

HAGLEY/FERRYMEAD COMMUNITY BOARD AGENDA

WEDNESDAY 7 MAY 2014

AT 4PM

**IN THE BOARD ROOM,
180 SMITH STREET, LINWOOD, CHRISTCHURCH**

Community Board: Sara Templeton (Chairperson), Joe Davies (Deputy Chairperson), Alexandra Davids, Yani Johanson, Paul Lonsdale, Brenda Lowe-Johnson and Islay McLeod.

Community Board Adviser:

Jo Daly
Phone: 941 6601 DDI
Email: jo.daly@ccc.govt.nz

- PART A - MATTERS REQUIRING A COUNCIL DECISION
- PART B - REPORTS FOR INFORMATION
- PART C - DELEGATED DECISIONS

INDEX	PG NO
PART C 1. APOLOGIES	2
PART C 2. DECLARATION OF INTEREST	2
PART C 3. CONFIRMATION OF MINUTES – 16 APRIL 2014	2
PART B 4. DEPUTATIONS BY APPOINTMENT	2
4.1 PHILLIPSTOWN SCHOOL	
PART B 5. PRESENTATION OF PETITIONS	2
PART B 6. NOTICES OF MOTION	2
PART B 7. CORRESPONDENCE	2
PART B 8. BRIEFINGS	2
8.1 FACILITIES REBUILD HERITAGE PROJECTS	
8.2 STRONGER CHRISTCHURCH INFRASTRUCTURE REBUILD TEAM – BEACHVILLE ROAD EASTERN SEAWALL	
8.3 ENVIRONMENT CANTERBURY, BUS ROUTE CONSULTATION	
8.4 MATAI STREET/FENDALTON ROAD/HARPER AVENUE/DEANS AVENUE CYCLE SIGNALS AND PATHS	
PART A 9. DEANS AVENUE – PEDESTRIAN/CYCLIST SIGNALISED CROSSING	10
PART A 10. FERRY ROAD MASTER PLAN	19
PART C 11. APPLICATION TO HAGLEY/FERRYMEAD COMMUNITY BOARD 2013/14 DISCRETIONARY RESPONSE FUND – TE WHARE ROIMATA TRUST	25
PART B 12. COMMUNITY BOARD ADVISER'S UPDATE	28
PART B 13. QUESTIONS UNDER STANDING ORDERS	28
PART B 14. ELECTED MEMBERS' INFORMATION EXCHANGE	28

For copies of Agendas and Reports – Visit:

www.ccc.govt.nz/thecouncil/meetingsminutes/agendas/index.aspx

1. APOLOGIES

2. DECLARATION OF INTEREST

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

3. CONFIRMATION OF MEETING MINUTES – 16 APRIL 2014

The minutes of the Board's ordinary meeting of 16 April 2014 are **attached**.

STAFF RECOMMENDATION

That the minutes of the Board's ordinary meeting be confirmed.

4. DEPUTATIONS BY APPOINTMENT

4.1 PHILLIPSTOWN SCHOOL

Tony Simpson, Principal of Phillipstown School will present a deputation to the Board.

5. PRESENTATION OF PETITIONS

6. NOTICES OF MOTION

7. CORRESPONDENCE

8. BRIEFINGS

8.1 FACILITIES REBUILD HERITAGE PROJECTS

Richie Moyle, Project Manager will brief the Board on Facilities Rebuild Heritage Projects.

8.2 BEACHVILLE ROAD EASTERN SEAWALL PROJECT UPDATE

Ross Herrett and Will Doughty will update the Board on the Stronger Christchurch Infrastructure Rebuild Team Beachville Road Eastern Seawall Project.

8.3 ENVIRONMENT CANTERBURY, BUS ROUTE CONSULTATION

Edward Wright, Transport Planner will present to the Board on upcoming bus route consultation.

8.4 MATAI STREET/FENDALTON ROAD/HARPER AVENUE/DEANS AVENUE CYCLE SIGNALS AND PATHS

Christine Toner, Consultation Leader and John Hannah, Project Manager will brief the Board on the upcoming consultation regarding the Matai Street/Fendalton Road/Harper Avenue/Deans Avenue Cycle Signals and Paths.

**HAGLEY/FERRYMEAD COMMUNITY BOARD
16 APRIL 2014**

**Minutes of a meeting of the Hagley/Ferrymead Community Board
held on Wednesday 16 April 2014 at 3pm in the Boardroom,
180 Smith Street, Linwood, Christchurch.**

PRESENT: Sara Templeton (Chairperson), Alexandra Davids, Joe Davies, Yani Johanson, Paul Lonsdale and Islay McLeod.

APOLOGIES: An apology for lateness was received and accepted from Yani Johanson who arrived at 3.14pm and was absent for clause 4.1, part of 4.2 and clauses 12 and 13.

An apology for early departure was received from Yani Johanson who left the meeting at 5.25pm and was absent for clauses 8, 9, 10 and 11.

The Board meeting adjourned from 5pm and resumed at 5.08pm.

The Board reports that:

PART A - MATTERS REQUIRING A COUNCIL DECISION

1. THE CHESTER STREET EAST RESERVE LANDSCAPE AREA

The Board considered a report seeking the Board's recommendation to the Council that the Reserve be named Chesterfields. The Board's delegated decision regarding approval of the Chester Street East Reserve Landscape Plan is recorded in Clause 1 Continued (Part C) of these minutes.

The Board received a deputation on this matter from Sean Tonner and Simone Pearson, representatives of the Park Working Group, clause 4.2 of these minutes (Part B) refers.

STAFF RECOMMENDATION

That the name of the Reserve at 160 Chester Street East be Chesterfields.

BOARD RECOMMENDATION

That the staff recommendation be adopted.

2. HAGLEY PARK CHRIST'S COLLEGE – LEASE/LICENCE REPORT

The Board considered a report seeking the Board's recommendation to the Council that it grant a lease/licence to Christ's College to legalise their 135 year occupation of part of South Hagley Park to fulfil the requirements of the Hagley Park Management Plan 2007.

STAFF RECOMMENDATION

That the Council:

- 2.1 Grant a lease over approximately 2,200 square metres of part of South Hagley Park, a classified recreation reserve of approximately 70.507 hectares, being rural section 41181 on survey office plan 15236 vested in the Council on which the fenced caretakers house and associated grounds, grounds-man's garage, pavilion and changing sheds, and associated sealed manoeuvring areas are located as shown on **Attachment 1** to Christ's College for up to 33 years pursuant to section 54 1(b) of the Reserves Act 1977 subject to the following conditions:

ATTACHMENT 1 TO CLAUSE 3 Cont'd

2 Cont'd

- 2.1.1 No additions are to be made to any buildings or sealed areas within the leased area, without permission first being obtained from the Council to do so.
- 2.1.2 The Council reserves the right to publicly advertise any proposed improvements within the leased area if it wishes to do so.
- 2.2 Grant a licence over approximately 6.5290 hectares of part of South Hagley Park, a classified recreation reserve of approximately 70.507 hectares, being rural section 41181 on survey office plan 15236 vested in the Council; the areas being made up of areas A, C, and D as shown in **Attachment 1** being the sport field area occupied by Christ's College for up to 33 years pursuant to section 54 1(c) of the Reserves Act 1977 subject to the following conditions:
- 2.2.1 No buildings are to be built on the licensed area or alterations are to be made to the grassed area, without permission first being obtained from the Council to do so.
- 2.2.2 The Council reserves the right to publicly advertise any proposed improvements within the licensed area if it wishes to do so.
- 2.2.3 Area C the driveway into the leased area is to be maintained by Christ's College at their expense.
- 2.2.4 In area D:
- No soil is to be stored in area D.
 - All tree work required to be undertaken to trees which are over two metres in height is to be undertaken by the Council's aboricultural contractors at the Council's expense.
 - Christ's College is to be responsible for the maintenance of the hedges around the boundary of the licensed area.
- 2.3 That Council authorise the Corporate Support Manager in association with the Policy and Leasing Administrator to conclude the lease/licence agreement.

BOARD RECOMMENDATION

That the staff recommendation be adopted.

3. 2014 CITY WIDE SPEED LIMIT REVIEW – PROPOSED SPEED LIMIT CHANGE TO LINWOOD AVENUE AT DYERS ROAD

The Board considered a report advising the Board of a proposed change to the speed limit of Linwood Avenue in the vicinity of its intersection with Dyers Road and seeking the Board's recommendation that the Council approve the commencement of public consultation on the proposed change.

STAFF RECOMMENDATION

That Council approves the commencement of public consultation on the proposed speed limit change below:

- 3.1 Linwood Avenue, proposed 60 kilometre/hour speed limit commencing at the existing 60/70 change point located 90 metres southeast of Dyers Road and extending in a northwesterly direction to a point 80 metres northwest of Dyers Road.

BOARD RECOMMENDATION

That the staff recommendation be adopted.

PART B - REPORTS FOR INFORMATION

4. DEPUTATIONS BY APPOINTMENT

4.1 JUST DIRT TRUST

The Board **received** a deputation from Selwyn Eagle of the Just Dirt Trust on the work of the Trust, including the work undertaken with schools.

The Board Chairperson thanked Selwyn Eagle for the Just Dirt Trust deputation.

4.2 PARK WORKING GROUP – CHESTER STREET EAST RESERVE

The Board **received** a deputation and presentation from Sean Tonner and Simone Pearson, representatives of the Park Working Group regarding the report on The Chester Street East Reserve Landscape Area in support of the staff recommendation. Sean and Simone also introduced Neil Gilbertson, former owner of the properties that now make up the Reserve.

Clause 1 (Parts A and C) of these minutes details the Board's decision on this matter.

The Board acknowledged the successful partnership between the community and the Council in developing the landscape plan and the ongoing development of the Reserve.

The Board Chairperson thanked Sean Tonner and Simone Pearson for the Park Working Group deputation and for the work the Group and community have undertaken.

4.3 KEN LOWE AND HEINER SCHWERTHEIM

The Board **received** a deputation, supporting information and a presentation from Ken Lowe and Heiner Schertheim, residents of Whitewash Head Road regarding the flooding on their properties from Nicholson Park.

The Board **decided** to request urgent information from staff on possible action or mitigation to address the water running from Nicholson Park onto private properties.

The Board Chairperson thanked Ken Lowe and Heiner Schwertheim for their deputation.

4.4 LINWOOD YOUTH FESTIVAL EXPERIENCE (LYFE) 2014

The Board **received** a deputation and presentation from Rachel Bennett, LYFE Coordinator, and Mona Contractor, Linwood Resource Centre, on the success of LYFE 2014.

The Board acknowledged the successful event, thanked all those involved and recognised that this is the last year that the Linwood Resource Centre will be the responsible agency for LYFE.

The Board Chairperson thanked Rachel Bennett and Mona Contractor for the deputation.

4.5 GELITA NZ LIMITED

The Board **received** a deputation and supporting information from Gary Monk, Plant Manager from Gelita NZ Limited on the planned upgrades and investment in the Woolston factory to improve and modify odour control and be in compliance with their resource consents.

The Board Chairperson thanked Gary Monk for the Gelita NZ Limited deputation.

5. PRESENTATION OF PETITIONS

Nil.

6. NOTICES OF MOTION

Nil.

7. CORRESPONDENCE

Nil.

8. BRIEFINGS

8.1 SCOOTER PARK LOCATION

The Board **received** a briefing and supporting information from Megan Carpenter, Recreation Planner Greenspace who provided information to the Board in response to the Board's request for a report back on the use of the Petanque area on McCormacks Bay Reserve or other sites in the area for a scooter park.

The Board **decided** to support Barnett Park as a location for a scooter zone and request that staff progress this.

9. COMMUNITY BOARD ADVISER'S UPDATE

- The Board **received** information from the Community Board Adviser on Board related activities including upcoming meetings, current consultations and the current balance and allocations of the Discretionary Response Fund and Youth Development Fund.
- The Board acknowledged receipt of memorandums received on the following:
 - Helmores Lane Bridge Access and Repair Options
 - Deans Avenue (South) Cycle/Pedestrian Crossing
 - Gayhurst Road Bridge Construction.
- The Board **received** information in response to a request for information on parks related management and master plans currently on hold.
- Clause 9 Continued (Part C) records the Board's decision regarding its submission to the Christchurch City Draft Annual Plan.

10. QUESTIONS UNDER STANDING ORDERS

Nil.

11. ELECTED MEMBERS' INFORMATION EXCHANGE

- Board members discussed the Canterbury Community Trust Need Help Now Fund and the need for applications to be endorsed by a Community Board member and **agreed** to share information about requests from the community in advance of endorsing applications.

11 Cont'd

- The Board was advised that Sara Templeton and Islay McLeod had presented the Board's submission to the Draft Canterbury Civil Defence Emergency Management Plan 2014 at the hearings held on 7 April 2014. Board members acknowledged that the Hagley/Ferrymead Community Board was the only Community Board to submit on the Draft Plan.
- Joe Davies reported back on his attendance at the Seismic and the City 2014 – Building Momentum event on 28 March 2014.
- The Board was advised that key decisions made at the Council meeting on 10 April 2014 included agreement to demolish the Heathcote Community Centre and rebuild a new Heathcote community facility with the Board approving the final design, approval for the rebuild of the Sumner toilets and changing rooms and a grant from the Christchurch Earthquake Mayor Relief Fund towards the rebuilding of the Mount Pleasant War Memorial Community Centre.

PART C – REPORT ON DELEGATED DECISIONS TAKEN BY THE BOARD

1. THE CHESTER STREET EAST RESERVE LANDSCAPE AREA (CONTINUED)

The Board considered a report seeking the Board's approval for the Chester Street East Reserve Landscape Plan. The report also sought the Board's recommendation to the Council on the name of the Reserve. Clause 1 (Part A) of these minutes records the Board's recommendation regarding this.

The Board received a deputation on this matter from Sean Tonner and Simone Pearson, representatives of the Park Working Group, clause 4.2 of these minutes (Part B) refers.

The Board **resolved** to approve the proposed Chester Street East Reserve Landscape Plan.

9. COMMUNITY BOARD ADVISER'S UPDATE (CONTINUED)

9.1 HAGLEY/FERRYMEAD COMMUNITY BOARD SUBMISSION TO THE CHRISTCHURCH CITY DRAFT ANNUAL PLAN AND THREE YEAR PLAN AMENDMENTS 2014-15

The Board considered its draft submission to the Christchurch City Draft Annual Plan.

The Board **resolved** to:

9.1.1 Adopt its submission to the Christchurch City Draft Annual Plan and Three Year Plan amendments 2014-15.

9.1.2 Authorise the Board Chairperson to approve any minor amendments to the submission to enable it to be submitted by 22 April 2014.

12. DECLARATION OF INTEREST

There were no declarations of interest.

13. CONFIRMATION OF MEETING MINUTES – 2 APRIL 2014

It was **resolved** that the minutes of the Hagley/Ferrymead Community Board ordinary meeting of 2 April 2014 be confirmed, subject to the following amendment.

Under Elected Members' Information Exchange, correction of the spelling of *Humpreys Drive*.

14. RAILWAY LEVEL CROSSINGS – PROPOSED NO STOPPING RESTRICTIONS

The Board considered a report seeking the Board's approval of No Stopping Restrictions at the Scruttons Road and Chapmans Road railway level crossings.

The Board **resolved** to:

Scruttons Road

- 14.1 Approve that all existing parking and stopping restrictions on the western side of Scruttons Road commencing at a point 256 metres north of its intersection with the Tunnel Road off-ramp and extending in a northerly direction for a distance of 41 metres be revoked.
- 14.2 Approve that the stopping of vehicles be prohibited at any time on the western side of Scruttons Road commencing at a point 256 metres north of its intersection with the Tunnel Road off-ramp and extending in a northerly direction for a distance of 41 metres.
- 14.3 Approve that all existing parking and stopping restrictions on the eastern side of Scruttons Road commencing at a point 134 metres north of its intersection with Mauger Drive and extending in a northerly direction for a distance of 31 metres be revoked.
- 14.4 Approve that the stopping of vehicles be prohibited at any time on the eastern side of Scruttons Road commencing at a point 134 metres north of its intersection with Mauger Drive and extending in a northerly direction for a distance of 31 metres.

Chapmans Road

- 14.5 Approve that all existing parking and stopping restrictions on the western side of Chapmans Road commencing at a point 376 metres north of its intersection with Brightlings Road, being the centre of the railway corridor, and extending in a northerly direction for a distance of 20 metres be revoked.
- 14.6 Approve that the stopping of vehicles be prohibited at any time on the western side of Chapmans Road commencing at a point 376 metres north of its intersection with Brightlings Road, being the centre of the railway corridor, and extending in a northerly direction for a distance of 20 metres.
- 14.7 Approve that all existing parking and stopping restrictions on the eastern side of Chapmans Road commencing at a point 136 metres south of its intersection with Kennaway Road and extending in a southerly direction for a distance of 21 metres to the centre of the railway corridor be revoked.
- 14.8 Approve that the stopping of vehicles be prohibited at any time on the eastern side of Chapmans Road commencing at a point 136 metres south of its intersection with Kennaway Road and extending in a southerly direction for a distance of 21 metres to the centre of the railway corridor.
- 14.9 Approve that all existing parking and stopping restrictions on the eastern side of Chapmans Road commencing at a point 157 metres south of its intersection with Kennaway Road, being the centre of the railway corridor, and extending in a southerly direction for a distance of 27 metres be revoked.
- 14.10 Approve that the stopping of vehicles be prohibited at any time on the eastern side of Chapmans Road commencing at a point 157 metres south of its intersection with Kennaway Road, being the centre of the railway corridor, and extending in a southerly direction for a distance of 27 metres.

ATTACHMENT 1 TO CLAUSE 3 Cont'd

15. APPLICATION TO HAGLEY/FERRYMEAD COMMUNITY BOARD 2013/14 DISCRETIONARY RESPONSE FUND – FERRYMEAD PARK LTD

The Board considered a report seeking approval of an application for funding to the Hagley/Ferrymead Community Board 2013/14 Discretionary Response Fund from Ferrymead Park Ltd for the Ferrymead Military Display.

STAFF RECOMMENDATION

It is recommended that the Hagley/Ferrymead Community Board approves a grant of \$1,500 from its 2013/14 Discretionary Response Fund to Ferrymead Park Ltd for the Ferrymead Military Display towards the ANZAC Day Military Display.

BOARD DECISION

The Board **decided** to decline funding the application as it is a metropolitan event.

(Note: Joe Davies abstained from voting on this matter).

The Board Chairperson declared the meeting closed at 5.54pm.

CONFIRMED THIS 7TH DAY OF MAY 2014

**SARA TEMPLETON
CHAIRPERSON**

9. DEANS AVENUE – PEDESTRIAN/CYCLIST SIGNALISED CROSSING

		Contact	Contact Details
Executive Leadership Team Member responsible:	(Acting) General Manager, City Environment Group	N	
Officer responsible:	(Acting) Unit Manager, Asset and Network Planning	Y	Ron Clarke, DDI 941 5009
Author:	Christine Toner, Consultation Leader	N	

1. PURPOSE AND ORIGIN OF REPORT

- 1.1 This is a staff initiated report concerning a capital project with the primary driver being provision of infrastructure to support growth. Council approval of the staff proposal and resolution of parking restrictions and traffic controls is required.
- 1.2 The purpose of this report is to provide details and request the Hagley/Ferrymead Community Board to recommend that the Council approve revised parking restrictions and traffic controls on the east side of Deans Avenue (refer **Attachment 1**) related to the Deans Avenue (Moorhouse Avenue to Riccarton Road) – Proposed Parking and Safety Improvements Project which was approved by Council on 12 November 2009. The original resolutions that are to be revoked are provided in **Attachment 2**, along with the original plan in **Attachment 3**.
- 1.3 In addition the purpose of this report is to request the Hagley/Ferrymead Community Board recommend that the Council approve the signalisation of a cycle and pedestrian crossing on Deans Avenue between Moorhouse Avenue and Mayfair Street; and that the project including the cycle signals proceed to final design, tender and construction.

2. EXECUTIVE SUMMARY

- 2.1 This report details changes to parking restrictions resolved in the Deans Avenue (Moorhouse Avenue to Riccarton Road) – Proposed Parking and Safety Improvements Project which was approved by Council on 12 November 2009. These changes are needed because there is a change to the layout of the road where the roundabout is to be removed. This report also details a proposal to include signalisation of a cycle and pedestrian crossing on Deans Avenue between Moorhouse Avenue and Mayfair Street when the roundabout is removed.
- 2.2 The latter addition will provide an added level of service to the project. It will provide cost and time savings and will reduce disruption for road users by implementing the signals at the same time as roundabout removal and road construction.
- 2.3 This project is located on the boundary of the Hagley/Ferrymead Community Board and the Riccarton/Wigram Community Board. The latter board will consider an almost identical report about the signalisation of a cycle and pedestrian crossing on Deans Avenue, but not including the changes to parking restrictions relating to the 2009 Council decision, as these are in the Hagley/Ferrymead area only. A joint report from the Community Board Chairs will proceed to Council for its decision.

3. BACKGROUND

- 3.1 The Deans Avenue (Moorhouse Avenue to Riccarton Road) – Proposed Parking and Safety Improvements Project, was approved by the Council in 2009.
- 3.2 The implementation of the 2009 approved scheme was split into two stages. Stage 1 works were partially completed when the Western Interceptor Major Sewer Upgrade (MSU) works occurred. The angled car parks and also the right turn lane into Mayfair Street had been installed. Following the western interceptor works, the MSU contractor left the site with a partial roundabout, and traffic continuing to use the two western lanes of the roundabout.

9 Cont'd

- 3.3 The 2009 scheme proposed to remove the western half of the existing roundabout, continue traffic straight through the centre of the roundabout, and use the eastern part of the existing roundabout as a drop off area. However, there is now only part of the roundabout left, as the kerbs and road surface in the proposed drop-off area were damaged by the MSU contractor. It was therefore proposed that the scheme be revised, to remove that element of the scheme that used the roundabout.
- 3.4 The original project included proposed build-outs to reduce crossing distances for pedestrian and cyclists and assist with identifying parking areas.
- 3.5 The original project included a pedestrian island, which is now replaced by a signalised crossing added recently as planning of the Major Cycleway Route project progressed.

4. COMMENT

- 4.1 An almost identical Board report will be considered by the Riccarton/Wigram Community Board on 15 April 2014, detailing only the addition of pedestrian/cyclist signals to the project. A joint report from the Community Board Chairs will proceed to the Council for approval.
- 4.2 The signal controlled crossing will provide an added level of service rather than seeking gaps in the traffic.
- 4.3 The current consultation and request for Council approval is focussed only on the addition of the signals.
- 4.4 Due to the revised scheme for the Deans Avenue (Moorhouse Avenue to Riccarton Road) – Proposed Parking and Safety Improvements Project, the parking restrictions that were approved in 2009 need to be modified.
- 4.5 The five minute parking area on the eastern side of Deans Avenue shown in the earlier approved plan cannot be created, so the parking restrictions for this area need to be revoked. These are listed in the staff recommendations.
- 4.6 New 'no stopping' is needed for the crossing location, and a resolution is required for the signalised crossing.
- 4.7 Prior to consultation, the Riccarton/Wigram and the Hagley/Ferrymead Community Boards were informed of the revised scheme by a memo dated 4 April 2014, and of the signal controlled crossing by a memo dated 4 April 2014.
- 4.8 Consultation was required only on the addition of the cycle/pedestrian signals. Because the main elements of the signals are driven by technical design requirements of the location and layout, there are no opportunities for public feedback to influence the design. Therefore consultation was carried out at the 'Inform' level on the consultation spectrum. Information was sent to the one adjoining property owner and to the individuals and organisations listed on the Transport Stakeholder list. No feedback has been received to date.
- 4.9 Part 1, Clause 5 of the Christchurch City Council Parking Bylaw 2008 provides the Council with the authority to install parking restrictions by resolution.
- 4.10 The installation of any signs and/or markings associated with traffic control devices must comply with the Land Transport Rule: Traffic Control Devices 2004.
- 4.11 The recommendations in this proposal align with Christchurch Transport Strategic Plan 2012-2042 and are consistent with the future road network outlined in the Accessible City Transport Chapter supporting the Central City Plan.

9 Cont'd

5. FINANCIAL IMPLICATIONS

- 5.1 The Major Cycleway Routes and the Deans Avenue (Moorhouse Avenue to Riccarton Road) – Proposed Parking and Safety Improvements Project are programmed in the 2013-2016 Three Year Plan.

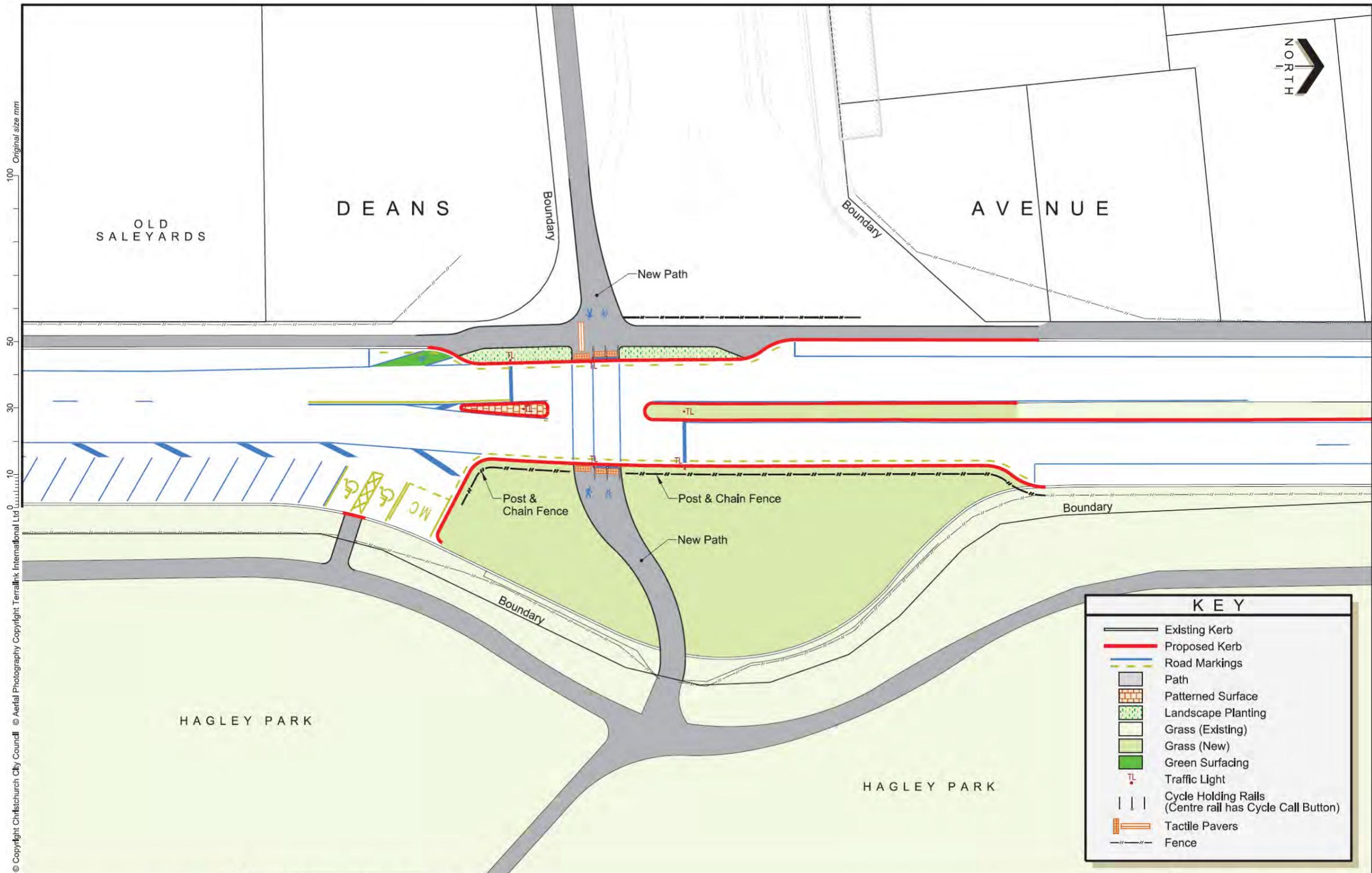
6. STAFF RECOMMENDATION

It is recommended that the Hagley/Ferrymead Community Board recommend that the Council:

- 6.1 Note that there are existing no stopping parking restrictions on both sides of Deans Avenue. These parking restrictions were resolved by the Council on 12 November 2009 as part of the Deans Avenue (Moorhouse Avenue to Riccarton Road) – Proposed Parking and Safety Improvements project.
- 6.2 Note that there will be changes to parking restrictions on the east side only (resolutions f – l, and q – t in the report to Hagley/Ferrymead Community Board 21 October 2009 (refer **Attachment 2**)).
- 6.3 Revoke the existing parking restrictions on the east side of the western carriageway of Deans Avenue commencing at a point 387 metres from its intersection with Moorhouse Avenue and extending 71 metres in a northerly direction.
- 6.4 Revoke the existing parking restrictions on the east side the eastern carriageway of Deans Avenue commencing at a point 396 metres from its intersection with Moorhouse Avenue and extending 12 metres in a northerly direction.
- 6.5 Revoke the existing parking restrictions on the east side the of the eastern carriageway of Deans Avenue commencing at a point 422 metres from its intersection with Moorhouse Avenue and extending 12 metres in a north easterly direction.
- 6.6 Revoke the existing parking restrictions on the east side of the eastern carriageway of Deans Avenue commencing at a point 445 metres from its intersection with Moorhouse Avenue and extending 10 metres in a south easterly direction.
- 6.7 Revoke the existing parking restrictions on the west side of the eastern carriageway of Deans Avenue commencing at a point 400 metres from its intersection with Moorhouse Avenue and extending 8.5 metres in a north easterly direction.
- 6.8 Revoke the existing parking restrictions on the west side of the eastern carriageway of Deans Avenue commencing at a point 416 metres from its intersection with Moorhouse Avenue and extending 12 metres in a north easterly direction.
- 6.9 Revoke the existing parking restrictions on the west side of the eastern carriageway of Deans Avenue commencing at a point 440 metres from its intersection with Moorhouse Avenue and extending 11 metres in a south easterly direction.
- 6.10 Revoke the existing P5 parking currently installed on the east side of Deans Avenue commencing at a point 408 metres from its intersection with Moorhouse Avenue and extending 14 metres in a northerly direction.
- 6.11 Revoke the existing P5 parking currently installed on the east side of Deans Avenue commencing at a point 434 metres from its intersection with Moorhouse Avenue and extending 25 metres in a north easterly direction.
- 6.12 Revoke the existing P5 parking currently installed on the west side of the eastern carriageway of Deans Avenue commencing at a point 408 metres from its intersection with Moorhouse Avenue and extending 8 metres in a north easterly direction.

9 Cont'd

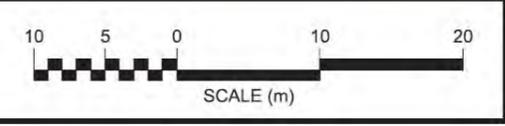
- 6.13 Revoke the existing P5 parking currently installed on the west side of the eastern carriageway of Deans Avenue commencing at a point 428 metres from its intersection with Moorhouse Avenue and extending 12 metres in a north easterly direction.
- 6.14 Approve that the stopping of vehicles be prohibited at any time on the east side of Deans Avenue commencing at a point 387 metres north of its intersection with Moorhouse Avenue and extending in a northerly direction for a distance of 74 metres.
- 6.15 Approve that the Deans Avenue – Pedestrian/Cyclist Signalised Crossing, as detailed on the plan (refer Attachment 1), proceed to final design, tender and construction.
- 6.16 Approve that a pedestrian and cyclist road crossing, controlled by traffic signals in accordance with sections 6 and 8.5(3) of the Land Transport Act- Traffic Control Devices Rule:2004, be installed on Deans Avenue located at a point 116 metres south of its intersection with Mayfair Street.



100 Original size mm
50
30
10
0
© Copyright Christchurch City Council © Aerial Photography Copyright Terralink International Ltd



DEANS AVENUE
Traffic Signals & Associated Works
Consultation Plan



Original Plan Size: A3
ISSUE.1 25/02/14
TP335801 MCD

ATTACHMENT 2 TO CLAUSE 9

DEANS AVENUE (MOORHOUSE AVENUE TO RICCARTON ROAD) - PROPOSED PARKING AND SAFETY IMPROVEMENTS

It was **resolved** on the motion of Councillor Cox, seconded by Councillor Johanson

That the Council approve:

Traffic lane reduction

- (a) The reduction of southbound traffic lanes on Deans Avenue, between Riccarton Road and Moorhouse Avenue from two lanes to one lane.
- (b) The reduction of northbound traffic lanes on Deans Avenue, between Moorhouse Avenue and the old Blenheim Road roundabout from two lanes to one lane.

Revoke existing parking restrictions:

- (c) That the existing no stopping restrictions, except for the (RP2, 11pm - 5am) night time stopping ban in place on the east side of Deans Avenue between Moorhouse Avenue and Brockworth Place, be revoked.

New no stopping:

- (d) That the stopping of vehicles be prohibited at any time on the east side of Deans Avenue commencing from its intersection with Moorhouse Avenue and extending 71 metres in a northerly direction.
- (e) That the stopping of vehicles be prohibited at any time on the east side of Deans Avenue commencing at a point 183 metres from its intersection with Moorhouse Avenue and extending 10 metres in a northerly direction.
- (f) That the stopping of vehicles be prohibited at any time on the east side of the western carriageway of Deans Avenue commencing at a point 387 metres from its intersection with Moorhouse Avenue and extending 71 metres in a northerly direction.
- (g) That the stopping of vehicles be prohibited at any time on the east side of the eastern carriageway of Deans Avenue commencing at a point 396 metres from its intersection with Moorhouse Avenue and extending 12 metres in a north-easterly direction.
- (h) That the stopping of vehicles be prohibited at any time on the east side of the eastern carriageway of Deans Avenue commencing at a point 422 metres from its intersection with Moorhouse Avenue and extending 12 metres in a north-easterly direction.
- (i) That the stopping of vehicles be prohibited at any time on the east side of the eastern carriageway of Deans Avenue commencing at a point 445 metres from its intersection with Moorhouse Avenue and extending 10 metres in a south-easterly direction.
- (j) That the stopping of vehicles be prohibited at any time on the west side of the eastern carriageway of Deans Avenue commencing at a point 400 metres from its intersection with Moorhouse Avenue and extending 8.5 metres in a north-easterly direction.
- (k) That the stopping of vehicles be prohibited at any time on the west side of the eastern carriageway of Deans Avenue commencing at a point 416 metres from its intersection with Moorhouse Avenue and extending 12 metres in a north-easterly direction.
- (l) That the stopping of vehicles be prohibited at any time on the west side of the eastern carriageway of Deans Avenue commencing at a point 440 metres from its intersection with Moorhouse Avenue and extending 11 metres in a south-easterly direction.
- (m) That the stopping of vehicles be prohibited at any time on the east side of Deans Avenue commencing at a point 524 metres from its intersection with Moorhouse Avenue and extending 14 metres in a northerly direction.
- (n) That the stopping of vehicles be prohibited at any time on the east side of Deans Avenue commencing at a point 609 metres from its intersection with Moorhouse Avenue and extending 10 metres in a northerly direction.

ATTACHMENT 2 TO CLAUSE 9 Cont'd

New Angled Parking:

- (o) That 60 degree angled parking of vehicles be installed on the east side of Deans Avenue commencing at a point 193 metres from its intersection with Moorhouse Avenue and extending in a northerly direction for a distance of 180 metres.

New P5/disabled parking:

- (p) That 60 degree disabled angled parking be installed on the east side of Deans Avenue commencing at a point 373 metres from its intersection with Moorhouse Avenue and extending in a northerly direction for a distance of 8.5 metres.
- (q) That P5 parking be installed on the east side of Deans Avenue commencing at a point 408 metres from its intersection with Moorhouse Avenue and extending 14 metres in a northerly direction.
- (r) That P5 parking be installed on the east side of Deans Avenue commencing at a point 434 metres from its intersection with Moorhouse Avenue and extending 25 metres in a north-easterly direction.
- (s) That P5 parking be installed on the west side of the eastern carriageway of Deans Avenue commencing at a point 408 metres from its intersection with Moorhouse Avenue and extending eight metres in a north-easterly direction.
- (t) That P5 parking be installed on the west side of the eastern carriageway of Deans Avenue commencing at a point 428 metres from its intersection with Moorhouse Avenue and extending 12 metres in a north-easterly direction.

New motorcycle stand

- (u) That a motorcycle stand be provided on the east side of Deans Avenue commencing at a point 381 metres from its intersection with Moorhouse Avenue and extending in a northerly direction for a distance of six metres.

New bus parking

- (v) That restricted bus parking May to August, Tuesdays, Thursdays and Fridays, 12pm to 4pm, be installed on the east side of Deans Avenue commencing at a point 71 metres north from its intersection with Moorhouse Avenue and extending in a northerly direction for a distance of 112 metres.

15. REPORT OF THE RICcarton/WIGRAM COMMUNITY BOARD: MEETING OF 20 OCTOBER 2009

Peter Laloli, Chairperson, put in his apology for absence.

Community Board member Jimmy Chen, joined the table for the discussion of this item.

1. DEANS AVENUE (MOORHOUSE AVENUE TO RICcarton ROAD) - PROPOSED PARKING AND SAFETY IMPROVEMENTS

It was **resolved** on the motion of Councillor Shearing, seconded by Councillor Broughton That the Council approve:

Traffic lane reduction

- (a) The reduction of southbound traffic lanes on Deans Avenue, between Riccarton Road and Moorhouse Avenue from two lanes to one lane.
- (b) The reduction of northbound traffic lanes on Deans Avenue, between Moorhouse Avenue and the former Blenheim Road roundabout from two lanes to one lane.

Revoke existing parking restrictions

- (c) That the existing no stopping restrictions, except for the Regulatory Parking Signs (RP2), 11pm - 5am night time stopping ban in place on the west side of Deans Avenue between Moorhouse Avenue and Brockworth Place, be revoked.
- (d) That the existing no stopping on the south side of Lester Lane commencing from its intersection with Deans Avenue and extending 10 metres in a westerly direction be revoked.
- (e) That the existing no stopping on the north side of Lester Lane commencing from its intersection with Deans Avenue and extending 23 metres in a westerly direction be revoked.

ATTACHMENT 2 TO CLAUSE 9 Cont'd

New no stopping

- (f) That the stopping of vehicles be prohibited at any time on the west side of Deans Avenue commencing from its intersection with Moorhouse Avenue and extending 117 metres in a northerly direction.
- (g) That the stopping of vehicles be prohibited at any time on the south side of Lester Lane commencing from its intersection with Deans Avenue and extending nine metres in a westerly direction.
- (h) That the stopping of vehicles be prohibited at any time on the north side of Lester Lane commencing from its intersection with Deans Avenue and extending 22 metres in an easterly direction.
- (i) That the stopping of vehicles be prohibited at any time on the west side of the western carriageway of Deans Avenue commencing at a point 379 metres from its intersection with Moorhouse Avenue and extending 45 metres in a northerly direction.
- (j) That the stopping of vehicles be prohibited at any time on the west side of Deans Avenue commencing from its intersection with Mayfair Street and extending 13.5 metres in a southerly direction.
- (k) That the stopping of vehicles be prohibited at any time on the west side of Deans Avenue commencing from its intersection with Mayfair Street and extending 12 metres in a northerly direction.
- (l) That the stopping of vehicles be prohibited at any time on the west side of Deans Avenue commencing from its intersection with Brockworth Place and extending 11 metres in a southerly direction.

It was **resolved** on the motion of Councillor Shearing, seconded by Councillor Broughton, that the report as a whole be adopted.

REPORT OF RICcarton/WIGRAM COMMUNITY BOARD WIG TO COUNCIL – NOT TO BE CHANGED

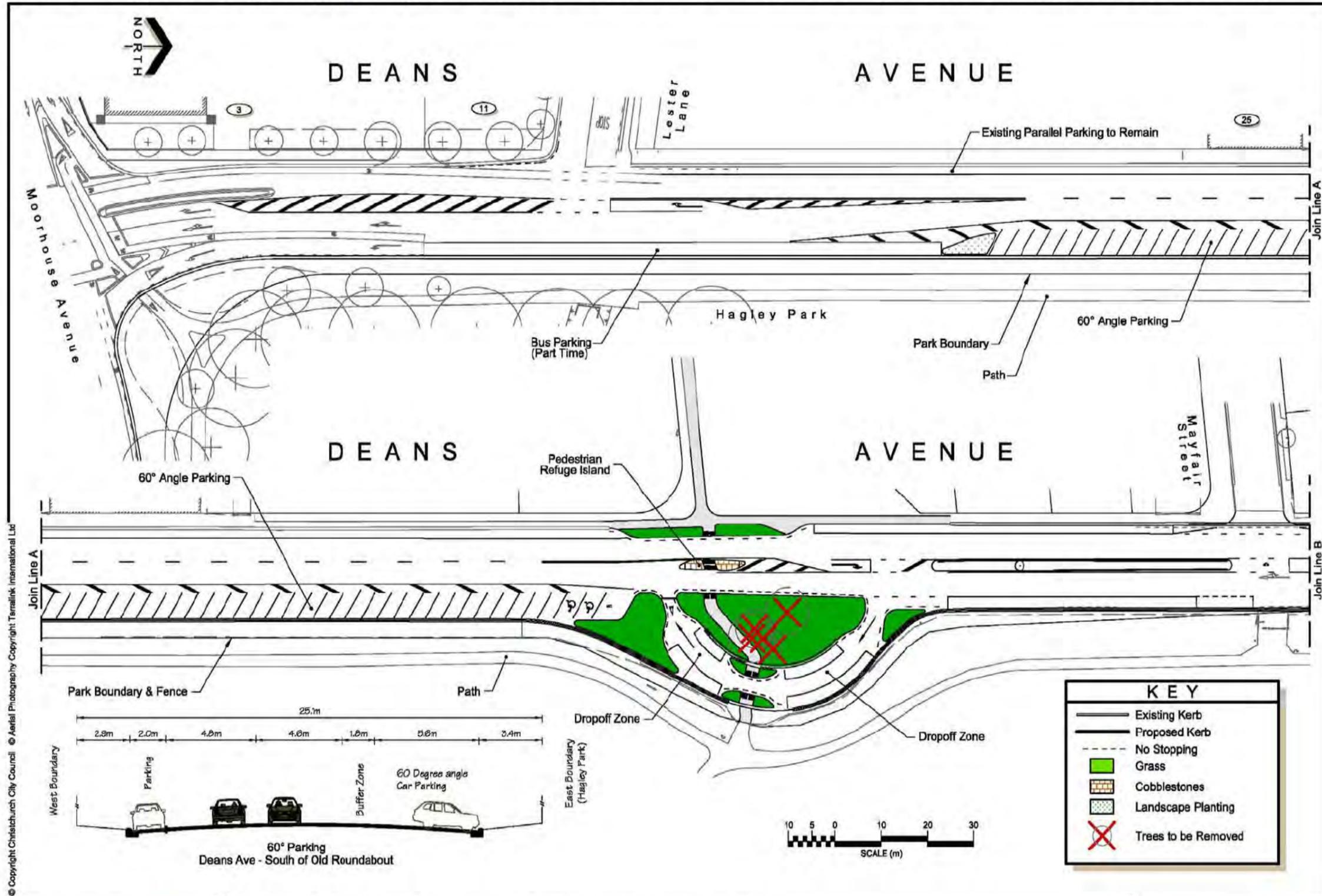
1. DEANS AVENUE (MOORHOUSE AVENUE TO RICcarton ROAD) - PROPOSED PARKING AND SAFETY IMPROVEMENTS

It was **resolved** on the motion of Councillor Shearing, seconded by Councillor Broughton That the Council approve:

Traffic lane reduction

- (a) The reduction of southbound traffic lanes on Deans Avenue, between Riccarton Road and Moorhouse Avenue from two lanes to one lane.
- (b) The reduction of northbound traffic lanes on Deans Avenue, between Moorhouse Avenue and the former Blenheim Road roundabout from two lanes to one lane.

Original plan attached to the Hagley Ferrymead report to Council 12 November 2009 – the 2009 resolutions refer to this plan.



© Copyright Christchurch City Council © Aerial Photography Copyright Terralink International Ltd



Deans Avenue (Moorhouse Ave to Riccarton Road)
 Parking and Safety Improvements
 For Council Approval

Original Plan Size: A3
 ISSUE.4 15/09/09
 TP314301 MJR 501177

10. FERRY ROAD MASTER PLAN

		Contact	Contact Details
General Manager responsible:	Chief Planning Officer, Strategy & Planning Group	N	
Officer responsible:	Urban Design and Regeneration Unit Manager	Y	Carolyn Ingles, 941 8239
Author:	Alison McLaughlin, Assistant Policy Planner	N	

1. PURPOSE AND ORIGIN OF REPORT

- 1.1 On 19 December 2013, Council resolved to adopt the Ferry Road Master Plan in principle noting that there would be a further workshop between Council staff and Foodstuffs SI Ltd ('Foodstuffs') to address concerns relating to their letter of 11 December 2013.
- 1.2 The purpose of this report is to update the Hagley/Ferrymead Community Board and the Council following that workshop and to recommend revisions to the Ferry Road Master Plan.
- 1.3 Officers are seeking an endorsement of these revisions from the Community Board and its recommendation that the Council adopt the Ferry Road Master Plan in full.

2. EXECUTIVE SUMMARY

- 2.1 The Ferry Road Master Plan was developed to support the recovery of the commercial centres along Ferry Road including Phillipstown/Charleston, Woolston and Ferrymead. The Master Plan includes:
 - A vision for the future of the corridor, developed through extensive consultation with the community and key stakeholders;
 - Urban design principles to assist land and business owners in identifying opportunities to better integrate their redevelopment proposals; and
 - Actions to be undertaken by the Council or other organisations to support recovery.
- 2.2 Following public consultation, the Master Plan was presented to the Hagley/Ferrymead Community Board and Council in December 2013 and proposed for adoption. Ahead of these meetings, however, staff received and tabled a letter from Foodstuffs SI Ltd. raising a number of issues including how the urban design principles had been illustrated in the Master Plan. Foodstuffs interest in the Master Plan is related to a site in Woolston they are proposing to redevelop as an expanded New World supermarket.
- 2.3 Council decided to adopt the Master Plan in principle and to note that there would be a further workshop with Foodstuffs to consider the issues raised in their letter regarding the plan showing indicative buildings along the frontage of their property and the related urban design principles.
- 2.4 The workshop with Foodstuffs was held in February 2014 and, as a result, two amendments are recommended for the Master Plan:
 - Amend Figure 56 "Woolston action diagram" to replace the indicative future buildings on the Foodstuffs site with a wide band of colour indicating those sections of Ferry Road through Woolston where an "Active Street Edge" has the potential to contribute to the village character of the centre.
 - Amend a design principle to define and clarify what is meant by an "Active Street Edge"

10 Cont'd

3. BACKGROUND

Development of the Ferry Road Master Plan

- 3.1 In June 2011, the Council approved the development of a master plan for Ferry Road/Main Road in response to the Canterbury earthquakes. This Master Plan was subsequently split into two phases. This report is concerned with Phase One "Ferry Road Master Plan" covering the area from Fitzgerald Avenue to the Ferrymead Bridge.
- 3.2 The purpose of the Master Plans is to present a community vision and series of actions to support the recovery and rebuild of the commercial centres. The Master Plans are non-statutory documents but are a material consideration in resource consent applications and can inform changes proposed to the District Plan through the current review.
- 3.3 Ferry Road Master Plan was developed through extensive community consultation including:
 - A series of workshops for stakeholders and the community (September-November 2011)
 - Formal consultation and submissions (February 2013)
 - A further urban design workshop (August 2013)
- 3.4 Based on feedback from submissions and the urban design workshop, amendments were made to the draft Master Plan, which was then presented to the Council for adoption in December 2013. At that meeting, the Council decided to adopt the Master Plan in principle and to note that there would be a further workshop with Foodstuffs to consider issues raised in their letter received on 11 December 2013.
- 3.5 The workshop with Foodstuffs was held in February 2014 and as a result two changes to the Master Plan are recommended.

10 Cont'd

Key Issue 1: Illustration of Urban Design Principles in Figure 56

- 3.6 One concern raised by Foodstuffs was the inclusion in Figure 56 from the Master Plan of several indicative future buildings shown as light brown shapes along the Ferry Road frontage (see Figure 1 below). Foodstuffs does not support the location, number or size of the indicative future buildings.



Figure 1 Detail from Ferry Road Master Plan Figure 56 showing four indicative future buildings on the supermarket site along the Ferry Road frontage.

- 3.7 Foodstuffs objects to the indicative future buildings on the basis that they do not recognise operational requirements highlighted by Foodstuffs in consultation including their desire for:
1. Convenient vehicle access onto Ferry Road
 2. Visible carparking from Ferry Road
 3. Visibility for the main supermarket building from Ferry Road
- 3.8 However, it was acknowledged by Foodstuffs representatives that they consider their own proposed layout suboptimal, particularly in terms of heavy vehicle access and servicing, but that it was the best layout they were able to achieve given their difficulties in acquiring key sites.

Response

- 3.9 Staff have carefully considered the issues raised by Foodstuffs. In summary, the Master Plan provides a guideline for development, without requiring a specific design outcome. As the Master Plan does not carry statutory weight, the illustration of future indicative buildings does not constitute a requirement for Foodstuffs to develop the site as shown in the figure. The current text and images:
- 3.9.1 Emphasise that the design principles are a resource and “are not intended to pre-empt decisions at the detailed design stage” (p.53);
 - 3.9.2 Show buildings as “Future Buildings (Indicative Only)”;
 - 3.9.3 State in the caption for Figure 56: “This image is not intended to constrain design options for private developments”; and

10 Cont'd

- 3.9.4 Acknowledge a number of operational constraints identified by the supermarket in earlier meetings including difficulties in acquiring properties that would allow an improved layout for the site and the desire to maintain operations in the current supermarket while developing the new one.
- 3.10 The purpose and scope of the Master Plan is to set a vision for Woolston centre and be flexible enough to consider a number of possible scenarios for the Foodstuffs site. This would include potential future acquisition of neighbouring sites that would allow a better layout or development of the site by a different anchor tenant with different operational requirements or aspirations.
- 3.11 It is acknowledged, however, that the level of detail shown in Figure 56 could potentially be misinterpreted as more prescriptive than intended.

Recommendations

- 3.12 To address the concerns raised by Foodstuffs, officers recommend:
 - 3.12.1 Removing the indicative future buildings shown on the site owned by Foodstuffs.
 - 3.12.2 Adding a wide band of colour along the Ferry Road frontage identifying those areas where an "Active Street Edge" would contribute to the village character of the centre (see Figure 2).
- 3.13 Figure 2 below shows the recommended replacement image 56 in the current Master Plan.



Figure 2 Proposed revision to Figure 56 Woolston action diagram

10 Cont'd

Key Issue 2: Urban Design Principles for Relationship to the Street

- 3.15 In their deputation to the Community Board on the Master Plan, Foodstuffs identified two of the urban design principles for Woolston as problematic from their perspective. They are (page 52):
- a. Build close to the street edge, except where setbacks could provide space for comfortable outdoor dining or socialising.
 - b. Locate parking to the side or rear of buildings to strengthen the village character and relationship with Ferry Road.

Response

- 3.16 These principles are intended to apply in general terms to the whole of the Woolston centre and not to override development responses to site-specific challenges. The urban design principles represent guidance to encourage land and business owners to better integrate their redevelopment proposals. They are not statutory requirements for developers and this is made clear in several places in the Master Plan (see 3.10 above).
- 3.17 In contrast to Foodstuffs' concerns, a number of other submitters requested significantly more onerous urban design requirements to be included in the Master Plan, such as:
- mandatory design guidance given immediate effect through an Order in Council;
 - enforced colour palettes and themed signage; and
 - urban design assessments for every proposal.
- 3.18 A number of submitters and urban design workshop attendees, including business owners in Woolston, expressed a desire to see the village character retained and promoted, to see greater uniformity and integration in design and to create an improved environment for walkers and cyclists.

Recommendations

- 3.19 In light of the community's desire to retain the walkable village character of Woolston, it is recommended that the general urban design principle (b) to locate parking to the side or rear of sites be retained.
- 3.20 Clarification of the definition of "Active Street Edge" in the revised version of Figure 56 is recommended to reduce the potential for misinterpretation. Officers recommend changing urban design principle (a) above from:

"Build close to the street edge, except where setbacks could provide space for comfortable outdoor dining or socialising."

to:

"Along the Ferry Road frontage, as shown in Figure 56, create active street edges. These edges should encourage activity and good visual connections between buildings and the street by, for example:

- Siting buildings near the footpath;
- Including elements that provide interest for pedestrians such as:
 - generous use of ground floor glazing;
 - regular entrances to buildings or buildings that open out to the footpath;
 - architectural elements that provide interest
 - elements that encourage socialising such as seating or outdoor dining.
- Where appropriate, including elements that provide shade and shelter for pedestrians such as verandahs or landscaping.

10 Cont'd

4. FINANCIAL IMPLICATIONS

- 4.1 The budget for printing and distributing the Ferry Road Master Plan sits within the current financial year. If there is additional work that delays full adoption of the Master Plan, this funding will need to either be carried forward or found from within the 2014/2015 budgets.

5. STAFF RECOMMENDATION

It is recommended that the Hagley/Ferrymead Community Board recommend to the Council that:

- 5.1 The proposed changes to Figure 56 and the revised text for the urban design principle relating to building to the street edge be approved.
- 5.2 The Ferry Road Master Plan be adopted in full.

11. APPLICATION TO HAGLEY/FERRYMEAD COMMUNITY BOARD 2013/14 DISCRETIONARY RESPONSE FUND – TE WHARE ROIMATA TRUST

General Manager responsible:	General Manager, Community Services Group	N	
Officer responsible:	Community Support Unit Manager	N	
Author	Shupayi Mpunga, Strengthening Communities Adviser	Y	941 6605

1. PURPOSE AND ORIGIN OF REPORT

- 1.1 The purpose of this report is for the Hagley/Ferrymead Community Board to consider the application from Te Whare Roimata Trust for the Transitional Linwood Village Project Market Study for the amount of \$2,000 for funding from its 2013/14 Discretionary Response Fund.

2. EXECUTIVE SUMMARY

- 2.1 Not applicable

3. BACKGROUND

- 3.1 The purpose of the Fund is to assist community groups where the project and funding request falls outside other council funding criteria and/or closing dates. This fund is also for emergency funding for unforeseen situations.

- 3.2 At the Council meeting of 22 April 2010, Council resolved to change the criteria and delegations around the local Discretionary Response Fund.

- 3.3 The change in criteria limited the items that the local Discretionary Response Fund does not cover to only:

- a. *Legal challenges or Environment Court challenges against the Council, Council Controlled Organisations or Community Boards decisions;*
- b. *Projects or initiatives that change the scope of a Council project; and*
- c. *Projects or initiatives that will lead to ongoing operational costs to the Council.*

Council also made a note that: "Community Boards can recommend to the Council for consideration grants under (b) and (c)."

4. COMMENT

- 4.1 In 2013/14, the total budget available for allocation in the Hagley/Ferrymead Discretionary Response Fund is \$51,197. The Discretionary Response Fund opens each year on 1 July and closes on 30 June the following year, or when all funds are expended.

- 4.2 Based on the above criteria, the application from Te Whare Roimata Trust is eligible for funding.

- 4.3 Detailed information on the application and staff comments are included in the Decision Matrix (**Attachment 1**).

5. FINANCIAL IMPLICATIONS

- 5.1 There is currently \$9,681 remaining in the Board's 2013/14 Discretionary Response Fund.

- 5.2 Current recommendations align with the 2013-16 Three Year Plan pages 227 regarding community grants schemes including Board funding.

11 Cont'd

6. STAFF RECOMMENDATION

It is recommended that the Hagley/Ferrymead Community Board approves a grant of \$2,000 from its 2013/14 Discretionary Response Fund to Te Whare Roimata Trust for the Transitional Linwood Village Project Market Study.

2013/14 DRF HAGLEY-FERRYMEAD DECISION MATRIX

Priority Rating

One	Meets all eligibility criteria and contributes significantly to Funding Outcomes and Priorities. Highly recommended for funding.
Two	Meets all eligibility criteria and contributes to Funding Outcomes and Priorities. Recommended for funding.
Three	Meets all eligibility criteria and contributes to Funding Outcomes and Priorities but to a lesser extent than Priority 2 applications. Not recommended for funding.
Four	Meets all eligibility criteria and has minimum contribution to Funding Outcomes and Priorities / Insufficient information provided by applicant (in application and after request from Advisor) / Other funding sources more appropriate. Not recommended for funding.

00052008	Organisation Name	Project Name and Description	Total Cost	Contribution Sought Towards:	Staff Recommendation	Priority
	Te Whare Roimata Trust	Transitional Linwood Village Project Market Study Te Whare Roimata is a grassroots organisation that responds to the issues and needs of the community The Linwood Village Master Plan proposes project areas and actions that respond to different aspects of Linwood Village. One of the projects being proposed for the Linwood Village area is a market.	\$ 2,000 \$ Requested \$ 2,000 (100% requested)	Feasibility Study - \$2,000	\$ 2,000 That the Hagley/Ferrymead Community Board makes a grant of \$2,000 to Te Whare Roimata Trust for the Transitional Linwood Village Project Market Study.	2

ORGANISATION DETAILS

Service Base: 274 Gloucester Street, Christchurch
 Legal Status: Charitable Trust
 Established: 10/09/1987
 Target Groups: Linwood Village Area
 Annual Volunteer hours: 10,400
 Project Participants: 30

ALIGNMENT WITH COUNCIL STRATEGIES

- Strengthening Communities Strategy
- Events Strategy
- Community Board Objectives: 1, 2, 3, 8, 10, 11

CCC Funding History

2013/14 - \$1,500 (Smith Street Community Garden Portable Toilet Hire)
 2013/14 - \$150,000 (Purchase of 274 Gloucester Street) CEF
 2013/14 - \$3,500 (Linwood Community Arts Programme) SGF
 2013/14 - \$3,000 (Gold Coin Cafe) SGF
 2013/14 - \$23,000 (Smith Street Community Gardens) SCF
 2013/14 - \$27,000 (Older Persons Project) SCF
 2013/14 - \$28,500 (The Bromley Project) SCF
 2012/13 - \$52,000 (Linwood Community Arts Centre) KLP
 2012/13 - \$27,000 (Older Persons Project) KLP
 2012/13 - \$27,500 (Bromley Community Centre) KLP
 2012/13 - \$23,000 (Smith Street Community Garden) SCF

Other Sources of Funding (this project only)

Nil

Staff Assessment

Te Whare Roimata's Linwood Community Arts Centre enables people primarily from the Eastern inner city neighbourhoods of Richmond, Linwood, Phillipstown, Charleston to gain access to, and participate in a broad range of cultural and creative art endeavours. This is particularly important for people living with disabilities or poor health and people who struggle to find paid employment or live on very limited incomes.
 The Linwood Village was badly damaged in the February 2011 earthquake resulting in the Council adopting a Linwood Village Master Plan for the area in August 2012. Since then a working party made up of local businesses, residents, community groups, Community Board representatives and Council staff was set up to work together on progress issues identified in the Master Plan. During discussions the idea of a market was raised. This was seen as a way to possibly bring people into the Linwood Village area which may possibly boost business for the commercial sector.
 The Linwood Village working party would like to conduct a feasibility study into running a market from the Linwood Community Arts Centre. The study will seek to find out if residents feel there is a need for a market, what sort of market it might be, how often it might run and what community participation might be.
 Te Whare Roimata is the lead organisation for this project and will conduct it on behalf of the Linwood Village working party.

12. COMMUNITY BOARD ADVISER'S UPDATE

12.1 The Hagley/Ferrymead Community Board Submission to the Christchurch City Council Draft Annual Plan and Three Year Plan Amendments 2014-15 as submitted is **attached**.

13. QUESTIONS UNDER STANDING ORDERS

14. ELECTED MEMBERS' INFORMATION EXCHANGE

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.

SUBMISSION TO: The Christchurch City Council

ON: Christchurch City Draft Annual Plan and Three Year Plan
Amendments 2014-15

BY The Hagley/Ferrymead Community Board

CONTACT: Sara Templeton, Chairperson Hagley/Ferrymead Community Board
Care of: Jo Daly, Community Board Adviser
Phone: 941 6601 Email: jo.daly@ccc.govt.nz

1. INTRODUCTION

The Hagley/Ferrymead Community Board (the Board) thanks the Council for the opportunity to submit on the Christchurch Draft Annual Plan and Three Year Plan Amendments 2014-15 (the Plan).

The Board would like to discuss this submission at the hearings to be held in May 2014.

2. HIGH PRIORITY MATTERS

The Board makes the following points about matters it considers are a high priority and require immediate consideration and action by the Council:

Stormwater Drainage and Flood Protection

The Board notes the inclusion of \$4.3 million of cost share funding for earthquake related temporary stormwater works (*Operating Revenue and Expenditure, page 24*) and submits in support of increased importance for visibility and transparency of work underway and planning for future work.

The Board supports the levels of service proposed but submits that there should be an increase in engagement and communication for this programme of work. Information within the Plan does not show how this will happen or where it will be funded from.

Infrastructure Repair

The Board continues to advocate for and support alignment of infrastructure repair work with Council development and capital programme work, along with programmes of work related development of to the Central City Recovery Plan and Accessible City Plan. The Board considers that infrastructure repair and capital works should be addressed in a holistic manner.

Current examples of infrastructure repair currently underway in the Hagley/Ferrymead ward that should be undertaken with consideration and inclusion of other programmes of work include:

- The Stronger Christchurch Infrastructure Repair Team (SCIRT) reconstruction of Salisbury Street, which should be completed in conjunction with the Accessible City Plan.
- The SCIRT reconstruction of Humphreys Drive, Tidal View and Linwood Avenue, which should have consideration of the flood danger and sea level rise information recently available.

TRIM: 14/4068686

The Board remains unclear as to the process for betterment and how the Board can put forward for the Council and SCIRT Partners opportunities for betterment in a timely and efficient manner and would appreciate direction from the Council as to how this can be achieved.

The Board acknowledges that the current process for infrastructure repair is to inform the community and stakeholders of work to be undertaken, but submits that consideration should be given to the type of engagement required for each project to allow communities to have opportunity to have input into the projects. An example of where engagement and community input could have been included earlier in a project is the SCIRT Beachville Road Eastern Seawall Project which started in 2013 and is currently on hold and will not proceed further without agreement of all parties on the design.

Civil Defence and Emergency Management

The Board submits in support of an increase or realignment of funds related to Civil Defence and Emergency Management (*Cultural and learning services, page 76 and Community support, page 80*) to enable an increase of level of community programmes and support to communities in their own planning.

The Board is supporting and championing a project *Community Emergency Response and Inter-Relationship Capacity Project* but considers that the Council and Civil Defence should also be supporting communities in their own planning.

The Board continues to advocate for a specified role for Community Boards in Civil Defence and supports the Council including this and the appropriate training opportunities in programmes relating to Civil Defence. Ensuring Board members are informed and aware of the processes and structures will enable members to support their communities during an emergency if not needed or not able to perform an active role within Civil Defence.

In February this year the Board submitted to the Draft Canterbury Civil Defence Emergency Management Plan 2014 and recently presented at the hearings on the Plan. The Board's submission included the need to support communities in their own planning, a specified role for Community Boards and implementation of improvements suggested in the report by Dr Sarah Wright received by the Council in September 2011: "*Capturing the Learning Points from the Christchurch Earthquakes 2010-2011: Accomplishments, Suggested Improvements and Transferrable Knowledge.*"

Community Board Resourcing (*Democracy and Governance, page 72-74*)

The Board notes the increase of \$560,000 to cover increase in Mayor's office staff and Elected Members support, but that there is no specific reference relating to support to Community Boards.

The Board acknowledges recent changes to the structure of Governance and Civic Services but submits that some of these allocated funds should be targeted towards support for Community Boards.

Community Board Member Training and Conference Budgets

The Board submits in support of a change in allocation of funds towards Community Board members travel, training and conference budgets. New Zealand Community Boards Conferences are held biannually and a reallocation of the annual funding to enable a majority of funds to be available in the year of the conference to facilitate increased attendance at the conference would be invaluable for professional development. The next conference will be held within the 2014-15 financial year.

Community Board Boardroom Facilities

The Board submits that funds should be available to increase the technological support within Community Boardrooms. This increase could include installation of microphones and audiovisual equipment, acknowledging that needs will vary between boardrooms around the city. Current facilities have limitations, for example acoustics or placement and quality of visual equipment, impacting on the public being able to follow the meeting.

Proposed changes to the Local Government Act include changes to the way technology can support decision making and Boardrooms should be equipped to responding to changing times.

Facilities Rebuild

The Board submits in support of the Community Board having full involvement in decisions regarding rebuild of facilities and thanks the Council for the opportunities that have been offered so far.

The Board has been informed that a reprioritisation of the facilities rebuild programme is imminent and looks forward to involvement with this.

Major and Local Cycleways - Capital Programme Roads and Footpaths

The Board acknowledges the \$10.4M deferral of major cycleways work to future financial years (*Roads and Footpaths, page 45 and Provision of Roads and Footpaths page 94*) with the recommended rephasing of the Mayor Cycleways programme from 5 years to 8 years reflecting the complexity of programme planning and delivery. The Board is not supportive of this programme of work being deferred.

The Board continues to support the development of major and local cycleways but is concerned that there is no community engagement over the routes and submits that the community needs to be engaged and involved.

The Board is unclear how it will be involved in decisions regarding development of routes and planning for the local and mayor cycleways in the ward.

3. ADDITIONAL COMMENTS

The Board makes the following comments:

Transitional Projects

The Board supports the Council decision to allocate funds to the establishment of a Transitional City Projects Fund (Suburban Centres) with \$50,000 available in the 2013/14 financial year and submits that there should be further funds committed to transitional projects in the community for the 2014/15 financial year.

Estuary Edge Master Plan

The Board submits that funding should be allocated to ongoing development and completion of this Plan within the 2014/15 financial year. The Board is aware that there is a lot of work going on in this area including the Coastal Pathway, Main Road Master Plan and South Brighton Reserves Management Plan and submits that this plan is an important part of this work.

Completion of the Estuary Edge Master Plan will assist infrastructure rebuild projects in this area to be aligned with the environment and plan for it. The Board's comments regarding betterment and alignment of infrastructure rebuild are included elsewhere in this submission.

The Estuary Edge Master Plan is one example of where Community Boards could have an opportunity for involvement with development of and input into prioritisation of plans.

Cultural and Learning Services

The Board submits in support of additional information being provided to explain the Cultural and learning services funding impact statement (*Applications of capital funding, page 78*) which shows an increase of \$3,137,000 for capital expenditure to meet additional demand.

Christchurch Agency for Energy Trust

The Board has provided previous feedback that the Christchurch Agency for Energy Trust did not have key performance indicators (KPIs) prepared in time for publication in the Three Year Plan and observes that these are not within the draft Annual Plan. The Board submits that this Agency is critical to the development and promotion of a sustainable recovery design for the city and therefore this information should be included.

Greenspace Purchases

The Board submits that any opportunity to purchase greenspace for use by community is taken. This should include consideration of purchase of land no longer required by the Ministry of Education to ensure greenspace is available within communities and remains in public use.

Aquatic Recreation Facilities in the Hagley/Ferrymead Ward

The Board continues to support aquatic recreation facilities being provided by the Council in the Hagley/Ferrymead ward and submits in support of the Board's involvement in the investigation of a pool in the Linwood/Woolston area.

Proposed changes to Rates Remissions and Postponements

The Board submits in support of the proposed change to rates remissions and postponements, (*Earthquake-related remissions, page 206*) being that residential and non-rateable properties unable to be occupied due to earthquake damage will be rated at land value only until the property becomes inhabited (or inhabitable).

Food Resilience and Community Gardens Programme

The Board continues to support the allocation of funds and support within operating budgets for facilitation and support to food resilience programmes led by the community.

The Board acknowledges that support for some of these programmes may be provided by community grants and encourages the Metropolitan Funding Committee and other Community Boards to support these initiatives.

Capital Endowment Fund

The Board submits that the Capital Endowment Fund (*pages 73, 83, 200 and 201*) should be allocated to 'participatory democracy, resilience and environmental sustainability' not towards major Council events.

Any Civic and Community Grants from the Capital Endowment Fund should be run as a clear and transparent process and this should be clearly communicated to the community.

Events and Festivals

The Board submits in support of a review of the Christchurch City Council Festivals and Events (*Recreation and Leisure, page 58*) including the Council's events policy, programme and funding structure.

The Board looks forward to presenting this submission to the Council at the hearings on the Plan and welcomes the opportunity to provide clarification should it be required.



Sara Templeton
Chairperson, Hagley/Ferrymead Community Board

16 April 2014