

**HAGLEY/FERRYMEAD COMMUNITY BOARD
AGENDA**

WEDNESDAY 3 FEBRUARY 2010

AT 3.00PM

**IN THE BOARDROOM,
LINWOOD SERVICE CENTRE,
180 SMITH STREET, LINWOOD**

Community Board: Bob Todd (Chairperson), Rod Cameron, Tim Carter, David Cox, John Freeman, Yani Johanson, and Brenda Lowe-Johnson.

Community Board Adviser

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1. **APOLOGIES**

2. **CONFIRMATION OF MEETING MINUTES - 16 DECEMBER 2009**

The minutes of the Board's ordinary meeting of 16 December 2009 are **attached**.

CHAIRPERSON'S RECOMMENDATION

That the minutes of the Board's ordinary meeting of 16 December 2009 be confirmed.

3. **DEPUTATIONS BY APPOINTMENT**

4. **PRESENTATION OF PETITIONS**

5. **NOTICES OF MOTION**

6. **CORRESPONDENCE**

7. **BRIEFINGS**

- 7.1 Mark Christison, Unit Manager City Water and Waste will brief the Board on the responsibilities of his unit.

8. ALDWINS ROAD AND HARROW STREET SIGNALISED INTERSECTION AND THE EXTENSION TO THE SHARED PEDESTRIAN/CYCLE PATHWAY

General Manager responsible:	General Manager, City Environment DDI 941 8608
Officer responsible:	Transport and Greenspace Unit Manager
Author:	Anne Cosson, Capital Development Unit, Consultation Leader

PURPOSE OF REPORT

1. The purpose of this report is to seek the recommendation of the Hagley/Ferrymead Community Board to the Council to seek approval for the Aldwins Road crossing signals at Harrow Street and the extension to the shared pedestrian/cycle pathway on Aldwins Road (refer **Attachments 1 and 2**).

EXECUTIVE SUMMARY

2. The Linwood College Cycle Bubble project is being carried out as part of the Christchurch City Council's road safety programme for cyclists. As part of the project, a travel survey was carried out with the students and staff of Linwood College in 2008. From the survey six areas of concern were identified; problems crossing Aldwins Road, a request to extend the median barrier fence on Aldwins Road, extension to the shared pedestrian/cycle pathway on the east side of Aldwins Road and the installation of cycle lanes on Aldwins Road and Harrow Street.
3. Based on the identified areas of concern from the survey, the objectives for this stage of the project were set, as follows:
 - (a) Upgrading of the traffic signals to provide a crossing facility for cyclists and pedestrians at the Harrow Street and Aldwins Road intersection.
 - (b) Extension of the northern section of the median barrier fence between the existing Aldwins Road signalised pedestrian crossing facility and the signals at Aldwins/Harrow intersection.
 - (c) Installing a zebra crossing at the Harrow Street Island, to allow pedestrians to access or exit from the island across the Harrow Street left turn slip lane into Aldwins Road.
 - (d) Installing a shared pedestrian/cycle pathway on the East side of Aldwins Road from Linwood Park to Marcroft Street and the upgrading of existing shared pedestrian/cycle pathway from Marcroft Street to Bass Street.
 - (e) To stay within the available budget for the project.

FINANCIAL IMPLICATIONS

4. The funding for the proposed works in Aldwins Road is provided in the 2009-19 LTCCP as Pedestrian Safety Initiatives page 247 and Cycleways Improvements Programme page 243. Pricing information is included in the public excluded section of this agenda.

LEGAL CONSIDERATIONS

5. Cycleways are established by the authority of the Council under section 332 of the Local Government Act 1974. Under Section 332 a cycle track is also a cycle path, defined as:
 - (a) means part of the road that is physically separated from the roadway that is intended for the use of cyclists, but which may be used also by pedestrians; and
 - (b) includes a cycle track formed under section 332 of the Local Government Act 1974
6. Signage will be provided as required in the Traffic Control Devices Rule under Schedule 1.

8 Cont'd

7. The Council has the delegated authority to approve the installation of additional signalised pedestrian crossing facilities on Aldwins Road and the extension to the shared pedestrian/cycle pathway on Aldwins Road.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

8. This project aligns with the Transport and Greenspace Unit's Asset Activity Management Plan. The funding for the proposed works in Aldwins Road is provided in the 2009-19 LTCCP as Pedestrian Safety Initiatives page 247 and Cycleways Improvements Programme page 243.

ALIGNMENT WITH STRATEGIES

9. The recommendations in this report align with current Council strategies including the Parking Strategy 2003, the Road Strategy 2004, the Christchurch Public Passenger Transport Strategy 1998, the Cycling Strategy 1998 and 2004 and Pedestrian Strategy 2001; and are consistent with the requirements for arterial and local roads as defined within the City Plan.

CONSULTATION FULFILMENT

10. A seminar was held with the Hagley/Ferrymead Community Board on Wednesday 4 November 2009 to advise the Board of the proposed consultation plan. Community consultation was undertaken in December 2009.
11. Approximately 510 Project information leaflets were distributed to stakeholder groups, residents and landowners in the community in hard copy or in email form. Sixteen responses were received, of which fourteen (88 per cent) were in support of the project, one (six per cent) did not support the project, and one (six per cent) did not specify a preference.
12. The key issues raised related to request for extra seating; removing the bus stop outside 116 Aldwins Road; the control of traffic turning left into Aldwins Road; synchronised traffic signals; maintenance issues; the need for pedestrian signals; request for bus lanes and cycle lanes on Aldwins Road and Harrow Street.
13. Responses to community consultation and changes to the proposed plan are as follows:
 - (a) The seat from outside Linwood Park (opposite 159A Aldwins Road) will be removed and placed into the entrance of Linwood Park. A new seat for Bass Street has been requested, this will be installed if funds are available.
 - (b) Widening the pedestrian crossing area at the signals to incorporate a larger space for cyclist and pedestrians.
 - (c) The signal lanterns will include a cycle and pedestrian symbols for crossing.
 - (d) The bus stop will remain outside 116 Aldwins Road. The next bus stop in a southerly direction is 335 metres away. The next stop in a northerly direction is 294 metres away. To take the bus stop away would create an unacceptable distance between stops and would disadvantage some passengers, especially those with mobility impairments.
 - (e) Traffic lights controlling the left turn out of Harrow Street into Aldwins Road are not recommended. The installation of lights at this point would cause traffic to build up and cause delays. The Give Way controls for the left turn out of Harrow Street allow traffic to "filter" into the traffic heading north on Aldwins Road.

8 Cont'd

- (f) The new signals will not be synchronised with the existing pedestrian crossing outside Linwood College. They, as with the ones outside the College will be on call demand signals. The person must stand on the signal calling pad for the signals to activate. This is to stop people walking past and pushing the calling button and then not waiting to cross, resulting in a needless interruption to traffic along the major arterial roadway of Aldwins Road.
- (g) On road bus lanes are outside the scope of this project.

STAFF RECOMMENDATION

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

- (a) Approve the concept plan as shown in **Attachment 1** TP318102.
- (b) Approve the concept plan as shown in **Attachment 2** TP318101.
- (c) Approve the following:

Install new signalised pedestrian crossing:

- (i) That a pedestrian crossing, controlled by traffic signals be installed across Aldwins Road on the north side of the Harrow Street intersection.

Install new zebra pedestrian crossing:

- (ii) That a zebra pedestrian crossing be installed between the north west corner of Aldwins Road and Harrow Street and the pedestrian refuge island.

Install new shared pedestrian/cycle path:

- (iii) That the pathway on the east side of Aldwins Road between Marcroft Street and the first entrance to Linwood Park be resolved as a shared pedestrian/cycle pathway.

CHAIRPERSON'S RECOMMENDATION

That the staff recommendation be adopted.

BACKGROUND (THE ISSUES)

- 14. Aldwins Road is a major arterial road and Harrow Street is a minor arterial road. The area is zoned L2 with a school zone and a business zone. The main entrances to Linwood College are located on Aldwins Road.
- 15. The Land Transport Safety Crash Analysis System shows there have been in excess of 121 crashes recorded for the five year period between 2003 and 2008, for the full length of Aldwins Road. However, in the area close to the intersection with Harrow Street 19 accidents were recorded between 2004 and 2009. The cause of these crashes varies greatly, although rear end/obstruction represents the largest proportion of incidents. Twelve pedestrian related crashes occurred in this time, with two at the location of the proposed extension to the Aldwins Road barrier fence site.
- 16. A traffic count undertaken in June 2007 shows Aldwins Road carries on average 25,679 vehicles per day. This count was taken midblock of the intersection of Aldwins Road and Marlborough Street. The speed survey revealed that the 85th percentile speed was 59.8 kilometres per hour. There is a 60 kilometres per hour speed limit on this section of road.

8 Cont'd

THE OBJECTIVES

17. The aims and objectives of this project are met by:
- (a) Upgrading and installation of the traffic signals to provide a crossing facility for cyclists and pedestrians at the Harrow Street and Aldwins Road intersection;
 - (b) Installation of a fence extension of the northern section of the median barrier fence between the Aldwins Road school traffic signal and the proposed signal at Aldwins Road and Harrow Street intersection;
 - (c) Installation of a zebra pedestrian crossing at Harrow Street Island, East;
 - (d) Installation of a shared pedestrian/cycle pathway on the east of Aldwins Road from Linwood Park to Marcroft Street and upgrading the existing shared facility from Marcroft Street to Bass Street;
 - (e) Work to be completed within budget.

THE OPTIONS

18. Two options were developed for comparison. Option One has been selected as the preferred option and was circulated to the community for consultation.

Option One

19. Option One includes:
- a) Upgrading of the traffic signals to provide a crossing facility for cyclists and pedestrians at the Harrow Street and Aldwins Road intersection. The upgraded signals would operate in two phases with pedestrians and cyclists crossing from Harrow Street to the island in conjunction with the right turning phase from Harrow. The pedestrians can proceed with an on-call from the island across the southbound lanes of Aldwins Road.
 - (b) A fence extension of the northern section of the median barrier fence between the Aldwins Road Linwood College traffic signal and the proposed signal at Aldwins/Harrow intersection.
 - (c) Zebra crossing at Harrow Street Island, east.
 - (d) A shared cycle/walk path on the east of Aldwins Road from Linwood Park to Marcroft Street and upgrading the existing shared facility from Marcroft Street to Bass Street
20. Option one is the preferred option it meets all the project key objectives and meets the current budget for the projects.

Option Two

21. Option Two includes the following:
- a) Upgrading of the traffic signals to provide a crossing facility for cyclists and pedestrians at the Harrow Street and Aldwins Road intersection. The upgraded signals would operate in two phases with pedestrians and cyclists crossing from Harrow Street to the island in conjunction with the right turning phase from Harrow Street. The pedestrians can proceed with an on-call from the island across the southbound lanes of Aldwins Road.

8 Cont'd

- (b) A fence extension of the northern section of the median barrier fence between the Aldwins Road school traffic signal and the proposed signal at Aldwins/Harrow Streets intersection.
 - (c) Zebra crossing at Harrow Street Island, east.
 - (d) A shared cycle/walk path on the east of Aldwins Road from Linwood Park to Marcroft Street and upgrading the existing shared facility from Marcroft Street to Bass Street.
 - (e) On road cycle lanes for Harrow Street from Tuam Street to Aldwins Road.
 - (f) On-road cycle lanes for Aldwins Road from Linwood Avenue to Ferry Road.
22. Option two has not been selected as the preferred option because there was insufficient funding to fund the on-road cycle lanes.

9. EASEMENT OVER FERRYMEAD RESERVE

General Manager responsible:	General Manager, City Environment DDI 941 8608
Officer responsible:	City Water and Waste Unit Manager
Author:	Justin Sims, Property Consultant

PURPOSE OF REPORT

1. The purpose of this report is to seek the Hagley/Ferrymead Community Board's approval to the granting of an easement for the right to convey water in gross over part of Ferrymead Reserve.

EXECUTIVE SUMMARY

2. As part of the Water Supply Reticulation Program a new water main is proposed to be constructed to connect the existing water mains in Ferry Road to the new Ferrymead Park Pumping Station. The Ferrymead Park Pump Station being an alternate water supply line for Lyttelton.
3. The option to construct all the water mains (665 meters) under the road has been considered but due to existing services there would be considerable additional costs associated with this option. The easiest and most economical solution is to partially align the pipe (around 160 metres) through Ferrymead Reserve which runs adjacent to the road as indicated as option 1 (refer **Attachment 1**).
4. Delegation is sought to enable the Corporate Support Manager to finalise and conclude the granting by the Council of an easement.

FINANCIAL IMPLICATIONS

5. The land is held by the Council as a recreation reserve under the Reserves Act. There would therefore be no compensation payment due to the Council granting an easement to itself.

Do the Recommendations of this Report Align with 2009-19 LTCCP budgets?

6. Yes, Page 250 of the 2009-19 LTCCP.

LEGAL CONSIDERATIONS

Have you considered the legal implications of the issue under consideration?

7. Procedurally an easement is required to create proper and accurate land title records and legally protect the infrastructure.
8. Provision exists under Section 48 of the Reserves Act 1977, to grant such easements where the reserve will not be materially altered or permanently damaged. This application falls into this category and as such approval has been recommended subject to appropriate conditions. Public notification is not required. Legal services will be involved in the final documentation of the easement.
9. The Council's standard easement instrument will be completed and registered at Land Information New Zealand once Council consent is given.
10. Community Boards have the delegated authority to grant easements over reserves.

9 Cont'd

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

Do the recommendations of this report support a level of service or project in the 2009-19 LTCCP?

11. Yes, Page 60 of 2009/19 LTCCP and 12.0.1 of Activity Management Plan - Supply continuous potable water to all customers and 12.0.2 - Risk to potable water supply is managed.

ALIGNMENT WITH STRATEGIES

Do the recommendations align with the Council's strategies?

12. Yes, in alignment with the Water Supply Asset Management Plan.

CONSULTATION FULFILMENT

13. It is considered that as the reserve will not be materially altered or permanently damaged and the rights of the public in respect of the reserve are not likely to be permanently affected, public notice is not required to be undertaken. There is no consultative requirement associated with the granting of this easement.

STAFF RECOMMENDATION

It is recommended that the Hagley/Ferrymead Community Board approve an Easement (shown as option 1 in **Attachment 1**) in Gross to convey water over Lot 3 DP 21139, Rural Section 38196 and Rural Section 871, also known as Ferrymead Reserve, subject to the following conditions:

- (a) The consent of the Department of Conservation being sought.
- (b) The restoration of the Reserve to the condition it is in prior to the commencement of the works.
- (c) The Unit Manager Corporate Support being authorised to finalise and conclude the granting of the easement

CHAIRPERSON'S RECOMMENDATION

That the staff recommendation be adopted.

10. BARNETT PARK BIKE AND SKATE AREA

General Manager responsible:	General Manager City Environment, DDI 941 8608
Officer responsible:	Transport and Greenspace Unit Manager
Author:	Joanne Walton, Consultation Leader, Greenspace

PURPOSE OF REPORT

1. The purpose of this report is to seek the Hagley/Ferrymead Community Board approval for the concept plan for the Barnett Park bike and skate area amended as a result of consultation with the local community, and to install no stopping restrictions along the entire length of the western side of the entrance road into Barnett Park.

EXECUTIVE SUMMARY

2. Board members will recall that options for the location of a proposed Sumner-Redcliffs youth recreational facility were presented to a Board seminar on 17 December 2008. The draft concept plan for a bike and skate area at Barnett Park was then presented to a Board seminar on 15 April 2009, prior to the Capital Development Unit carrying out consultation with the local community.
3. The public information leaflet was distributed to approximately 870 households and absentee property owners in the vicinity of Barnett Park, along with 36 identified key stakeholders groups and individuals. The leaflet was also distributed to local schools in hard copy form or as a website link, and was made available in local libraries, and via the Council's Have Your Say website. There was a good response from the local community with a total of 281 returning the comment form, or responding by email or telephone.
4. Overall we received a very positive response from the community with 210 (75 per cent) of respondents clearly indicating their support for the plan with many making general positive comments and suggestions, indicating their preference for the type of skate elements to be included, and offering additional feedback on a variety of issues. Further details are provided under the "Consultation Fulfilment" section of this report.
5. In recognition of the feedback received, and further technical advice and design planning, the Transport and Greenspace Unit proposes to make some changes to the original proposed concept plan (refer **Attached**). The amendments proposed by staff are:
 - (a) The paved bike and skate area has been reduced to approximately 600 metres squared in area and 65 metres in length.
 - (b) All the skate design elements proposed in the consultation have been included in the final concept plan design for the skate area; transition and street style elements including rolling mounds, rails, fun box, and a transition bowl that functions as a mini-ramp and quarter pipe.
 - (c) Coloured pigments will be added to the concrete to complement the surrounding landscape environment, improve visual amenity and reduce glare.
 - (d) Additional seating will be provided for parents and caregivers and other spectators.
 - (e) Five cycle parks will be provided.
 - (f) Entry/exit points to the bike and skate area from the entrance road will be limited to two clearly defined points for traffic safety reasons.
 - (g) The yellow "No Stopping" lines along the entrance road will be extended.

10 Cont'd

6. Overall, it is the opinion of staff that the proposed bike and skate area will play a valuable role in addressing the need for recreational facilities for young people in the Sumner-Redcliffs area, and is generally well supported by the community. It is not considered that the facility will result in an increase in anti-social behaviour in the area. There is a balance to be achieved by the Council in ensuring that the large majority of our community have access to parks and recreational facilities and opportunities, and are not denied this because of the activities of a small anti-social minority of park visitors.

FINANCIAL IMPLICATIONS

7. The current Greenspace Capital Works Programme has funding to undertake this development including design, consultation and construction.

Do the Recommendations of this Report Align with 2009-19 LTCCP budgets?

8. Yes, as above.

LEGAL CONSIDERATIONS

9. The area of Barnett Park in which the proposed bike and skate facility is to be located is zoned Open Space 2 under the Christchurch City Plan.
10. The Project Information Memorandum (ABA 10095738 dated 22 October 2009) obtained for project, using the original proposed concept plan, has identified that five covered cycle parks are required under the provisions of the Christchurch City Plan. A resource consent will be required to install the five cycle parks without a covering roof.
11. Clause 5 of the Christchurch City Council Traffic and Parking Bylaw 2008 provides the Council the authority to install parking restriction by resolution.
12. The Community Boards have delegated authority from the Council to exercise the delegations as set out in the Register of Delegations as at April 2008. The list of delegations for the Community Boards includes parking restrictions.
13. Installing any associated signs and markings must comply with the Land Transport Rule: Traffic Control Devices 2004.

Have you considered the legal implications of the issue under consideration?

14. Yes, no other legal implications have been identified.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

15. The project aligns with the 2009-19 Long Term Council Community Plan:

Parks, open spaces and waterways

- Safety: By ensuring that our parks, open spaces and waterways are healthy and safe places.
- Community: By providing spaces for communities to gather and interact.
- Environment: By enabling people to contribute to projects that improve our environment.
- Governance: By involving people in decision making about parks, open spaces and waterways.
- Health: By providing areas for people to engage in healthy activities.

10 Cont'd

- Recreation: By offering a range of recreational opportunities in parks, open spaces and waterways.
- City Development: By providing an inviting, pleasant and well cared-for environment.

Measures

- Sports parks are satisfactorily maintained.
- Customers are satisfied with the range of recreation facilities available, including playgrounds, skateboard ramps, tennis and petanque courts, BMX tracks, and fitness equipment.
- Overall customer satisfaction with sports parks.

Streets and transport

- Aligns with the Streets and Transport activities by contributing to the Council's Community outcomes – Safety and Community.

Do the recommendations of this report support a level of service or project in the 2009-19 LTCCP?

16. Yes, as above. This also contributes to improve the level of service for safety and provides improved access to facilities.

ALIGNMENT WITH STRATEGIES

17. This project has primary alignment with the following Council strategies and policies:
- Skateboarding, Inline Skating and Freestyle BMX Cycling Strategy.
 - Youth Strategy.
 - Physical Recreation and Sport Strategy.
 - Safer Christchurch Strategy.
 - Parks and Waterways Access Policy.
 - Environmental Policy Statement.
 - Children's Policy.
 - Social Wellbeing Policy.
 - Christchurch Road Safety Strategy.

Do the recommendations align with the Council's strategies?

18. Yes, as above.

CONSULTATION FULFILMENT

19. Extensive consultation was undertaken with the community on the proposed concept plan for the completion of the Skate Park facility.

10 Cont'd

20. The public information leaflet was distributed to approximately 870 households and absentee property owners in the vicinity of Barnett Park, along with 36 identified key stakeholders groups and individuals. The leaflet was also distributed to local schools in hard copy form or as a website link, and was made available in local libraries, and via the Council's Have Your Say website. A meeting was held on site with parents and staff of Moa Kids Early Learning Centre and was attended by three people. There was a good response from the local community with a total of 281 residents returning the comment form, or responding by letter, email or telephone.
21. Overall we received a very positive response from the community with 210 residents (75 per cent) clearly indicating their support for the proposal, and many offering additional feedback on a variety of issues.

	Support for proposal				
	Yes	No	Mixed views	Not indicated	Total
Number of responses	210	28	30	13	281
%	75%	10%	11%	4%	100%

Although 13 submitters did not indicate their preference, written or verbal comments indicate that 10 are clearly in support of the plan, and others have expressed reservations or raised issues.

22. Rather than presenting a detailed skate park design in the public information leaflet, people were asked which of a number of different skate features they liked to use. Many submitters indicated their preferences for the different types of skate elements to be included, with some making suggestion for technical and other design improvements.

Type of skate element	Number
Rolling mounds	82
Transition style elements	64
Street style elements	65
Fun box	74
Rail	64
Quarter pipe	87

23. All respondents who provided contact details have been sent a final letter of reply thanking them for their input. The letter has also informed respondents that the final amended plan would be presented to the Hagley/Ferrymead Community Board for approval. Meeting details were provided so that any interested people could attend.
24. On 2 December 2009 the Board considered this report and heard eleven deputations on this matter. At that time the Board resolved that this matter lie on the table until the Board has had an opportunity to visit the sites considered for a bike and skate facility in the Sumner/Redcliffs area, and that this be organised with urgency. It is anticipated that Board Members will have that opportunity prior to consideration of the report at this meeting.

STAFF RECOMMENDATION

It is recommended that the Hagley/Ferrymead Community Board approve:

- (a) The proposed concept design plan for the Barnett Park bike and skate area, amended as a result of public consultation.
- (b) That the stopping of vehicles prohibited at any time on the western side of the entrance road to Barnett Park, commencing at the intersection with Main Road and extending in a southerly direction for 59 metres, be revoked.

10 Cont'd

- (c) That the stopping of vehicles be prohibited at any time on the western side of the entrance road to Barnett Park commencing at the intersection with Main Road and extending in a southerly direction for 145 metres.

CHAIRPERSON'S RECOMMENDATION

For discussion.

BACKGROUND (THE ISSUES)

Project history

25. The need for a skate facility in Sumner was first identified in Sumner/Monck's Bay Area Profile Research (2000) and reconfirmed in the Hagley Ferrymead Leisure Parks and Waterways Plan (2003). The Skateboarding, Inline Skating and Freestyle BMX Cycling Strategy (2004) also noted there was a gap in provision of skate facilities in the Sumner area with local research identifying there was a demand. The Hagley/Ferrymead Community Board allocated funding in the 2004/05 financial year for investigations and planning for a skate park, however a suitable location for the facility could not be identified at that time, and the funding was subsequently lost.
26. Funding was then allocated for a Sumner Redcliffs Youth Recreational Facility with \$7500 in 2008/09 for planning, and a further \$75,000 in 2009/10 for construction.

Re-investigation of potential locations

27. New skate facilities need to be sited in locations that optimise accessibility, safety and attractiveness, in turn maximising usage levels, but also minimise inconvenience and noise to neighbours. Facilities should be sited in areas with significant youth and child population densities, and central to several child and youth populated suburbs rather than on the edge of a populated area, to maximise the user catchment. Facilities should also be sited in areas which are attractive to young people and able to attract a significant proportion of the skating community, and should be matched to demand in that particular area, catering to skating style and facility preferences.
28. Council officers have subsequently re-evaluated 15 parks situated on the flat from Sumner to McCormack's Bay to identify a suitable location that will meet the aspirations of both the park users and the local community, along with technical requirements. Parks situated on hill sites in the area were excluded due to topography and accessibility. The possibility of installing a skate area in the grounds of one of the local schools, in partnership with the Ministry of Education, was also considered, but was not pursued due to issues in relation to building a Council owned asset on private land, and the need for an occupation agreement.
29. The parks evaluated were: Sumnervale Reserve, Finnarsby Reserve, Wakefield Reserve No. 1, Wakefield Reserve No. 2, St Leonard's Park, Bernie Hansen Reserve, Sumner Croquet Club, Scarborough Park, Sumner Beach adjacent to Sumner Surf Life Saving Club, Sumner Coronation Garden (Clifton Bay), Peacock's Gallop, Barnett Park, Beachville Reserve, Redcliffs Park, and McCormack's Bay Reserve.
30. The suitability of each park within the area was evaluated according to a range of selection criteria:
- (a) Visibility-
- Sites should have good visibility without trees, plantings or structures obstructing the view of users on site. Sites should be easily visible to passing traffic, and to the surrounding area, to maximise user awareness and spectator enjoyment as well as user safety. Facilities should be developed in ways which minimise "places to hide" and which are aesthetically appealing.

10 Cont'd

(b) Natural surveillance/multi-use area-

Sites should be located in an area which has good visibility and a regular flow of traffic and pedestrians that would enable a degree of self monitoring. Sites should be overlooked by neighbouring activities and properties. Sites may be within an area of multiple use, for example, other groups and activities are based there. Skate facilities should be sited in close proximity to other youth recreation facilities to provide a range of recreational opportunities, to raise the profile of facilities to that of other sports and to provide shared amenities such as drinking water, toilets, seating and shaded areas. Skate facilities targeted at younger skaters should be sited close to playgrounds and picnic facilities to encourage family participation. Facilities should be designed to minimise negative impact on existing amenities.

(c) Zoning-

The activity is consistent with Christchurch City Plan zoning and provisions for this site.

(d) Proximity to neighbouring properties-

The site has sufficient separation from neighbouring residential properties to avoid noise issues, but still maintain natural surveillance.

(e) Topography-

The natural and physical characteristics of the site need to be suitable, including the underlying soil/land type natural contour, drainage, stability, risk of rock fall, vegetation cover, and access to sunlight. The topography should allow a variety of elements to be incorporated into design.

(f) Space/size-

There must be adequate space for the bike and skate area and associated landscaping. There should be room for expansion of the facility.

(g) Compatibility with other users-

The skate area must be complementary to other adjoining recreation uses in the park, and other users are not displaced.

(h) Traffic-

The site needs sufficient separation from roads for safety of park users and vehicle traffic.

(i) Transport accessibility-

Sites should be accessible by walking, cycling or public transport, with preference given to sites located on cycleways or on routes which are safer for cyclists. Sites should allow easy drop-off and pick-up by car and parking should be available nearby.

(j) Shops and other facilities-

There are shops located within 400 metres for food and drink, and there are public toilets on site or close by.

10 Cont'd

31. Barnett Park was determined to be the most suitable location based on these criteria because:
- (a) It is centrally located within the Sumner to Mount Pleasant area and on a bus route.
 - (b) The natural and physical features of the site, such as the contour of land, vegetation cover, and exposure to sun and wind, are suitable.
 - (c) It is already a multi-use park with a playground, barbeque picnic area, sports fields, walking tracks and early learning centre on site.
 - (d) The bike and skate area is compatible with these other uses of the park, and enhances the recreational and play experience by providing a larger area for children to exercise and play, and another activity. The area will also allow for adults to be involved with children as they play much as Thomson Park does.
 - (e) The bike and skate area is able to be positioned so that it is in the open and clearly visible from within the park, playground, playing fields, play centre, the road, and many of the neighbouring houses. This improves safety by providing natural surveillance – “see and be seen”.
 - (f) Although the bike and skate area is clearly visible, it is also able to be situated far enough from the neighbouring houses to avoid issues with noise.
 - (g) The bike and skate area can be sited far enough away from the road to avoid being a safety risk when in use to either traffic or users.
 - (h) There are toilets on site and shops within easy walking distance.

Issues raised during public consultation

Support for proposal

32. There was a high level of support for the proposed bike and skate area with approximately 110 respondents making general positive comments, and many of these providing additional comments about the proposal. The positive aspect most frequently identified by submitters was that the bike and skate area would now provide a local facility in the Sumner-Redcliffs area for local children, something that is lacking at present. Not having to travel to another area of the City, and being accessible by bus or walking, were identified as major benefits for submitters. Another key positive aspect was how the bike and skate area would encourage children to participate in physical activity and sport, and similarly, would provide a positive activity that caters to young people and offers opportunities to make friends. Other positive comments in favour of the proposal included:
- (a) Identifying biking and skating as popular sports, that are fun to take part in, and inclusive (not cost prohibitive for young people).
 - (b) Providing for activities that are environmentally friendly, reducing traffic and pollution on the roads.
 - (c) Providing for family activity and a safe environment in which to learn and practice skills.
 - (d) Providing children with a safe alternative to using footpaths, reducing the potential for accidents due to vehicles backing out of driveways and conflicts with pedestrians.
33. Some submitters in support of the proposal also expressed concerns about the project which have been discussed later in the report.

10 Cont'd

Technical design elements and concerns

34. Many submitters provided suggestions for technical design aspects of the bike and skate area, most of which have been taken into account in the final design process. However there were some concerns identified:
- (a) Seven submitters suggested that the park needed to be larger or more fully developed, not just for younger children.
 - (b) Similarly twelve submitters questioned the target age group believing that it needed to cater to intermediate and teen aged children and more competent riders.
 - (c) A total of 22 submitters also suggested that a half pipe should be provided with some believing that the proposed elements are not challenging enough.
 - (d) Another six submitters identified concerns about the need to achieve separation of younger and older children.
 - (e) Four submitters did not want the area to be used by bikes or scooters at all.
35. Staff acknowledge that many skaters would like to see a larger facility catering to older or more advanced skaters in their local area, however current planning and budgets do not provide for this. The key objectives of this project are to provide a small skate area for younger children to learn to skateboard, roller blade, or ride BMX bikes or scooters, and to provide scope for learning basic skills and tricks prior to graduating to a full skate park facility. It also will provide for primary school aged local children who are unable to travel independently outside of the area to go skating. This is consistent with the direction given in Council's *Skateboarding, Inline Skating and Freestyle BMX Cycling Strategy* (2004) which identified the development of small local scale facilities as a longer term objective. The ward based 'Leisure, Parks and Waterways Studies' identified a desire for more dispersed skateboard parks of small and diverse scale with only a few low grinds and bowls. The development of 'mini skate parks' with small scale, basic, and relatively low challenge features, targeted at young skateboarders was recommended.

Conflicts between users of the bike and skate area

36. Three submitters have raised concerns about possible conflicts between different user groups, that is, bikers and skaters. Skate facilities are shared by a broad range of users, and in the main, facilities are shared well and problems are rare. There can be safety issues when BMXers ride on skate facilities where there are high numbers of other users or when in use by skaters of beginner level. However, in this case, the facilities are aimed at a lower age group and level of skill than trick biking, and it is the view of staff that user conflicts are unlikely to arise. Entry points on to the paved area are also restricted and clearly defined.
37. The question of how to ensure that older children do not use the proposed bike and skate area, or dominate its use, or bully younger children, was identified as a concern for 17 submitters. While play equipment and facilities in public parks are generally designed for specific age ranges, it is generally not practical to impose or enforce age limits on their use. It is the view of staff that imposing an age limit on the use of the bike and skate area would also restrict the involvement of parents and other caregivers, and prevent slightly older beginners from enjoying the activities in a safe smaller-scale environment.

10 Cont'd

Opposition to the proposal

38. The main issues identified by those expressing opposition to the proposal, and by those with mixed views, and also by some of those in favour, related to the potential for various anti-social behaviours. The main issue identified by the 28 submitters who clearly indicated their opposition to the proposal, was the potential of the bike and skate area to attract a particular type of person, in particular teenagers, who would engage in various anti-social behaviours. Of greatest concern was the probability of a resultant increase in vandalism and graffiti, to the park and surrounding properties, and increased generation of noise, particularly at night. Also of concern was the potential for intimidation of younger children using the new bike and skate area, and the playground, and of other park users. Other concerns raised related to traffic safety, loss of visual amenity and open green space, conflicts with other users, and the choice of park location.

Selection of Barnett Park

39. The selection of Barnett Park as the preferred location was a concern for seven submitters with some suggesting alternative parks, schools, or industrial areas away from residential properties. The criteria used in assessing potential sites, and the reasons for selecting Barnett Park as the preferred location, have been discussed earlier in this report.

Improved design layout to address issues

40. Staff acknowledge that vandalism and graffiti to parks and recreational facilities, and the ongoing costs associated with maintenance and repair, is a major issue and are continually working to address this by a variety of means. A key tool is using the principles of Crime Prevention Through Environmental Design (CPTED) to improve the design and location of parks, buildings and equipment so that there is both improved safety for users and reduced opportunities for vandalism and other crime. Accordingly, the proposed concept design of the completed skate park has taken into account these issues and principles to maximise safety and minimise any adverse effects.
41. The position of the bike and skate area within the park itself was chosen primarily because it is easily visible from within the park and from the busy main road, allowing for natural surveillance, or "see and be seen". It is situated close to other activities and the road entrance for visibility but far enough away from the road to avoid being a safety risk when in use, to either traffic or users. Although it is clearly visible, it is situated a minimum distance of 45 metres from the nearest residential boundaries on Main Road, and 30 metres from those on Cave Terrace above, to minimise noise. It has been located close to the sealed path and driveway through the park for easy access, but away enough from the car park to reduce the risk of it becoming a 'hang out' for people in vehicles. It is not practical to close off a park, or an area of a park, at night. Closing a reserve car-park overnight incurs significant costs, and while it may remove the opportunity for people who are not legitimate park users to congregate in cars in the car park, it does not prevent people from walking into the park.

Visual amenity and landscaping

42. There were ten comments from submitters concerned about the loss of visual amenity, natural beauty and open green space as a result of paving an area of the park for biking and skating. Other submitters were also concerned about the aesthetics of a large expanse of concrete, suggesting that coloured or painted concrete be used, along with adequate landscape planting.

10 Cont'd

43. A key objective of this project is to integrate the proposed bike and skate area into the surrounding park landscape and with other park activities. The area will be a continuation of the existing path to provide smooth paved areas and sloping mounded paths to roll around on. It will comprise low scale elements that work in with the contours of the existing landscape. The total paved surface area has now been reduced to approximately 600 metres squared and coloured pigments will be added to the concrete to complement the surrounding landscape environment. This will improve visual amenity, and also reduce glare for both users and onlookers. The paved area will also be visually screened with raised grassed mounds and landscape plantings which, in accordance with CPTED principles, will be kept at a lower height to maintain good sight lines and visibility into the playground areas and improve safety.
44. The bike and skate area has been kept clear of the well established planting of native trees and shrubs on the slope rising up to the Cave Terrace boundary. This existing vegetation has many values including maintaining visual amenity and buffering of noise, and will be unaffected by the proposed works. Although playing in this vegetation would not be encouraged from a CPTED point of view, this area will remain accessible to the public, as requested by one submitter.

Conflicts with other park users

45. Twelve submitters have raised concerns about conflicts with other park users, mainly walkers, including those with prams and dogs, in the area proposed for the bike and skate facility. Some have noted that the grassed area is currently used by pedestrians to avoid walking along the entrance road which is considered unsafe, and some that the park already has many activities present. Others have indicated that a bike and skate area is not appropriate in a park where young children are using a playground or attending an early learning centre.
46. The fact that Barnett Park is already a multi-use park with sports fields, a playground, barbeque picnic area, walking tracks and early learning centre, is a key factor in its selection as the preferred location for the proposed bike and skate area. Natural surveillance in a park can also be increased by providing facilities for activities that attract people into parks and encourage them to stay longer, and providing a range of recreational opportunities and spaces in order to ensure activity throughout the day and a range of users, for example, passive open areas, as well as active areas such as skating or biking elements. The bike and skate area is compatible with the existing uses of the park, and enhances the recreational and play experience by providing another activity, and a larger area for children to exercise and play. Overall, this section of Barnett Park comprises 7.2813 hectares of land for the primary purpose of recreation, and additional recreational activities can be expected to occur over time as community needs change. The remainder of Barnett Park provides an additional 35.0645 hectares of regional park for use as public open space.
47. The bike and skate area has been located so as not to conflict with the use of the open space for sports, and also the use of the playground, early learning centre and picnic areas, and with other park users such as walkers. The skate and bike area is separated from the playground so that users do not conflict with the use of this equipment, but children are still able to use both areas for play activity. Parents and caregivers are also able to see and supervise children using both the playground, and the bike and skate area. These activities are considered to be complementary, rather than incompatible. Currently there are 16 parks throughout the City that have a skate park, and of these, 15 also have playground equipment in close proximity. With the reduction in the overall size of the bike and skate area, there is over 30 metres of separation between the facility and the outermost fence of the early learning centre.
48. The reduction in the size of the bike and skate area also allows sufficient grassed area for pedestrians to use as an alternative to the entrance road when walking to and from the early learning centre, or the wider park beyond. In addition, pedestrians will still be able to walk through the bike and skate area during most of the day at most times of the year, as the majority of bikers and skaters will be primary to intermediate aged children who will be absent from the park during school hours.

10 Cont'd

49. A further nine submitters have expressed concern that the public barbeque facilities appear to have been removed to allow for the proposed bike and skate area, and a further two have indicated that the presence of skaters is not conducive to enjoying a barbeque picnic. The barbeque facilities will remain in their current position. In the amended concept plan, the bike and skate area has been reduced in overall length, so there is now greater separation between the two areas. The bike and skate area is also physically separated from the barbeque picnic area by low grassed mounds and other landscape planting, but clear sight lines into this area, and the playground, are still maintained. Again, the existing barbeques and picnic tables provide for family-oriented activity, encourage adults to go there and to stay longer, and enable parents and caregivers to be able to see and supervise children using the bike and skate area, and are also well placed to encourage social interaction and casual surveillance.
50. The need for more seating was also identified as an issue for eleven submitters. Additional seating will be installed around the bike and skate area, providing for parents and caregivers and other spectators, and increasing supervision of the area.

Traffic safety and car-parking issues

51. Several submitters have raised a range of issues related to vehicle movements and traffic safety on the entrance road, and inadequate car-parking.
52. There were concerns expressed about containing children and skateboards within the bike and skate area while in use. The detailed design and different gradients of the bike and skate area provides for movement in a linear direction along the pavement, but not outward movement into the park entrance road. The raised mounds and landscape planting will also assist in containing movement. In addition, it is proposed to replace the existing low fence between the proposed skate area and the entrance road with a higher 1200 millimetres post and twin cable fence in a position closer to the sealed driveway. The greater height also discourages jumping the fence as a short cut into the paved area.
53. The greatest concern was for the safety of children crossing between the bike and skate area, and the playground, on opposite sides of the entrance road, particularly if visibility is obscured by parking and queuing vehicles. The entrance road within the park currently has three speed hump traffic calming devices and a 20 km/hr speed limit sign. The Board also approved the installation of yellow "no stopping" lines along the entire length of the eastern side of the entrance road, and along part of the western side, in 2008. This aimed to address safety issues with vehicles parking on both sides of the entrance road during sports games, and preventing movement of through traffic including emergency vehicles. Increased vehicle movements in the entrance road occur during sports games and training, and peak pick up/drop off times at the early learning centre. The existing car parking area caters for approximately 95 vehicles, and parking congestion is evident only during Saturday sports games.
54. Pedestrian access between the bike and skate area, and the playground, can be managed by limiting entry/exit to the bike and skate area to two clearly designated points along the entrance road fence, with corresponding openings in the fencing on the playground side (refer **attached**). Staff are also investigating the installation of additional speed humps either side of these designated crossing points. Visibility along the entrance road will be further improved when the fencing is relocated, as this will reduce opportunities to park vehicles with wheels on the grassed verge. However with a road width of 5.1 to 5.4 metres, it is likely that some vehicle owners may still attempt to park along the unrestricted section of the western side, obstructing the defined entry/exit point to the bike and skate area at its southern end. It is therefore proposed to install additional yellow "no stopping" lines along the remainder of the western side of the entrance road to provide greater visibility and unobstructed access. It is appropriate for legal reasons to revoke the original resolution prohibiting parking along part of this western side of the entrance road.

10 Cont'd

55. After the concept plan for the proposed bike and skate area has received Board approval, staff will consider the installation of a P5 Restricted Car Parking Area on Main Road in front of Barnett Park to provide a safe drop-off and pick-up area without entering the car park.
56. A number of other traffic issues raised by respondents were considered to be outside the scope and budget of this particular project, including widening the entrance of Barnett Park, installing yellow "no stopping" lines on Main Road, installing a right-turning lane into the park from Main Road, and safety issues in the Redcliffs area. These issues have been referred to other teams within the Transport and Greenspace Unit for investigation.

Lighting

57. Four submitters have suggested either that inadequate lighting encourages anti-social behaviour, or that the area should have night time lighting to prevent such behaviour, however another three have requested that there be no lighting to encourage night time activity. In accordance with the principles of Crime Prevention Through Environmental Design (CPTED), the use of parks at night is discouraged, and in general lighting is only provided in parks where the use of a particular path as a designated route is essential at all times. Therefore lighting would not be provided for the use of the bike and skate area at night. However in Barnett Park, the driveway and car park currently have lighting poles that are connected to the main street lighting circuit, and staff are investigating the desirability of maintaining this longer term.

Noise

58. A total of 20 comments have been made about the potential for the proposed bike and skate area to generate noise, including:
 - (a) The noise generated by children using the bike and skate area, and;
 - (b) The potential for noise generated by older youths congregating in the park, particularly at night, having been attracted by the bike and skate area.
59. However there were also two other comments that there would be more noise from the sports games than from the skate area, and that the trees make a good noise buffer.
60. This part of Barnett Park is in a Group 1 Zone (the most noise sensitive zone) in relation to noise standards in the Christchurch City Plan, and proposed activities in the park must comply with these. Spontaneous social activities and children's play, along with non-commercial private social gatherings and most sports events are however, exempt.
61. It can be expected that activities will occur on the park that are consistent with its primary purpose of recreation. Use of the proposed bike and skate area can be expected to generate some noise from the sound of skate boards travelling over, and impacting on, the paved surfaces, and from voices. It is the view of staff that, due to the limited size and type of use of the proposed bike and skate area, in conjunction with the separation distance from the nearest residential properties, the level of noise at the park boundaries will be low. Any noise from the bike and skate area is mitigated by the high ambient noise level in this area from the vehicle traffic on Main Road. It is also buffered to some extent by the existing vegetation along the Cave Terrace boundary.

10 Cont'd

Maintenance issues

62. Littering, including broken glass, was identified as an issue for several submitters, with five suggesting more rubbish bins, and more frequent servicing, were needed. This park currently has rubbish bins located in high use areas next to the clubrooms, barbeque area and the playground, and parks staff have not identified any problems with rubbish in this park. The situation will be monitored once the bike and skate area is in use, and additional rubbish bins installed if needed. It is considered that it is a more environmentally sustainable practice to encourage people to take responsibility for their own rubbish by taking it away for recycling rather than leaving it behind in the park. Recent trials have shown that sites without bins tend to clear of rubbish as people do take their rubbish away.
63. The facilities in Barnett Park are currently serviced on a regular basis, including the cleaning of the toilets, and servicing of rubbish bins. On completion of the development works, the bike and skate park will be serviced under the Transport and Greenspace Unit maintenance contracts. There are specified levels of service that set the required maintenance standards to be adhered to within all parks across the city.

Resource consent issues

64. Several matters in relation to the Christchurch City Plan have been raised by one submitter. A Project Information Memorandum (ABA 10095738) obtained for this project has identified that five covered cycle parks are required under the provisions of the Christchurch City Plan. This is the only non-compliance with the Christchurch City Plan that has been identified. It is proposed to install the five cycle parks without a covering roof. Children who have cycled to Barnett Park to skate are unlikely to continue to do so in rainy conditions, as water reduces the skater's grip on the board surface, and causes damage to the skateboard itself.
65. Further consideration of any resource consent for this project is outside the scope of this report. The process of public consultation, and Council decision making, under the Local Government Act 2002 is a separate process from that of obtaining any necessary Resource Consents under the Resource Management Act 1991. At this stage in the process, approval of the proposed concept plan, amended as a result of public consultation, is being sought from the Hagley/Ferrymead Community Board prior to proceeding with detailed design and construction. Detailed design and construction plans (as required for Resource Consent and building consent applications) are not prepared until after this approval has been given, to avoid the unnecessary expense of detailed design work on a concept design plan that may then be extensively revised as a result of public feedback. However, in developing a draft concept plan for any project, careful consideration is given to the provisions of the Christchurch City Plan and other relevant legislation to ensure that the project is either fully compliant or that the necessary consents will be able to be obtained at a later stage.

Additional features requested

66. A number of submitters suggested the provision of additional equipment, facilities and activities within the reserve which have not been able to be incorporated into the amended concept plan. The current funding under the LTCCP is for the construction of the bike and skate area and does not extend to the provision of these services, therefore additional facilities such as basketball courts, climbing walls, sports field drainage, café and track upgrades are outside the scope and budget of this project. Parks staff have advised that a water supply for filling bottles is to be installed on the exterior of the sports club building. This will also serve the bike and skate area in lieu of providing a new drinking fountain as was requested by three submitters.

11. INSTALLATION OF NEW LIGHTING ON MCCORMACKS BAY RESERVE BY SUMNER RUGBY CLUB

General Manager responsible:	General Manager City Environment, DDI 941 8606
Officer responsible:	Transport and Greenspace Unit Manager
Author:	Joanne Walton, Consultation Leader - Greenspace

PURPOSE OF REPORT

1. The purpose of this report is to seek the support of the Hagley/Ferrymead Community Board regarding an application from the Sumner Rugby Club to install two additional sports field lighting poles on McCormacks Bay Reserve, prior to seeking approval from the Transport and Greenspace Manager under his delegated authority.

EXECUTIVE SUMMARY

2. The Sumner Rugby Club has been in existence for over 120 years, and has seen consistent growth over the last 15 years with over 400 members in 2009. The Club has earned the right to field a Division One team in the Christchurch senior rugby competition for the 2010 season.
3. Sumner Rugby Club are based at the Sumner Pavilion on St Leonard's Park in Sumner and are also allocated three sports fields on McCormacks Bay Reserve which are used for both training and competition games.
4. The McCormacks Bay site currently has two existing lighting poles at the southern end of the site, and two other lights on the roof of the changing room building, that have been used for night training on one of the senior fields. These will remain in use in their current positions.
5. At this time, Sumner Rugby Club propose to erect two additional lighting poles on the northern side of the playing fields, to the western side of the existing shed as shown on the plan (refer **Attachment**). The additional lighting will provide adequate lighting to a safe standard for training purposes on the second senior playing field and other non playing field areas. The lights will not be used for competition games.
6. The new lighting poles will be eight metres in height and staff have recommended that they are painted flax green to reduce the impacts of the poles on the visual amenity of the surrounding environment.
7. The lighting will either be required to comply with the relevant standards of the Christchurch City Plan, including the control of light spill and glare, or a resource consent obtained accordingly. However, it is the Club's intention to ensure that the proposal complies with the provisions of the Christchurch City Plan and is a permitted activity. A building consent application has yet to be lodged. Therefore the approval of this application is being sought subject to any required consents being obtained.
8. The proposed new lighting will be utilised up to a maximum of four days per week over the autumn and winter months between the hours of 5pm and 9pm. There will be no use of the lights during weekends or on public holidays. Out of consideration for neighbouring properties, with respect to noise and lighting, Council staff require that the lights be turned off at 9pm and have imposed a condition to this effect.
9. Council staff are aware that an application is pending from the Sumner Running Club for an extension to the existing building for clubrooms and storage facilities. Discussions with both clubs indicate that the lighting proposal is not in conflict with the proposed building extensions or the current use of the existing long jump pit. Council staff have also imposed a condition that the exact placement of the sports field lighting pole to the west of the present building does not compromise future extensions to this building.

11 Cont'd

10. Overall it is the view of staff that the additional lighting poles will enable better use of the fields for training purposes. The provision of an alternative playing field for night training will allow teams to train simultaneously reducing the length of time that the fields are being utilised. It will also reduce wear on the current playing field particularly during periods of wet weather. There is already existing sports field lighting in this area and the additional poles will not add significantly to this in terms of visual impact or illumination. The Transport and Greenspace Unit has been in close contact with Sumner Rugby Club and is comfortable with the current proposal. The Unit acknowledges Sumner Rugby Club's need for additional sportsfield lighting and believes the application is well justified.

FINANCIAL IMPLICATIONS

11. The Sumner Rugby Club will meet all project expenses, including the costs associated with seeking any required consents. The only costs to the Council will be those associated with the processing of this report which is covered within the current operational budget.
12. The lights will be owned by the Club who will be responsible for installation, and all future maintenance, electrical and running costs.

Do the Recommendations of this Report Align with 2009-19 LTCCP budgets?

13. There are no implications for the 2009-19 LTCCP budgets.

LEGAL CONSIDERATIONS

14. The Transport and Greenspace Unit Manager has delegated authority from the Council (23 October 1996) to approve applications for flood lights on sports parks, subject to the necessary resource consents and consultation with the appropriate Community Board.
15. This area of McCormacks Bay Reserve is zoned Open Space 2 (District Recreation and Open Space) under the provisions of the Christchurch City Plan. Any necessary resource and building consents will be required to be obtained for this project prior to the Club commencing work on the site. It is the Club's intention to ensure that the proposal complies with the provisions of the Christchurch City Plan and is a permitted activity. A building consent application had not been lodged at the time of writing this report. The approval of this application is being made subject to any required consents being obtained.

Have you considered the legal implications of the issue under consideration?

16. As above.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

17. Community Outcomes:
 - (a) A Healthy City.
 - (b) A City for Recreation, Fun and Creativity.
18. LTCCP 2009-19, page 117:
By providing areas for people to engage in healthy activities.
By offering a range of recreational opportunities in parks, open spaces and waterways.

Do the recommendations of this report support a level of service or project in the 2009-19 LTCCP?

19. As above.

11 Cont'd

ALIGNMENT WITH STRATEGIES

20. Recreation and Sports Strategy.

Do the recommendations align with the Council's strategies?

21. As above.

CONSULTATION FULFILMENT

22. A letter was sent by Council staff to 84 neighbouring properties, along with the Mount Pleasant Residents Association and Sumner Running Club, outlining the proposal and asking residents to contact Council if they had any questions.

23. One resident responded, indicating that they were agreeable to the concept, but did have concerns about potential glare from the lighting, and that they would not like to see the lighting used on every week night. The lighting will need to comply with the glare spill provisions of the Christchurch City Plan or a resource consent obtained accordingly. The Club have advised that they are happy to limit the use of the lighting to a maximum of four nights per week.

24. The Mt Pleasant Residents Association had no issue with the proposed lighting.

STAFF RECOMMENDATION

It is recommended that the Hagley/Ferrymead Community Board support the approval by the Transport and Greenspace Unit Manager of the application by the Sumner Rugby Club to erect an additional two lighting poles on McCormacks Bay Reserve, as shown in the attached plan, subject to:

- (a) The exact placement of the sports field lighting pole to the west of the present toilet changing shed complex on the park is to be such that possible future extensions to this building in this direction are not compromised by its placement, and is to be to the Transport and Greenspace Unit Managers satisfaction.
- (b) The applicant obtaining the necessary resource consents, and building consents, at their cost before commencing installation of the lighting system upon the park.
- (c) The applicant being responsible for ensuring that they or the contractors they engage are responsible for obtaining plans of all services presently laid underground in the park (electricity, telephonic, sewerage, storm water, high pressure water supply and irrigation).
- (d) The applicant being required to deposit scaled plans, showing the lighting poles and cable layout in the park, as built, within two months of the work being completed.
- (e) The applicant being responsible for all costs associated with the installation and maintenance of the lighting system.
- (f) The applicant being responsible for ensuring that the lighting system is maintained in a safe and tidy condition at all times.
- (g) That the lights are operated on a maximum of four nights over any weekday period.
- (h) That the lights are not operated after 9pm.
- (i) The applicant is to pay a bond of \$2000 to the Council via the Transport and Greenspace Area Contract Manager (Eastern) at Linwood Service Centre before any construction work commences on the site. The bond less any expenses incurred by the Council will be refunded to the payee upon completion of the development to a standard acceptable to the Transport and Greenspace Manager or his designate.

11 Cont'd

- (j) That the poles be painted Flax Green (12 B 21) in colour to integrate them into the park environment.
- (k) This approval will lapse if the development is not completed within two years of application.

CHAIRPERSON'S RECOMMENDATION

That the staff recommendation be adopted.

12. APPLICATION TO THE HAGLEY/FERRYMEAD COMMUNITY BOARD DISCRETIONARY RESPONSE FUND - AVEBURY HOUSE COMMUNITY TRUST - COMMUNITY GARDEN

General Manager responsible:	General Manager, Community Services Group, DDI 941-8607
Officer responsible:	Acting Unit Manager, Community Support Unit
Author:	Shupayi Mpunga, Community Development Adviser, Community Support Unit

PURPOSE OF REPORT

1. The purpose of this report is to present a request for funding from Avebury House Community Trust to the Hagley/Ferrymead Community Board from its 2009/10 Discretionary Response Fund.
2. The request is for \$500 towards materials and equipment for a community garden.
3. The Hagley/Ferrymead Community Board presently has \$45,161 available in its 2009/10 Discretionary Response Fund.

EXECUTIVE SUMMARY

4. Avebury House is a community house situated on Eveleyn Couzins Avenue in Richmond. It has been in operation since 2002. It was registered as a Charitable Trust on 6 May 2008.
5. Avebury House is run by Avebury House Community Trust, which works with local communities to ensure that Avebury House is a financially accessible resource that functions as an integral part of the community, enhancing and empowering community aspirations.
6. The Trust employs a community worker who has worked at Avebury House since 2002. The community worker is responsible for coordinating all groups and individuals using the house, networking and facilitating all programmes and events initiated as a result of consultations.
7. The community worker is tasked with assisting community groups to research and highlight community needs and resources; encourage and support the development of community programmes; implementation of activities and services that meet identified community needs; and liaison with appropriate representatives of the local Tangata Whenua.
8. The community worker has thus been working with older adults in the community who expressed interest in starting a garden using land at the rear of Avebury House. The land was previously used by City Care as a nursery. City Care have informed Avebury House that they have no future plans to use the land. A meeting was held from which eight members of the community decided they wanted to embark on the community gardening project as soon as possible.
9. The purpose of the community garden is to ensure optimum use of the land and to donate excess vegetables to the local community.
10. On 17 October 2009 keen community members prepared the land and planted their first crop that weekend.
11. Already donations of fresh vegetables have been made to older adults in the community and to Delta Community House which gives the fresh produce as part of their food parcels. Networking and collaboration is taking place with the Delta Community Support Trust Gardens, IDEA Stanmore, and the friends and family of Richmond School gardens.
12. Avebury House, along with the other groups with which it is collaborating and networking, hope to continue to encourage and support people in the Richmond area to create their own gardens.
13. Avebury House is seeking funding of \$500 for second hand tools and equipment, a bin for a worm farm and other materials to strengthen the gardening project.

12 Cont'd

FINANCIAL IMPLICATIONS

14. Sound financial practices are in place. Audited accounts for the year ended 31 March 2009 have been provided.
15. The total cost of getting the community garden project started is approximately \$1,500. \$200 has been spent on plants and small hand tools. The community has already contributed materials towards this project. This includes timber for raised beds donated by a local company, worms for the worm farm (which are currently farmed in an old recycling bin), seed trays and other second hand materials.
16. The Hagley/Ferrymead Community Board presently has \$45,161 available in its 2009/10 Discretionary Response Fund.
17. Previous funding received by the Avebury Community Trust from the Council follows:
2008/09 -\$11,500 for security and administration.
2009/10 -\$11,000 for security.

Do the Recommendations of this Report Align with 2009-19 LTCCP budgets?

18. Yes, page 184.

LEGAL CONSIDERATIONS

Have you considered the legal implications of the issue under consideration?

19. There are no legal implications in regards to this application.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

20. Aligns with LTCCP and Activity Management Plans, page 172 and 176.

Do the recommendations of this report support a level of service or project in the 2009-19 LTCCP?

21. Yes, Strengthening Communities (page 172 of the 2009-19 LTCCP).

ALIGNMENT WITH STRATEGIES

22. This application meets the following Council Community Grants Funding Outcomes:
 - Support, develop and promote the capacity and sustainability of community, recreation, sports, arts, heritage and environment groups.
 - Increase participation in and awareness of community, recreation, sports, arts, heritage and environment groups, programmes and local events.
 - Reduce or overcome barriers to participation.
 - Provide community based programmes which enhance basic life skills.
23. It also helps to meet the following Community Board objectives:
 - Acknowledge diversity and support measures for a vibrant, inclusive and strong communities.
 - Support/advocate for initiatives that support lifelong learning.
 - Encourage participation in recreation sports and arts for all.

Do the recommendations align with the Council's strategies?

24. Yes, Strengthening Communities Strategy.

12 Cont'd

CONSULTATION FULFILMENT

25. None required.

STAFF RECOMMENDATION

It is recommended that the Hagley/Ferrymead Community Board allocate \$500 from its 2009/10 Discretionary Response Fund to Avebury House to assist with costs for the community garden.

CHAIRPERSON'S RECOMMENDATION

That the staff recommendation be adopted.

13. APPLICATION TO THE HAGLEY/FERRYMEAD COMMUNITY BOARD DISCRETIONARY RESPONSE FUND - SUMNER BAYS UNION TRUST - COMPUTING @ REDCLIFFS

General Manager responsible:	General Manager, Community Services Group, DDI 941 8607
Officer responsible:	Acting Unit Manager, Community Support Unit
Author:	Shupayi Mpunga, Community Development Adviser, Community Support Unit

PURPOSE OF REPORT

1. The purpose of this report is to present a request for funding from Sumner Bays Union Trust to the Hagley/Ferrymead Community Board from its 2009/10 Discretionary Response Fund.
2. The request is for \$1,946 towards costs for the running of a computing course at Redcliffs.
3. The Hagley/Ferrymead Community Board presently has \$45,161 available in its 2009/10 Discretionary Response Fund.

EXECUTIVE SUMMARY

4. The Sumner Bays Union Trust (SBUT) was incorporated as a charitable trust in October 2008. The Trust was set up in response to a study done by social work students on social needs within the Hagley/Ferrymead wards.
5. SBUT was formed to build capacity in the Sumner Redcliffs area through the implementation of a range of initiatives targeting the socially disadvantaged, in particular older adults affected by social isolation, and further development of the Sumner Art and Craft Market.
6. The Trust works to support capacity building within the community, build relationships within the community and provide opportunities for adult education. The Trust seeks to provide information on services available within the Sumner Redcliffs area.
7. Computing @ Redcliffs is a project which gives adults an opportunity to learn new skills during a day-time class running for two hours on a Tuesday morning over eight weeks. In 2009, the first course was fully enrolled and a qualified and experienced tutor was employed.
8. Funding is being sought to pay the tutor's wages, teaching resources, hall hire and community connection.
9. Computing @ Redcliffs is a programme that has been previously funded by the Adult Community Education (ACE) department at Linwood College. In May 2009, central government announced cuts to ACE funding. Linwood College did not receive funding for 2010 and will therefore not be in a position to support this.
10. Council does not fund programmes that are considered to be central government responsibility. This is therefore considered to be low priority.

FINANCIAL IMPLICATIONS

11. Sound financial systems have been put in place. Accounts are audited annually and audited accounts have been received for the period ended 30 June 2009. There are internal financial systems in place.
12. The total cost of the project for the period February to March 2010 is \$2,586. User fees for the course will amount to \$640. No other funding has been sought for this purpose.
13. The Christchurch City Council donated a computer to the Trust to help with set up of an office in November 2009.
14. The Hagley/Ferrymead Community Board presently has \$45,161 available in its 2009/10 Discretionary Response Fund.

13 Cont'd

15. Previous funding received by SBUT from the Council follows:
2008/09-\$3,000 for office set up and administration
2008/09-\$5,000 for Redcliffs community garden
2009/10-\$536 for Music and movement

Do the Recommendations of this Report Align with 2009-19 LTCCP budgets?

16. Yes, page 184.

LEGAL CONSIDERATIONS

Have you considered the legal implications of the issue under consideration?

17. There are no legal implications in regards to this application.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

18. Aligns with LTCCP and Activity Management Plans, page 172 and 176.

Do the recommendations of this report support a level of service or project in the 2009-19 LTCCP?

19. Yes, Strengthening Communities (page 172 of the 2009-19 LTCCP).

ALIGNMENT WITH STRATEGIES

20. This application meets the following Council Community Grants Funding Outcomes:
- Support, develop and promote the capacity and sustainability of community, recreation, sports, arts, heritage and environment groups.
 - Provide community based programmes which enhance basic life skills.
21. It also helps to meet the following Community Board objectives:
- Support/advocate for initiatives that support lifelong learning.

Do the recommendations align with the Council's strategies?

22. Yes, Strengthening Communities Strategy.

CONSULTATION FULFILMENT

23. None required.

STAFF RECOMMENDATION

It is recommended that the Hagley/Ferrymead Community Board decline the application from Sumner Bays Union Trust for the Computing @ Redcliffs project, as the Council does not fund educational programmes that are considered to be Central Government responsibility.

CHAIRPERSON'S RECOMMENDATION

For discussion.

14. LOCAL GOVERNMENT “KNOW HOW” TRAINING WORKSHOP – ASSET MANAGEMENT

General Manager responsible:	General Manager Regulation and Democracy Services, DDI 941 8462
Officer responsible:	Democracy Services Manager
Author:	Jo Daly, Community Board Adviser

PURPOSE OF REPORT

1. The purpose of this report is to seek the Hagley/Ferrymead Community Board’s approval for interested members to attend a Local Government New Zealand “Know How” Training Workshop – Asset Management, to be held in Christchurch on 22 February 2010.

EXECUTIVE SUMMARY

2. This one-day Local Government New Zealand workshop will focus on skills for the long-term management of community infrastructure assets and is offered to ensure that elected members gain knowledge and foresight into long-term management of community infrastructure assets. On completion of the workshop attendees will:
 - improve their understanding of how infrastructure asset management can add real benefit to their Council and community
 - improve their knowledge of the key concepts of asset management
 - learn how to ensure that the asset decisions made by Council give the best long-term solution for the community.
3. The course has been designed to offer an intensive and hands-on asset management one-day course for up to 25 participants. It underpins the asset management theory with strategies and asset case studies specific to asset management in the Local Government sector.

FINANCIAL IMPLICATIONS

4. The cost of this Local Government workshop is \$350 plus GST per person, for elected members from member Councils. The Board’s 2009/10 training and travel budgets currently have an unallocated budget of \$1,766.

Do the Recommendations of this Report Align with 2009-19 LTCCP budgets?

5. Yes, provision for elected member training is made in the LTCCP, specifically under the Elected Member Representation activity.

LEGAL CONSIDERATIONS**Have you considered the legal implications of the issue under consideration?**

6. Yes, there are no legal implications.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS**Do the recommendations of this report support a level of service or project in the 2009-19 LTCCP?**

7. Not applicable.

ALIGNMENT WITH STRATEGIES**Do the recommendations align with the Council’s strategies?**

8. Not applicable.

14 Cont'd

CONSULTATION FULFILMENT

9. Not applicable.

STAFF RECOMMENDATION

It is recommended that the Hagley/Ferrymead Community Board give consideration to approving the attendance by interested members at the Local Government New Zealand "Know How" Training Workshop – Asset Management, to be held in Christchurch on 22 February 2010.

CHAIRPERSON'S RECOMMENDATION

For discussion.

15. COMMUNITY BOARD ADVISER'S UPDATE

15.1 December update of current Projects (refer **Attached**).

16. BOARD MEMBERS' QUESTIONS

17. BOARD MEMBERS' INFORMATION EXCHANGE

18. RESOLUTION TO EXCLUDE THE PUBLIC

Attached.