as the renewal work is being carried out as part of the existing LTP budgets.
- 5.2 The completion of the 'Play Spaces Network Plan' is being covered by existing Parks budgets for staff time.

6. Next Steps

- 6.1 Before a play space renewal project goes out for public consultation, information on this project will be provided to the Community Board at a seminar or a memo. Following community consultation a staff report will then be presented to the Community Board for approval.
- 6.2 The Community Board will be updated on the 'Play Spaces Network Plan' as work on this plan progresses. We are planning engagement with the community on 'play' and to understand their views on our play network in January/February 2020. The information we collect from this, will be a key component of the network plan.

Attachments / Ngā Tāpirihanga

No.	Title	Page
A	Play space budget information from 2019/20 Annual Plan discussions	

Signatories / Ngā Kaiwaitohu

Author	Tara King - Planner Recreation
Approved By	David Kuru - Team Leader Parks Recreation & Planning Kelly Hansen - Manager Parks Planning & Asset Management Andrew Rutledge - Head of Parks

11. Badminton Canterbury Incorporated - Lease for Badminton Hall at 220 Pages Road

Reference / Te Tohutoro: 21/140386

Report of / Te Pou Felix Dawson, Leasing Consultant

Matua: Felix.Dawson@ccc.govt.nz

General Manager / Mary Richardson, GM Citizens & Community;

Pouwhakara: Mary.Richardson@ccc.govt.nz

1. Purpose of the Report / Te Pūtake Pūrongo

- 1.1 The purpose of this report is to seek the approval of the Waikura/Linwood-Central-Heathcote Community Board to grant a lease to Badminton Canterbury Incorporated located at 170 - 220 Pages Road (220 Pages Road being the address of service used by Badminton Canterbury).
- 1.2 Badminton Canterbury Incorporated (formerly Canterbury Badminton Association Inc) has leased the site since the facility was built by volunteers in the 1950s. The current lease expired in November 2020 and is currently holding over.
- 1.3 The organisation is in a good position to continue the provision of facilities for their sport and has a strong membership of affiliated clubs and sections. Further details of the work carried out by the organisation are found in **Attachment A**.
- 1.4 The decision in this report is of low significance in relation to the Christchurch City Council's Significance and Engagement Policy. The level of significance was determined by an assessment of the number of people affected, the level of impact on those affected and there being no cost to Council in approving the proposed lease.

2. Officer Recommendations / Ngā Tūtohu

That the Waikura/Linwood-Central-Heathcote Community Board:

1. Grant a lease to Badminton Canterbury over that area of land at Cuthberts Green being approximately 1596sqm and being part of the land described as Section 4 SO 470186 Registered Title 667331 as shown on the plan attached in **Attachment B**.
2. Approve the lease for a period of 33 years including renewals at an annual rental set in accordance with the Council's Sports Lease Charges Policy.
3. Authorise the Manager Property Consultancy to conclude and administer the terms and conditions of the lease.

3. Reason for Report Recommendations / Ngā Take mō te Whakatau

- 3.1 The reasons for the report recommendation are to:
 - 3.1.1 To enable Badminton Canterbury to continue operating a facility for the playing and administration of badminton in the Christchurch and Canterbury region;
 - 3.1.2 To provide certainty to Badminton Canterbury for future sport and business development.

4. Alternative Options Considered / Ētahi atu Kōwhiringa

- 4.1 The option to not grant a lease has not been considered as the request for a new lease complies with current Council practice and policy.

5. Detail / Te Whakamahuki

5.1 Land and Buildings:

5.1.1 The building



5.1.2 Land description

- The Badminton Canterbury Incorporated hall is located at 220 Pages Road which forms part of Cuthberts Green.
 - Facility is located on land held as fee simple considered 'park' pursuant to s138 of the Local Government Act.
 - The ground lease comprises an area of 1596 square metres as shown in the lease plan (Attachment B)
- 5.2 Badminton Canterbury is a registered charity that functions as a regional sport organisation for badminton in Canterbury. In addition to providing a badminton playing facility at non commercial rates it provides coaching and training programmes for clubs and at schools, together with support to clubs for competitions and selection of representative teams.
- 5.3 Suitability as lessee
- Registered charity
 - Regular and consistent membership
 - Proven track record for use of the site
 - Financial capacity to pay rent
- 5.4 Key lease terms
- Ground lease: for building area 1596sqm approx.- building footprint
 - Term: 33yrs
 - Rent calculated in accordance with Council policy for sports clubs and community groups
- 5.5 Public notice of the intention to grant a ground lease was published in The Press on 14 February 2021 pursuant to s138(1) of the Local Government Act 2002. No responses were received.

5.6 The decision affects the following wards/Community Board areas:

5.6.1 Waikura/Linwood-Central-Heathcote

6. Policy Framework Implications / Ngā Hīraunga ā- Kaupapa here

Strategic Alignment / Te Rautaki Tīaroaro

6.1 Badminton Canterbury currently occupies land at Cuthberts Green and complements other sporting offers such as softball, basketball, football and league.

6.2 This report supports the [Council's Long Term Plan \(2018 - 2028\)](#):

6.2.1 Activity: Recreation, Sport, Community Arts & Events

- Level of Service: 7.0.3.1 Support citizen and partner organisations to develop, promote and deliver recreation and sport in Christchurch. - 4,000 of hours of staff support provided to 100 community organisations.

Policy Consistency / Te Whai Kaupapa here

6.3 The decision is consistent with Council's Plans and Policies.

6.3.1 Sports Leasing Charges Policy

6.3.2 Leasing Council Property Policy – Dealing Unilaterally with incumbent tenant

Impact on Mana Whenua / Ngā Whai Take Mana Whenua

6.4 The decision does not involve a significant decision in relation to ancestral land or a body of water or other elements of intrinsic value, therefore this decision does specifically impact Mana Whenua, their culture and traditions.

6.5 The proposal to grant a new lease has been forwarded to Mahaanui Kurataiao Ltd for comment. At the time of finalising this report no concerns were raised.

Climate Change Impact Considerations / Ngā Whai Whakaaro mā te Āhuarangi

6.6 The granting of a new lease does not impact any climate change considerations.

Accessibility Considerations / Ngā Whai Whakaaro mā te Hunga Hauā

6.7 The Badminton Hall complies with current building code requirements for accessibility.

7. Resource Implications / Ngā Hīraunga Rauemi

Capex/Opex / Ngā Utu Whakahaere

7.1 Cost to Implement – preparation of lease document, public advertising (approximately \$750 to be recovered from tenant)

7.2 Maintenance/Ongoing costs – tenant responsibility

7.3 Funding Source – tenant responsibility

Other / He mea anō

7.4 No other matters are applicable.

8. Legal Implications / Ngā Hīraunga ā-Ture

Statutory power to undertake proposals in the report / Te Manatū Whakahaere Kaupapa

- 8.1 Local Government Act 2002: authority to enter into a lease pursuant to s138
- 8.2 Delegations – Parks (Part D – Sub Par 1 – Community Boards)
 - 8.2.1 The Council has delegated to Community Boards the responsibility, duty, power etc. “To grant leases or licences for a maximum term of 35 years to any person or body over parks, and to authorise staff to sign all required documentation.”

Other Legal Implications / Ētahi atu Hīraunga-ā-Ture

- 8.3 The legal considerations are:
 - 8.3.1 Correct application of provisions pursuant to 8.1-8.2 above
 - 8.3.2 Local Government Act 2002- Decision Making, Dealing Unilaterally
- 8.4 Local Government Act 2002 Act-Public Notification pursuant to s138
- 8.5 This report has not been reviewed and approved by the Legal Services Unit

9. Risk Management Implications / Ngā Hīraunga Tūraru

- 9.1 There is some minor risk to the Community Board in not approving the staff recommendation. There may be some reputational damage for failure to provide security to Community organisation

Attachments / Ngā Tāpirihanga

No.	Title	Page
A ↓	Badminton Canterbury Request for Lease Submission	96
B ↓	Badminton Canterbury Lease Plan	100

In addition to the attached documents, the following background information is available:

Document Name	Location / File Link
<enter document name>	<enter location/hyperlink>

Confirmation of Statutory Compliance / Te Whakatūtutanga ā-Ture

Compliance with Statutory Decision-making Requirements (ss 76 - 81 Local Government Act 2002).

- (a) This report contains:
 - (i) sufficient information about all reasonably practicable options identified and assessed in terms of their advantages and disadvantages; and
 - (ii) adequate consideration of the views and preferences of affected and interested persons bearing in mind any proposed or previous community engagement.
- (b) The information reflects the level of significance of the matters covered by the report, as determined in accordance with the Council's significance and engagement policy.

Signatories / Ngā Kaiwaitohu

Author	Felix Dawson - Leasing Consultant
Approved By	Kathy Jarden - Team Leader Leasing Consultancy Angus Smith - Manager Property Consultancy Andrew Rutledge - Head of Parks Mary Richardson - General Manager Citizens & Community



V.R Skellerup Badminton Hall
220 Pages Road
PO Box 2497
Wainoni, Christchurch
New Zealand

4th September 2020

Felix Dawson
Leasing Consultant
Property Consulting Team
CCC

Dear Felix

I write with reference to your letter in April to request a renewal of our leased land at 220 Pages Road.

Badminton Canterbury (BC) volunteers built the building back in the 1950's, and about five years ago we invested a substantial sum to remediate the facility following the Canterbury Earthquakes. It is now at 67% of NBS.

The hall provides a valuable facility, allowing us to make badminton accessible and affordable for many people. Many of our clubs still struggle to get court space, and while there is a private facility across town hiring courts, it is unaffordable for many (Annual costs for clubs \$500, individuals \$200, juniors \$100 plus court costs, our facility is \$20 plus similar court costs). Canterbury also hosts many of the large South Island events at Pages Road – while they are shared amongst other provinces, due to the quality of our facilities and the central location in the South Island we host more than others.

Current plans include the installation of a new access control and booking system – allowing us to offer casual court usage more widely in our community. We also have a social room, working kitchen and sports bar which we rent casually to other community groups.

Financial Statements: Our financial reports are no longer audited but we are required in our constitution to have them prepared by an independent accountant. The last couple of years are attached – I can access prior years but will need to go hunting if you need them.

Insurance: is about to roll over, and I have attached the relevant policy documents. A new building valuation has been requested and I can forward this through should you require it.

Membership: As the RSO, our members are clubs. We currently have fifteen clubs affiliated to BC (an increase of three clubs in the last three years), and of those six are running a junior club section (also an increase of three in the last three years). Membership numbers at our clubs vary, from our smaller clubs of around ten people to the larger ones over 100. Many of our clubs are long standing, some around for well over forty years. While not all our clubs operate out of our hall, having the dedicated facility does allow for all clubs to come together for competition.

In addition, the hall provides valuable revenue to BC, by way of court hire. This is currently through a card access system. We are anticipating this to increase when we install the new system "Pay2Play", which I believe has gone into a council facility recently. The increase in revenue will come about through ease of use, removing some of the barriers our members and community currently experience.

Other Activities of BC:

We are a proactive organisation, aiming to promote badminton in Canterbury. We also take a leading role in the South Island (Mainland Badminton), with myself as the current Chair of Mainland. BC is affiliated to Badminton NZ as one of their Tier one associations. I can request a support letter from them if you wish. Our revenue from court hire is vital to support our ongoing activities.

Staff: BC currently employs between 6-10 coaches (depending on the level of programs being run at the time) on a casual or contractor basis, 2 part time administration staff (20 hours combined), a part time Development Manager (15 hours) and a myself as a part time General Manager (10 hours). The organisation is governed by a volunteer board, all of whom are members of one of our clubs.

Junior Programs: We run several after school programs throughout Christchurch, one of which is at Pages Rd. These provide an entry level opportunity for children eight years upwards to experience badminton, enjoy exercise, and have fun with their peers in a non-competitive environment. We would like to expand these groups further but find facilities and lack of coaches hold us back. From there we have various events that children may choose to go into.

Events: These can be broadly broken into three sections:

1. On-going leagues –
 - a. Interclub – a winter competition held at Pages Road in the evenings providing regular competition for our players – generally aged from thirteen through to over eighty.
 - b. Junior Yankees – fun events for the children to gain experience of a tournament, learning about umpiring etc
 - c. Pre season Doubles and summer league is run either side of Interclub season
2. Canterbury events – usually one-off events held over a day or weekend,
 - a. Social - such as our St Paddy's tournament in March, offering an A and B Grade section. Next year we have planned to further increase our one-off events as this has been identified as a large growth area.
 - b. Sanctioned - our Canterbury Open, plus age group (under 13/15/17/19) Championship events, all of which are Badminton NZ Sanctioned events. This means they attract player points for their national ranking, and we often have people travelling from outside Christchurch to play in these.
3. Mainland/National events – this is where Christchurch hosts a South Island event. While these do vary locations around the South Island, Christchurch does hold more than others – due to our central location, quality facilities that are not expensive to use, and ability to hold large events. With changes to the calendar this year, we have hosted, or are hosting in our hall:
 - a. South Island Masters Teams (smaller this year, but usually a three-day event, consisting of 130 to 150 players)
 - b. South Island Veterans Teams (approximately eighty players this year aged over fifty for a two day event)
 - c. South Island Super Veterans – was cancelled due to covid, for players over sixty years of age
 - d. South Island Under 13/15/17 Championships – Teams and Individuals. Due to be played 27th to 30th September. Approximately 110 juniors and parents/coaches/managers from Southland, West Coasts and Otago joining us for 4 full days of badminton!
 - e. South Island Junior Secondary School Champs – being run in conjunction with Badminton NZ.

Each year when the calendar is set, we work with Mainland Badminton and Badminton NZ to determine where the major events will be held.

It is my vision to see large badminton events from the hall on a regular basis throughout the season, with potential of using the Metro facility in town for showpiece games. Badminton is one of the fastest growing sports in the country, including at high school level so I can see our future is looking promising!

Finally, as we sit here at Cuthberts Green in our hall, and I look around at the other sporting organisations that share this area of significant local history, I would like to explore the possibility of developing a "Sports Hub" similar to that of Tai Puna Wai or Rawhiti in New Brighton. There are already Badminton, Basketball, Softball and a Football club in the same park, and Linfield club rooms just across a couple of paddocks. I'm sure there is the potential here for something!

Thank you for your consideration, please do get in contact with me if you require any further information.

Regards

Lou Satherley
Manager

P 027 268 9537
E manager@badmintoncanterbury.com



Off-court time for our Shuttletime participants – a fun tournament where children can learn about umpiring and improve their skills.



The Honda Cup – a contest between Canterbury, Otago and the West Coast, contested by our Masters (35+) and Vets (50+) teams.



A friendly photo of the Canterbury U17 team that won silver at the Nationals



Three generations of the same family take part in the Social Grade competition that runs for most of the year on a Thursday night. This photo taken at prizegiving in our *George Miller* events lounge



12. Elected Members' Information Exchange / Te Whakawhiti Whakaaro o Te Kāhui Amorangi

This item provides an opportunity for Board Members to update each other on recent events and/or issues of relevance and interest to the Board.