



Christchurch City Council

HAGLEY/FERRYMEAD COMMUNITY BOARD

AGENDA

WEDNESDAY 5 NOVEMBER 2008

AT 3.00 PM

**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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5.11.2008

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1. **APOLOGIES**

2. **CONFIRMATION OF MEETING MINUTES – 15 OCTOBER 2008**

The minutes of the Board's ordinary meeting of 15 October 2008 are **attached**.

STAFF RECOMMENDATION

That the minutes of the Board's ordinary meeting of 15 October 2008 be confirmed.

5.11.2008

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ATTACHMENT TO CLAUSE 2

11.12.2008

**HAGLEY/FERRYMEAD COMMUNITY BOARD
15 OCTOBER 2008**

**Minutes of a meeting of the Hagley/Ferrymead Community Board,
held on Wednesday 15 October 2008 at 3.00 pm.**

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

APOLOGIES: Nil

The Board reports that:

PART A – MATTERS REQUIRING A COUNCIL DECISION

1. CHARACTER HOUSING MAINTENANCE GRANTS

Further to Clauses 7 and 13 of these minutes, the Board considered a report regarding applications for the 2008/09 Character Housing Maintenance Grants for properties in the Hagley/Ferrymead Ward.

The Board noted that retrospective funding is seemingly outside the Council's current policy, but that from the information presented, there were situations involving a need for urgent repairs and maintenance to be undertaken to applicant properties that fell outside the timetable for the grant's scheme.

The Board's recommendation that follows proposes that the Council consider amending the policy to take such circumstances into account.

BOARD RECOMMENDATION

That the Council consider amending its Character Housing Maintenance Grants Policy to reflect situations involving urgent maintenance and repairs being required for buildings the subject of funding applications under this scheme.

PART B - REPORTS FOR INFORMATION

2. DEPUTATIONS BY APPOINTMENT

Nil.

3. PRESENTATION OF PETITIONS

Nil.

4. NOTICES OF MOTION

Nil.

5. CORRESPONDENCE

Nil.

6. BRIEFINGS

Kevin Collier, Sports Services Manager, Recreation and Sports Unit, updated the Board on the status and next steps associated with the Council's Draft Metropolitan Sports Facilities Plan.

Members asked questions of Mr Collier.

The Board **received** the information and the Chairperson thanked Mr Collier for his update.

7. CHARACTER HOUSING MAINTENANCE GRANTS (CONT'D)

Further to Clauses 1 and 13 of these minutes, the Board considered four applications received for Character Housing Maintenance Grants in the Hagley/Ferrymead ward and **decided**:

- (a) To support the application of number 382 Armagh Street for a Character Housing Maintenance Grant in 2008/09, subject to the exclusion of the brick veneer portion of the dwelling.

The motion, moved by Yani Johanson and seconded by Brenda Lowe-Johnson, was put to the meeting and declared **carried** on the casting vote of the Chairperson by four votes to three, the voting being as follows:

For (4): Yani Johanson, Brenda Lowe-Johnson, Bob Todd, Chairperson's casting vote.

Against (3): Rod Cameron, David Cox and John Freeman.

- (b) To support the application of number 142 Avonside Drive for a Character Housing Maintenance Grant in 2008/09.
- (c) To support the application of number 450 Armagh Street for a Character Housing Maintenance Grant in 2008/09.
- (d) To not to support the application of number 77 Nayland Street for a Character Housing Maintenance Grant in 2008/09.

(Note: Tim Carter abstained from voting on the above decisions as he considered members were not qualified to make recommendations on the submitted applications in accordance with the Council's policy.)

8. COMMUNITY BOARD ADVISER'S UPDATE

The Board **received** updates from the Community Board Adviser on forthcoming Board-related activities.

Members were also advised of the commencement date of the new Community Board Adviser and invited to meet her next week.

9. ELECTED MEMBERS QUESTIONS

Nil.

(Note: At this point, the meeting adjourned at 4.55pm and reconvened at 5.14pm.)

10. BOARD MEMBERS' INFORMATION EXCHANGE

Mention was made of the following matters:

10. Cont'd

- Liquor Ban - the possibility was raised of extending the existing liquor ban along Ferry Road to include the streets around AMI Stadium. Concerns were expressed at the amount of litter and broken glass in these areas and that with the forthcoming 2010 Rugby World Cup, an opportunity existed for the Council to consider this matter now.
- Mouth Pleasant Bowling Club carpark – use of this area by windsurfers. It was noted that as this was a public carpark, it was unlikely anything could be done to control who uses the facility.
- Hagley Community College, 150th Anniversary – the College had recently held its anniversary celebrations and it was noted that a number of present and past members had been students at the school.

The Board **agreed** to write a letter of congratulations to the Hagley Community College on its achievement of providing 150 years of education to the community.

- Board Seminar – members confirmed a desire to continue to have seminars prior to meetings of the Board. It was requested that where a seminar time was changed as much notice as possible be given to enable members to attend.
- Meeting attendances – Brenda Lowe-Johnson advised that she may be absent at upcoming meetings owing to personal circumstances.
- Residents Association's Information – members asked that the database of local residents' association information including meeting dates, be reviewed by staff and included in the weekly meeting planner.

Members also requested an update of Linwood based staff names and their contact details.

- Deputy Board Chairperson – it was noted that Rod Cameron had assumed the position of Deputy Chairperson on 1 October 2008 in accordance with the resolution made at the Board's 14 November 2008 Inaugural meeting.
- Boardroom microphones – this was again raised and concern was expressed that one third of the term had elapsed and the matter had not been resolved.

PART C – REPORT ON DELEGATED DECISIONS TAKEN BY THE BOARD**11. CONFIRMATION OF MEETING MINUTES – 1 OCTOBER 2008**

The Board **resolved** that the minutes of its ordinary meeting held on 1 October 2008, be confirmed subject to it being noted that Tim Carter had declared an interest and taken no part in the discussion and voting in relation to Clause 1, Ferrymead Bridge Lifeline Project.

12. MAFFEYS ROAD – PROPOSED NO STOPPING RESTRICTION

The Board considered a report requesting approval to install no stopping restrictions in Maffey's Road.

The Board **resolved**:

- (a) That the stopping of vehicles be prohibited at any time on the eastern side of Maffey's Road commencing at a point 285 metres north of the its intersection with Santa Maria Avenue and extending in a southerly direction for 285 metres.
- (b) That the stopping of vehicles be prohibited at any time on the northern side of Santa Maria Avenue commencing at the intersection with Maffey's Road and extending in a easterly direction for nine metres.

13. CHARACTER HOUSING MAINTENANCE GRANTS (CONT'D)

Further to Clauses 1 and 7 of these minutes, the Board **resolved** that Rod Cameron be appointed to represent the Hagley/Ferrymead Community Board on the Council's Character Housing Maintenance Grants Panel.

14. KIMIHIA EARLY LEARNING TRUST - CENTRE EXTENSIONS PROJECT

The Board considered a report providing information regarding an application from the Kimihia Early Learning Trust for funding of \$10,000 from the Board's Discretionary Response Fund.

The Board **resolved** to allocate \$5,000 from its 2008/09 Discretionary Response Fund to the Kimihia Early Learning Trust as a contribution towards the furnishing and equipping of its proposed new wing at Linwood College.

15. HAGLEY/FERRYMEAD YOUTH DEVELOPMENT SCHEME – APPLICATIONS

The Board considered a report regarding applications for funding from the Board's 2008/09 Youth Development Scheme.

The Board **resolved** to allocate \$500 to Charles Ryder and \$750 to Zachary Doney from the 2008/09 Youth Development Scheme towards attending the College Music Journal Festival (CMJ) and post festival tour to Germany and the United Kingdom from October to December 2008.

16. NEW ZEALAND COMMUNITY BOARDS' CONFERENCE 2009 – BOARD MEMBERS ATTENDANCE

The Board considered a report regarding Board members attending the 2009 New Zealand Community Board's Conference.

The Board **resolved** to approve the attendance of Rod Cameron, Tim Carter, Brenda Lowe-Johnson, John Freeman and Bob Todd to the 2009 New Zealand Community Boards' Conference in Christchurch from 19 to 21 March 2009.

The meeting concluded at 5.34 pm.

CONFIRMED THIS 5TH DAY OF NOVEMBER 2008

**BOB TODD
CHAIRPERSON**



3. DEPUTATIONS BY APPOINTMENT

3.1 ALISDAIR HUTCHINSON AND ALEX DRYSDALE – AVON HEATHCOTE IHUTAI TRUST

Alsidair Hutchinson and Alex Drysdale of the Avon Heathcote Ihutai Trust will speak to the Board regarding the Walkway Project.

4. PRESENTATION OF PETITIONS

5. NOTICES OF MOTION

6. CORRESPONDENCE

7. BRIEFINGS

8. MARRINER STREET – PROPOSED 10 MINUTE RESTRICTED PARKING AREA

General Manager responsible:	General Manager City Environment, DDI 941 8608
Officer responsible:	Transport and Greenspace Manager
Author:	Steve Hughes, Traffic Engineer

PURPOSE OF REPORT

1. The purpose of this report is to seek the Hagley/Ferrymead Community Board's approval to revoke part of an existing 30 minute restricted parking area, and to replace it with 10 minute restricted parking in Marriner Street, Sumner, (see **attachment 1**).

EXECUTIVE SUMMARY

2. The Council has received a request from shop owners in Marriner Street to install short term parking restrictions outside a seven day foodstore and a neighbouring seafood shop.
3. The proposed 10 minute restricted parking is situated on the north east side of Marriner Street between Burgess Street and the western intersection with the Esplanade. This section of Marriner Street is classified as a Minor Arterial Road in the City Plan.
4. There are a number of different parking restrictions intended to suit the adjacent businesses on Marriner Street. A 30 minute restricted parking area commences six metres north west of the intersection with Burgess Street and extends for 48.5 metres. There is then 115 metres of unrestricted parking, apart from a bus stop, to the western intersection with the Esplanade.
5. It is 27 metres of the 48.5 metres of 30 minute restricted parking outside the foodstore and seafood shop that this report relates to. There is a fire hydrant and a vehicle entrance within this 27 metre area that vehicles are not permitted to park over. This effectively means that there is approximately 21 metres of parking space outside these premises for customer parking.
6. The average transaction time for a customer in the food store and seafood shop is under 10 minutes. The current 30 minute parking restriction means that these spaces are often being used by other visitors to the area denying short term parking for the customers of these businesses.
7. The installation of an area of 10 minute parking restrictions outside the two shops will provide three to four parking spaces with a time limit that is specifically tailored to the requirements of the above two businesses.
8. This proposal is supported by the neighbouring businesses. They want the existing 30 minute parking restriction to remain outside their businesses, but have no issue with this proposed section of 10 minute parking restriction outside the applicant businesses.

FINANCIAL IMPLICATIONS

9. An estimated cost for installing the signs and road markings required for the proposed restrictions is \$450.

Do the Recommendations of this Report Align with 2006-16 LTCCP budgets?

10. The installation of signs and markings for a time restricted parking space is within existing LTCCP operational budgets.

LEGAL CONSIDERATIONS

11. Clause 5 of the Christchurch City Council Traffic and Parking Bylaw 2008 provides the Council with 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.

8. Cont'd

13. The installation of 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. As above.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

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

Do the recommendations of this report support a level of service or project in the 2006-16 LTCCP?

16. This contributes to improve the levels of service for parking.

ALIGNMENT WITH STRATEGIES

17. This proposal aligns with the Council's Parking Strategy 2003.

Do the recommendations align with the Council's strategies?

18. As above.

CONSULTATION FULFILMENT

19. All of the businesses within this section of Marriner Street have been consulted. They have, as stated earlier, no objection to this area of the street being restricted to 10 minute parking to suit the specific requirements of the applicant businesses, while retaining the 30 minute restriction outside their own.
20. The Sumner Residents' Association has been consulted about the proposed changes. They do not have any objection to the proposed parking restrictions.

STAFF RECOMMENDATION

It is recommended that the Board approve:

- (a) The parking of vehicles that is restricted to a maximum period of 30 minutes on north side of Marriner Street commencing at a point six metres north west of the intersection with Burgess Street and extending for 48.5 metres in a north westerly direction, be revoked.
- (b) The parking of vehicles be restricted to a maximum period of 30 minutes on the north side of Marriner Street commencing at a point six metres north west of the intersection with Burgess Street and extending in a north westerly direction for 21.5 metres.
- (c) The parking of vehicles be restricted to a maximum period of 10 minutes on the north side of Marriner Street commencing at a point 21.5 metres north west of the intersection with Burgess Street and extending in a north westerly direction for 27 metres.

CHAIRPERSON'S RECOMMENDATION

That the staff recommendation be adopted.



Area of Existing P30 Restricted Parking Area to be revoked and replaced with P10 Parking

MARRINER STREET
Proposed Parking Restrictions
For Board Approval

CHRISTCHURCH
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Original Plan Size: A4
ISSUE: 30/09/08
TP100919 MCD

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9. CATHERINE STREET - PROPOSED STOPPING RESTRICTIONS

General Manager responsible:	General Manager City Environment, DDI 941 8608
Officer responsible:	Transport and Greenspace Manager
Author:	Steve Hughes, Traffic Engineer

PURPOSE OF REPORT

1. The purpose of this report is to seek the Hagley/Ferrymead Community Board's approval to install stopping restrictions in Catherine Street, (see **attachment 1**).

EXECUTIVE SUMMARY

2. The Council has received a request from a local resident regarding access issues along Catherine Street. Vehicles park opposite each other resulting in the road being blocked to through traffic.
3. Catherine Street is a local street that runs off Ferry Road. There are four business and 10 residential properties that have frontage or have vehicle access onto Catherine Street. The number of vehicles parking in the street has increased recently due to the establishment of a restaurant and café on the north-east corner of Catherine Street. This business has off-street customer parking for approximately 10 vehicles.
4. There are existing broken yellow lines prohibiting the parking of vehicles on the eastern side of Catherine Street that extend for 12.5 metres from the intersection with Ferry Road. An area of five minute restricted parking then commences and extends for a further 51 metres.
5. There are existing broken yellow lines prohibiting the parking of vehicles on the western side of Catherine Street that extend for 17.5 metres from the intersection with Ferry Road. There are no other stopping or parking restrictions on the western side of the road.
6. The road width of Catherine Street varies from 5.6 to 6.1 metres. If vehicles are legally parked opposite each other this results in one to two metres of roadway being available for other vehicles to get through.
7. The New Zealand Fire Service advises that for their larger vehicles to get down a street they may need up to four metres of carriageway width, so presently if vehicles are parked on both sides of the road these vehicles would not be able to access the street.
8. The revoking of both the existing 12.5 metres of no stopping restrictions and the 51 metres of five minute restricted parking on the eastern side of Catherine Street will allow 182 metres of no stopping restrictions to be installed and prevent parked vehicles from blocking the street.
9. Approximately 194 metres of on-street parking, inclusive of vehicle entrances and intersections, on the western side of the street will be available to meet the parking needs of residents and visitors.
10. The residents and business operators of Catherine Street have been consulted in regard to the proposed parking restrictions. Eighty percent support the installing of the parking restrictions.

FINANCIAL IMPLICATIONS

11. An estimated cost for the removal of the existing five minute restricted parking signs and supporting posts and for the painting of no stopping/parking lines is \$350.

Do the Recommendations of this Report Align with 2006-16 LTCCP budgets?

12. The installation of no stopping restrictions is within existing LTCCP operational budgets.

9. Cont'd

LEGAL CONSIDERATIONS

13. Clause 5 of the Christchurch City Council Traffic and Parking Bylaw 2008 provides the Council the authority to install parking restriction by resolution.
14. 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.
15. The installation of 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?

16. As above.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

17. 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 2006-16 LTCCP?

18. This contributes to improve the level of service for safety.

ALIGNMENT WITH STRATEGIES

19. This proposal aligns with the Christchurch Road Safety Strategy.

CONSULTATION FULFILMENT

20. Consultation was carried out with the 11 properties that front onto the street. Ninety-one percent responded.

- Of these respondents, 80 percent supported the proposed no stopping restrictions along the eastern side.
- Of these respondents, 20 percent objected to the installing of the no stopping restrictions as proposed. The objections presented included:

- (i) "We operate Holy Smoke Restaurant/Café/Deli on the corner of Ferry Road. Access to parking is an essential part of an operation of our kind. The ability for the public to park is a real asset to the business...."

Note: Holy Smoke Restaurant/Café/Deli have 10 off street parking spaces. There is also unlimited on-street parking space available approximately six metres away on the western side of Catherine Street that customers can use. The business owner now understands why there is a need for the proposed no stopping restrictions.

- (ii) "We object strongly because we only have off-street parking for one vehicle..."

Note: The people who made this objection live on the corner of Catherine Street where it turns east alongside the Heathcote River. Parking will not be restricted on that section of Catherine Street other than for six metres around the corner to reinforce existing legislation. This will leave approximately 12 metres of parking space outside their property to park their vehicles in addition to the many metres of parking on the western side of Catherine Street.

21. All residences and businesses in the street have been advised of the results of the consultation.

9. Cont'd

STAFF RECOMMENDATION

It is recommended that the Board approve:

- (a) The existing no stopping/parking restrictions on the eastern side of Catherine Street commencing at the intersection with Ferry Road and extending in a southerly direction for 12.5 metres, be revoked.
- (b) The existing "5 minute At Any Time" restricted parking area on the eastern side of Catherine Street commencing 12.5 metres from the intersection with Ferry Road and extending in a southerly direction for 51 metres, be revoked.
- (c) That the stopping of vehicles be prohibited at any time on the eastern side of Catherine Street commencing at the intersection with Ferry Road and extending in a westerly direction for 155 metres.

CHAIRPERSON'S RECOMMENDATION

That the staff recommendation be adopted.

Proposed No Stopping Parking Restriction

Revocation of existing 51 metres of P5 Parking

Revocation of existing 12.5 metres of No Stopping Restrictions

Original Plan Size: A4
ISSUE: 1 30/09/08
TP100918 MCD

CATHERINE STREET
Proposed Revocation and Installation of Parking Restrictions
For Board Approval

CHRISTCHURCH
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10. KINSEY TERRACE – PROPOSED NO STOPPING RESTRICTIONS

General Manager responsible:	General Manager City Environment, DDI 941 8608
Officer responsible:	Transport and Greenspace Manager
Author:	Steve Hughes, Traffic Engineer

PURPOSE OF REPORT

1. The purpose of this report is to seek the Hagley/Ferrymead Community Board's approval to install no stopping restrictions on Kinsey Terrace, (see **attachment 1**).

EXECUTIVE SUMMARY

2. Kinsey Terrace is a residential area that was reconstructed in 2007 under a street renewal project. As part of the reconstruction, a number of parking bays were constructed to alleviate the need for vehicles to park on the roadway. Before the reconstruction took place, there were "no stopping" lines installed in a number of areas to prevent parked vehicles from blocking the roadway. The restrictions, which were in the form of broken yellow road marking lines, have been removed or sealed over in the course of the reconstruction.
3. Following the completion of the reconstruction, a Safety Audit raised concerns regarding unrestricted parking along the narrow sections of Kinsey Terrace where parking bays were unable to be constructed. Some sections of Kinsey Terrace are very narrow with a carriageway of less than five metres. The parking of vehicles on both sides of the road in these sections can substantially limit visibility and can also cause the road to become impassable.
4. Residents have also raised concerns regarding parked vehicles obstructing their access in and out of their properties.
5. The installation of "no stopping" lines along the narrow sections of the roadway will increase the visibility and the safety for motorists when driving along Kinsey Terrace. It will also improve access into properties and along the road. This meets the recommendations provided by the Safety Audit which was carried out in accordance with the Land Transport New Zealand Manual "Road Safety Audit Procedures for Projects" (November 2004) following the reconstruction of Kinsey Terrace.
6. Extensive consultation has been undertaken with the Clifton Neighbourhood Committee and with the residents of the street. All residents were invited to take part in determining the sections where stopping restrictions should be installed. The proposed stopping restrictions therefore have the approval of the majority of the residents.
7. The installation of "no stopping" lines around the corners where Kinsey Terrace and Clifton Terrace intersect is necessary to provide motorists exiting Kinsey Terrace, the best possible visibility of vehicles coming up and down Clifton Terrace. The installation of the parking restrictions as proposed will remove the necessity for the motorist to extend into the intersection to see if vehicles are coming.

FINANCIAL IMPLICATIONS

8. An estimated cost for this work is \$400.

Do the Recommendations of this Report Align with 2006-16 LTCCP budgets?

9. The installation of no stopping restrictions is within existing LTCCP operational budgets.

LEGAL CONSIDERATIONS

10. Clause 5 of the Christchurch City Council Traffic and Parking Bylaw 2008 provides Council the authority to install parking restriction by resolution.

10. Cont'd

11. 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.
12. The installation of 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?

13. As above.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

14. 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 2006-16 LTCCP?

15. This contributes to improve the level of service for safety.

ALIGNMENT WITH STRATEGIES

16. This proposal aligns with the Christchurch Road Safety Strategy.

Do the recommendations align with the Council's strategies?

17. As above.

CONSULTATION FULFILMENT

18. Extensive consultation has been carried out with local residents on site, and with the Clifton Neighbourhood Committee, who support the proposal.

STAFF RECOMMENDATION

It is recommended that the Board approve:

Revocations of Previous Parking Restrictions

Clifton Terrace

- (i) That any and all previous parking restrictions on the western side of Clifton Terrace extending in a northerly or in a southerly direction from the intersection with Kinsey Terrace be revoked.

Kinsey Terrace

- (ii) That any and all previous parking restrictions on the north and on the south side of Kinsey Terrace be revoked.

Installation of New Parking Restrictions

Clifton Terrace

- (iii) That the stopping of vehicles be prohibited at any time on the western side of Clifton Terrace commencing at the intersection with Kinsey Terrace and extending in a northerly direction for a distance of 23 metres.
- (iv) That the stopping of vehicles be prohibited at any time on the western side of Clifton Terrace commencing at the intersection with Kinsey Terrace and extending in a southerly direction for a distance of nine metres.

10. Cont'd

Kinsey Terrace North Side

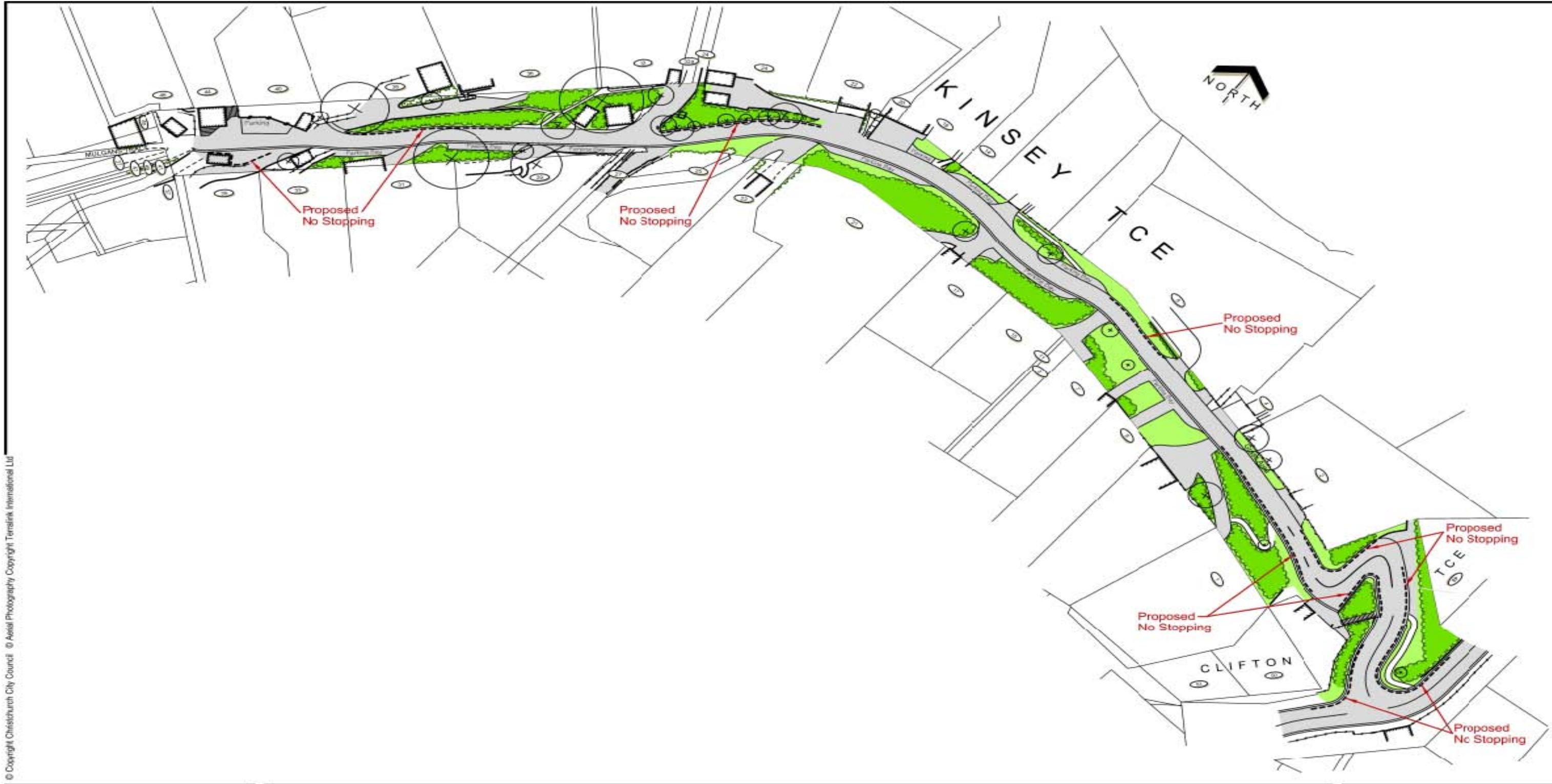
- (v) That the stopping of vehicles be prohibited at any time on the north side of Kinsey Terrace commencing at the intersection with Clifton Terrace and extending in a westerly direction for a distance of 41.5 metres.
- (vi) That the stopping of vehicles be prohibited at any time on the north side of Kinsey Terrace commencing at a point 53.5 metres from the intersection with Clifton Terrace and extending in a westerly direction generally for a distance of 28.5 metres.
- (vii) That the stopping of vehicles be prohibited at any time on the north side of Kinsey Terrace commencing at a point 141 metres from the intersection with Clifton Terrace and extending in a westerly direction for a distance of 26 metres.
- (viii) That the stopping of vehicles be prohibited at any time on the north side of Kinsey Terrace commencing at a point 255 metres from the intersection with Clifton Terrace and extending in a westerly direction for a distance of 40.5 metres.
- (ix) That the stopping of vehicles be prohibited at any time on the north side of Kinsey Terrace commencing at a point 319 metres from the intersection with Clifton Terrace and extending in a westerly direction for a distance of 56 metres.

Kinsey Terrace South Side

- (x) That the stopping of vehicles be prohibited at any time on the south side of Kinsey Terrace commencing at the intersection with Clifton Terrace and extending in a westerly direction for a distance of 12 metres.
- (xi) That the stopping of vehicles be prohibited at any time on the south side of Kinsey Terrace commencing at a point 23 metres from the intersection with Clifton Terrace and extending in a westerly direction generally for a distance of 27 metres.
- (xii) That the stopping of vehicles be prohibited at any time on the south side of Kinsey Terrace commencing at a point 66 metres from the intersection with Clifton Terrace and extending in a westerly direction for a distance of 47.5 metres.
- (xiii) That the stopping of vehicles be prohibited at any time on the south side of Kinsey Terrace commencing at a point 282 metres from the intersection with Clifton Terrace and extending in a westerly direction for a distance of three metres.
- (xiv) That the stopping of vehicles be prohibited at any time on the south side of Kinsey Terrace commencing at a point 388 metres from the intersection with Clifton Terrace and extending in a westerly direction generally for a distance of 14.5 metres.

CHAIRPERSON'S RECOMMENDATION

That the staff recommendation be adopted.



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KINSEY TERRACE
 Proposed Stopping Restrictions
 For Board Approval

Original Plan Size: A3
 ISSUE.1 03/10/08
 TP100922 MCD

11. MONCKS SPUR ROAD - PROPOSED NO STOPPING RESTRICTION

General Manager responsible:	General Manager City Environment; DDI 941 8608
Officer responsible:	Transport and Greenspace Manager
Author:	Steve Hughes, Traffic Engineer

PURPOSE OF REPORT

1. The purpose of this report is to seek the Hagley/Ferrymead Community Board's approval to install a no stopping restriction on the south east side of Moncks Spur Road. (see **attachment 1**).

EXECUTIVE SUMMARY

2. This report originated from a request by a resident of Moncks Spur Road to install traffic control devices to prevent the blocking of the road to through traffic immediately south and above the intersection with Cave Terrace. The blocking of the roadway was caused by vehicles parking on both sides of the road.
3. Moncks Spur Road is a residential local road that runs from the intersection of Cave Terrace to the intersection with Mount Pleasant Road. In the lower section of the road there are mainly smaller residential sections. In the upper section there are some larger rural "lifestyle" type properties.
4. The width of Moncks Spur Road varies from over nine metres to less than six metres. It is the 80 metre narrow section of Moncks Spur Road above the intersection with Cave Terrace that this report applies to. The narrowing of the road has a funnelling effect on vehicles coming down this steep hill.
5. The parking of vehicles opposite each other on both sides of this narrow section of Moncks Spur Road can result in there being considerably less than two metres of roadway for vehicles to get through, which can result in issues with the traffic flow.
6. On the northwest side of this area of Moncks Spur Road there are no vehicle parking restrictions. On the southeast side of the road there are existing broken yellow lines painted on the road to prohibit the parking of vehicles from the intersection with Cave Terrace for 33 metres in a southerly direction.
7. The revoking of the existing 33 metres of no stopping/parking restrictions and replacing them with 65 metres of similar restrictions will ensure that there is sufficient width of roadway so that vehicles from both directions can get through, some parking is still available on the western side of the road, and the traffic calming effect of having vehicles parked on one side is not completely lost.

FINANCIAL IMPLICATIONS

8. An estimated cost for this work is \$150.

Do the Recommendations of this Report Align with 2006-16 LTCCP budgets?

9. The installation of no stopping restrictions is within existing LTCCP operational budgets.

LEGAL CONSIDERATIONS

10. Clause 5 of the Christchurch City Council Traffic and Parking Bylaw 2008 provides Council the authority to install parking restriction by resolution.
11. 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.

11. Cont'd

12. The installation of 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?

13. As above.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

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

Do the recommendations of this report support a level of service or project in the 2006-16 LTCCP?

15. This contributes to improve the level of service for safety.

ALIGNMENT WITH STRATEGIES

16. This proposal aligns with the Christchurch Road Safety Strategy.

Do the recommendations align with the Council's strategies?

17. As above.

CONSULTATION FULFILMENT

18. Consultation was carried out with residents that have vehicle entrances entering onto this part of Moncks Spur Road. As a result of the consultation, it was determined that the most appropriate solution to the restricted width of available roadway was to extend the area of existing stopping/parking restrictions on the south eastern side of the road.
19. Residents have been advised of the result of the questionnaire and the proposed no stopping restrictions.
20. The Redcliffs Residents Association have also been advised of the consultation that took place with residents, and of the proposed no stopping restrictions. They have no objections to the proposed stopping restrictions.

STAFF RECOMMENDATION

It is recommended that the Board approve:

- (a) That the existing no stopping restrictions on the south eastern side of Moncks Spur Road extending from the intersection with Cave Terrace for 33 metres in a south westerly direction be revoked.
- (b) That the stopping of vehicles be prohibited at any time on the south eastern side of Moncks Spur Road commencing at its intersection with Cave Terrace and extending in a south westerly direction for a distance of 65 metres.

CHAIRPERSON'S RECOMMENDATION

That the staff recommendation be adopted.



Original Plan Size: A4
 ISSUE: 30/09/08
 TP100920 MCD

MONCKS SPUR ROAD
 Proposed Stopping Restrictions
For Board Approval



12. KENNAWAY RESERVE LANDSCAPE CONCEPT PLAN

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

PURPOSE OF REPORT

1. The purpose of this report is to seek the Hagley/Ferrymead Community Board's approval for the landscape concept plan for the development of Kennaway Reserve following consultation with the local community.

EXECUTIVE SUMMARY

2. Board members will recall that the concept plan for the landscape development of Kennaway Reserve was presented to a Board Seminar on 2 July 2008 prior to carrying out consultation with the local community.
3. The reserve was acquired by the Council as part of an industrial subdivision in the Woolston Loop area. It is situated along the edge of the Heathcote River and is currently fenced and grassed.
4. The proposed landscape concept plan was distributed to approximately 73 businesses and absentee property owners in the vicinity of the reserve, along with seven identified key stakeholder groups. A total of 12 comment forms were returned. There was a positive response from those who did respond with all 12 indicating their support, and some providing additional feedback on the proposal.
5. In recognition of this feedback, and further technical advice, the Transport and Greenspace Unit proposes that this proposal be approved and implemented with one minor change. Some proposed plant species have been replaced with more suitable species, or omitted, on the advice of Council's botanist (refer to **attached** plan).
6. One respondent raised concerns about the trees becoming overgrown for security reasons. In accordance with the principles of Crime Prevention Through Environmental Design (CPTED) all trees are kept limbed up and all shrubs at a lower height to maintain visibility and sight lines and improve safety.
7. One respondent expressed the need for plantings to provide food sources for birdlife including wildfowl. Advice sought from Council staff with specialised knowledge of birdlife confirms that the species on the proposed planting list are suitable. Bush birds will find more than enough food within the mix of native and exotic vegetation already established on the site, and that proposed to be planted in the reserve and along the riverbank. Most of the waterbirds will find natural foods along the river. In the longer term there is potential to create linkages between Kennaway Reserve and other reserves along the Heathcote River, providing improved riparian habitat, improved water quality and increased recreational opportunities. It is anticipated that the taller trees will provide for roosting and nesting, particularly by cormorants, but also herons, kingfishers, and native bush birds. Native shrub plantings under and around the taller trees will provide a buffer, and appropriate riparian vegetation will be able to be planted along the water's edge.
8. One respondent has raised the possibility of a cycleway and walkway connection along the Heathcote River to Tunnel Road. As above, there is potential to develop walking or multi-use track linkages along the Heathcote River in the future, as future planning and funding permits. This has been taken into account in the present landscape concept plan for Kennaway Reserve with a proposed future footpath alignment shown on the plan.

12. Cont'd

9. One respondent has also requested cycleways in the area due to danger to cyclists from trucks. This is outside the scope of the current project but has been referred to other staff within the Council for investigation. Similarly another respondent has raised the possibility of another site with seating closer to the Woolston shopping area. Currently there are no pocket parks in this location, however the possibility of providing seating near the shopping area instead has referred to other staff for further investigation.
10. 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. Details of the meeting were provided so that any interested people could attend.

FINANCIAL IMPLICATIONS

11. The current Greenspace Capital Works Programme has funding to undertake the development of Kennaway Reserve with \$35,000 available in the current 2008/09 financial year. The current estimate for this work is \$35,000.

Do the Recommendations of this Report Align with 2006-16 LTCCP budgets?

12. As above.

LEGAL CONSIDERATIONS

13. No resource or building consent requirements have been identified. No other legal issues have been identified.

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

14. No legal implications have been identified.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

15. The proposed development aligns with the LTCCP as follows:

Parks, open spaces and waterways - page 123

- (a) Safety – by ensuring our Parks, open spaces and waterways are healthy and safe places.
- (b) Recreation – By offering a range of active and passive recreation and leisure opportunities.
- (c) Health – By providing areas for people to engage in healthy activities.
- (d) Community – By providing welcoming areas for communities to gather and interact.
- (e) Governance – By involving people in decision-making about parks, open spaces and waterways.
- (f) City Development - By providing inviting, pleasant and well cared-for environments.

Provision of recreational facilities – page 125

16. Measures and targets
 - (a) Area of urban park per 1,000 population.
 - (b) Customer satisfaction with appearance of parks and with range of recreational opportunities available within parks.
 - (c) Resident's satisfaction with the appearance of waterways and wetlands.

12. Cont'd

Do the recommendations of this report support a level of service or project in the 2006-16 LTCCP?

17. This project supports a level of service in the LTCCP as follows:

- (a) Area of urban park per 1,000 population.
- (b) Customer satisfaction with appearance of parks and with range of recreational opportunities available within parks.
- (c) Resident's satisfaction with the appearance of waterways and wetlands.

ALIGNMENT WITH STRATEGIES

17. This project has primary alignment with the following Council strategies and policies:

- (a) Safer Christchurch Strategy.
- (b) Parks & Waterways Access Policy.
- (c) Environmental Policy Statement.
- (d) Physical Recreation and Sport Strategy.

Do the recommendations align with the Council's strategies?

18. As above.

CONSULTATION FULFILMENT

19. Consultation was undertaken with the immediate surrounding businesses and absentee property owners, along with identified key stakeholder groups, on the proposed landscape concept plan for the reserve.

STAFF RECOMMENDATION

It is recommended that the Board:

- (a) Approve the proposed Kennaway Reserve landscape concept plan as submitted.
- (b) Agree that the City Environment and Capital Programme Groups commence the construction programme.

CHAIRPERSON'S RECOMMENDATION

That the staff recommendation be adopted.



13. ST LEONARD'S PARK TREE RENEWAL PROGRAMME AND LANDSCAPE DEVELOPMENT

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

PURPOSE OF REPORT

1. The purpose of this report is to seek the Hagley/Ferrymead Community Board's approval for the concept plan for the tree renewal programme and landscape upgrade to St Leonard's Park following consultation with the local community.

EXECUTIVE SUMMARY

2. Board members will recall that the concept plan for the tree renewal programme and landscape upgrade of St Leonard's Park was presented to a Board Seminar on 2 July 2008 prior to the Capital Development Unit carrying out consultation with the local community.
3. The public information leaflet was distributed to approximately 565 households and absentee property owners in the vicinity of the reserve, along with 15 identified key stakeholder groups. There was a good response from the local community with a total of 82 residents returning the comment form, or responding by email or telephone message.
4. Overall we received a very positive response from the community with 60 residents (73 percent) clearly indicating their support for the plan, and many offering additional feedback on a variety of issues.

Support for proposal	Yes	No	Not indicated	Total
Number of responses	60	4	18	82
%	73%	5%	22%	100%

Although 18 submitters did not indicate their preference, their written or verbal comments indicate that 12 of these 18 related solely to the idea of a community garden. Of the other six, it appears that three are clearly in support of the plan and the remaining three have expressed reservations or raised issues.

5. In recognition of this feedback, the Transport and Greenspace Unit proposes to make some minor changes to the original proposal (refer to **attached** plans). The amendments proposed by staff are:
 - (a) The two groups of new tree plantings along the south east side of the park have been repositioned to give greater separation providing maximum open space while still providing shade.
 - (b) The proposed horse chestnut trees on the north-west side of the park will be replaced with an edible species, the sweet chestnut (*Castanea sativa*).
 - (c) Additional park seats will be provided throughout the park as funding permits.
 - (d) An additional pedestrian access point will be provided opposite the intersection of Denman and Van Asch Streets.
6. There was a high level of support for the proposed tree renewal programme and other landscape improvements with approximately 40 respondents making general positive comments about the proposal.

Tree and shrub plantings

7. There was generally a good level of support for the proposed tree and shrub plantings, although a range of issues were raised by respondents about these, including:

13. Cont'd

- (a) Seven respondents have expressed a preference for more, or only, native species to be used, with three respondents indicating that they did not support the proposed concept plan for this reason.
- (b) Some respondents expressed concern about the use of exotic deciduous tree species for other reasons including rate of growth, leaf fall, and suitability for shelter.
- (c) Eight respondents would like to see fruit and nut trees planted.

Use of exotic tree and shrub species

- 8. The use of exotic specimen trees and shelter/hedging trees is not considered inappropriate by Council officers in the context of a local urban sportsfield park which already has established plantings of similar species. Various exotic tree species have been chosen to retain and enhance the historical formal village green feel of St Leonard's Park (Square) and for a number of specific growth characteristics. In addition, many exotic species are just as effective at attracting and feeding birds as native species.
- 9. Most respondents supported the replacement of the aged Lombardy poplar trees along Campbell Street, and of the over-mature native planting along Denham Street, with pyramidal hornbeam trees (*Carpinus betulus Fastigata*). This is a neat medium upright tree with grey fluted trunk and oval ribbed leaves that is also suitable for close planting. It is deciduous but retains its brown leaves over winter when young. It is hardy and fast growing with fewer structural problems and lower maintenance requirements. This tree species considered to be in keeping with the formal village green style of this park and will serve the primary purpose of shelter. Close plantings of trees species provide more effective wind protection when the foliage filters rather than blocks the wind. Shelter is greater if the windbreak is partially permeable rather than too dense, as a too-dense barrier results in a more turbulent air movement downwind.
- 10. Exotic deciduous specimen trees have been chosen for other areas in the park because these are also in keeping with the village green style of the park and the existing trees along the St Leonard's Square frontage.
- 11. Deciduous smaller-sized exotic tree species have been proposed for the open space to the southeast side of the park to provide summer shade for park users, including sports spectators and playground visitors, without causing undue shading effects to both park users and nearby properties in the winter months. The tree groupings have been positioned (located at a sufficient distance from the boundaries), and are of a limited height, to avoid shading of, and preserve existing views from, the neighbouring dwellings, and also provide some mitigation of the view of the public toilet facilities from the neighbouring houses on Clark Street. The trees are also positioned clear of the rugby field boundaries. The tree species chosen are very hardy and drought resistant therefore are suitable for the environmental conditions on this side of the park.
- 12. Three submitters are opposed to planting of any trees along the south east side of the park on the basis that this space is required for sports practices and warm-ups, and for children playing. However, one other submission considers that this space should recognise other park users than sports. The proposed tree plantings along this boundary have been retained in the concept plan in recognition of the needs of other park users in providing shade for visitors including sports spectators and playground visitors, and also for aesthetic reasons in the overall design of the park. However the two groupings of new trees have been sited further apart (approximately 25 metres) to maximise separation and space without encroaching on the public toilets and the playground free space. The trees will be limbed up to maintain clear visibility and sight lines to the public toilet and playground areas.

13. Cont'd

Natives

13. Native species have been chosen for the street tree and shrub plantings. Native shrub species are being planted in the area of the Denman Street service vehicle entrance, under the existing Ngaio in the corner of the park as screening for the sewage pumping station, around the public toilet building, and along the south east boundary fence of the park. The plantings along the boundary fence-lines will be evergreen replicating that which has already been established. The height of these plantings will be no higher than the existing fences so will not shade adjoining properties. Nor will they prevent existing access to the reserve via boundary fence gates from the adjoining properties. Pohutukawa's are being planted along the street verges and, while slow growing, are suitable for this situation.
14. It should be noted that there are a lack of native tree species that will grow in open space as a specimen tree, that is, with a European style canopy and deciduous. In addition, all evergreen tree species also drop their leaves.

Fruit and nut trees

15. There were eight submissions in support of planting fruit and nut trees in the park in conjunction with the community garden proposal. Council arborists have advised that fruit and nut tree species would be unsuitable for the very harsh environmental conditions on the south east side of the park, and also for meeting the primary need for shelter along the two adjoining sides. Some nut trees such as chestnuts, walnuts and hazelnuts require less maintenance, so Council arborists have proposed that two edible sweet chestnut trees be planted on the north side of the park in place of the proposed new horse chestnut species.
16. There are a number of issues to be considered in planting fruit trees in public parks including:
 - (a) The high level of horticultural care, and a long period to establish, to the point where the trees produce fruit for harvest;
 - (b) The high ongoing maintenance requirements, for example, pruning, feeding and disease control;
 - (c) Park maintenance and public amenity issues, for example, fallen over-ripe fruit that rots on the ground, attracting wasps and flies, and gets trampled underfoot, and;
 - (d) Inequities in the distribution of fruit.

Timing of works

17. One submitter has raised concerns about the timing of the tree removal works and use of the sportsfields for summer cricket. Council officers and contractors will liaise with the sports clubs to ensure minimum disruption to their season.

Piping of drain

18. Four respondents have specifically indicated their support for the underground piping of the open drain on Campbell Street for safety and aesthetic reasons. However two others have expressed concern about the loss of the drain as a feature of the Sumner landscape, and another about secondary flow path modelling.
19. Current management practice is to either naturalise or pipe these open drains. In this situation, the road frontage is very narrow and there is insufficient space for naturalisation to be undertaken. The underground piping also allows the new trees to be planted in a different position and hence the fields to be extended.

13. Cont'd

20. Council Environmental Engineers have advised that the proposed works will provide at least equivalent runoff capacity to that provided by the present system but with reduced likelihood of blockage and greater ease of debris removal. In the event of a significant blockage the secondary flow will continue along the north side of Campbell Street then down Clark Street and along Colenso Street to Sumner Main Drain, and will do so without entering private property.

Concrete pads

21. While one submitter has expressed opposition to the removal of two of the concrete pads believing them to be of historic significance, another has suggested that of these all be removed. In preparing the draft concept plan, Council officers consulted with the Sumner Volunteer Fire Brigade and the sports clubs occupying the park. All were in agreement that the outermost two could be removed as they were no longer in use and had previously caused injuries to other park users due to their location within the playing fields.

Access, gateways and fencing

22. Support for improved access points was indicated by three submitters, with a further two suggesting the need for an additional one. As a result, an additional pedestrian access point will be provided opposite the intersection of Denman and Van Asch Streets to provide for a direct walking route across the park. Upgrading of entrances to accessibility standards, along with replacement of other fencing, will be undertaken as future funding permits. The fencing will be kept low and open, and in keeping with the style of the main entrance and gates, however it is not customary to provide detailed design in a proposed concept plan for consultation.

Parking issues

23. Five submitters supported the proposed improvements to carparking around the park. No specific comments were received from respondents about the proposed yellow line parking restrictions on the corner of Denman and Duncan Streets to address traffic flow and safety and parking.

Other services and facilities

24. 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.
25. The existing playground is not scheduled for upgrading or replacement on the current five year Capital Works Programme. An annual scheduled audit of the playground undertaken on 31 October 2007 showed the playground equipment to be in good condition, except for one repair that has since been completed, and no other problems, including with the general site layout, identified.
26. It was suggested by three respondents that more rubbish bins be provided on the north-east side of the park due to rubbish left by visiting sports team and spectators. This park currently has two rubbish bins located in high use areas next to the clubrooms and the playground which is consistent with current practice for a park of this size. Parks staff have not identified any problems with rubbish in this park, but have advised that sports clubs are responsible for removing their own rubbish from sportsfields. Staff would suggest that any specific problems with visiting sports teams could be addressed by communication and information. Recent trials have shown that sites without bins tend to clear of rubbish as people do take their rubbish away. Rubbish bins in public parks, especially those situated close to road frontages, also attract domestic household rubbish. It is also 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.

13. Cont'd

27. One submitter has requested additional facilities for dogs including drinking water, tie-up areas, and waste disposal. The current drinking fountain does not include a water bowl for dogs but when this is scheduled for replacement an upgraded model incorporating dog facilities will be considered. Provision of specific dog tie-up areas within the park is not considered practical as these locations would depend on where the owner wishes to stop. There are many alternatives within the park boundaries such as fence posts. Dog waste bin units i.e. "Doggie Doo bins" have proven very expensive to install and particularly to service so have been trialled only in areas of very high use such a dog parks and some regional park/beach areas. A small local sportsfield park such as St Leonard's Park would not merit the installation of one of these units. Many responsible dog owners already carry plastic bags and only need a standard rubbish bin for disposal or will take their waste home for disposal.

Community garden proposal

28. A total of 13 submissions were received from 11 households proposing or supporting the inclusion of a community garden in St Leonard's Park for a variety of reasons including allotment-type gardening, small section sizes, economic and health benefits, sustainable living, community development, and educational and fundraising opportunities. One submission was raised against the idea because it would encroach upon precious green space. It is noted that the inclusion of a community garden was not proposed in the draft landscape concept plan, but was identified by a local resident during the public consultation period.
29. It is the view of Council Officers that the idea of developing a community garden in Sumner has considerable merit but is not within the scope of the current capital development project for St Leonard's Park. This is primarily because a community garden would of necessity involve the approval of an occupation agreement, such as a lease, to be assigned to a legal identity who would then be responsible for the operation and management of the garden. Extensive further investigation and consultation on all options, including alternative locations, is necessary before an occupation agreement could be considered through a formal application process.
30. The current proposed landscape development plan is intended to address the need for major tree removal and replacement within the park, along with the opportunity to integrate with stormwater drainage and traffic improvements, and some minor landscape improvements. It will not involve any significant changes to the existing layout and uses of the park itself. In contrast, an occupation of the park by a community garden would comprise a major change to the existing use of the park which Council officers consider is best addressed within the context of a reserve management plan. There is a formal process to follow for a land occupation, including determining whether this proposed use, particularly if exclusive, is aligned to the vision, purpose, and management objectives for the park, and whether it would conflict with existing uses. Council officers are currently working on a Sports Parks Omnibus Management Plan under the Reserves Act 1977 to provide policies for the wider management of many of the City's sports fields including St Leonard's Park.
31. There is currently very limited open public space in the Sumner area, particularly flat reserve land. The projected increase in residential development and population growth in the Sumner area will place extra pressure on public reserve land, especially sports fields and other flat land. Sumner currently has a significantly higher increase in the under-14 year old age groups of the population compared to the city average. St Leonard's Park is the only sizeable area of flat reserve land in Sumner. The primary purpose of St Leonard's Park is as a sports park with long-established use by cricket and rugby. It is very well used, but is very tight on field space, leaving little room for other activities when the sports fields are in use.
32. Exclusive private use of park land for a community garden is likely to mean a significant loss of public open space in St Leonard's Park. Council Officers would therefore not support the occupation of the park by a community garden at the expense of public open space for other park users and members of the community. Officers would recommend the investigation of other potential locations, not necessarily on Council-owned land, in conjunction with other Units within Council.

13. Cont'd

33. It is also noted by Council officers that the community garden proposal has not been fully consulted upon within the immediate neighbourhood or wider Sumner community. The public information leaflet was distributed to approximately 565 households and absentee owners, along with 15 key stakeholder groups, but the draft landscape concept plan did not propose the inclusion of a community garden. Although 11 households have indicated interest in a community garden, this is a very small number given the distribution of the public information leaflet with the draft landscape concept plan to approximately 580 recipients, and in relation to the total population of Sumner. The majority of neighbours and other key stakeholders may be unaware of the proposal and have not been given the opportunity to give their views. Council officers would recommend that the need for a community garden in Sumner be ascertained by further investigation and wider consultation, that is, how many residents would be in support of the project, how many would commit to the project, and where is the most suitable location, cognisant to other peoples' needs in the area.
34. It would also appear from the additional written or verbal comments provided by submitters in support of the proposal that, although this is preliminary feedback, there are varying ideas of what purpose a community garden might serve and how one might be organised. Therefore there are numerous other issues to be addressed before any form of occupation agreement can be entered into, including:
- (a) Ascertaining the willingness of individual members of the community to commit in the longer term to a legal identity and occupation agreement responsible for the operation and management of the garden,
 - (b) The management structure and type of use, for example, exclusive private use or cooperative use,
 - (c) Equitable allocation of a limited land resource, input of labour and materials, and distribution of produce, including whether commercial sale or charitable distribution would be involved, and,
 - (d) Practical aspects such as vehicle access, horticultural practices on public land such including spraying and fertilising, and security, for example, installation, maintenance and removal of fencing would be at the occupier's own cost.
35. The approval of the amended landscape concept plan would allow the tree renewal programme to proceed but not preclude future investigation for the community garden purpose as the plan still retains open space along the south-east boundary.

Other issues

36. A number of issues that were raised by respondents were considered to be outside the scope of this particular project, including:
- (a) Extension or installation of new footpaths in Denman, Duncan and Campbell Streets,
 - (b) Traffic calming in surrounding streets,
 - (c) Provision of new street tree plantings in other streets,
 - (d) Removal of street trees in other streets,
 - (e) Footpath, tree and shrub maintenance in other areas, and,
 - (f) Leaf fall and street cleaning issues.

These issues have been referred to other teams within the Transport and Greenspace Unit for investigation.

13. Cont'd

37. All respondents 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. Details of the meeting were provided so that any interested people could attend.

FINANCIAL IMPLICATIONS

38. The current Greenspace Capital Works Programme has funding to undertake the tree renewal programme on St Leonard's Park as follows:

2008/09 \$25,000 (for tree removal and maintenance work)
2009/10 \$25,000 (for planting of new trees)

The current budget estimate for these works is \$50,000.

The current Greenspace Capital Works Programme has funding to undertake the piping of the drain on St Leonard's Park as follows:

2008/09 \$120,000

The current budget estimate for these works is \$120,000.

The Transport & Greenspace Unit has funding to install stopping restrictions on Denman Street and Duncan Street. The budget estimate for this work is \$60.

Other landscape improvements will be undertaken over a period of years as funding becomes available.

Do the Recommendations of this Report Align with 2006-16 LTCCP budgets?

39. As above.

LEGAL CONSIDERATIONS

40. No legal considerations have been identified.

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

41. No legal considerations have been identified.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

42. Parks, open spaces and waterways - pages 123-128

- (a) Safety – by ensuring our Parks, open spaces and waterways are healthy and safe places.
- (b) Governance – By involving people in decision-making about parks, open spaces and waterways.
- (c) City Development - By providing inviting, pleasant and well cared-for environments.

Measures and targets -

- (d) Customer satisfaction with appearance of parks and with range of recreational opportunities available within parks.
- (e) Playing fields per 1,000 sports participants.
- (f) Residents' satisfaction with the appearance of waterways and wetlands.

13. Cont'd

Renewals and replacements -

- (g) Assets are maintained in accordance with the parks, open spaces and waterways asset management plan, including tree replacement.

Do the recommendations of this report support a level of service or project in the 2006-16 LTCCP?

43. As above.

ALIGNMENT WITH STRATEGIES

44. This project has primary alignment with the following Council strategies and policies:

- (a) Safer Christchurch Strategy.
- (b) Parks & Waterways Access Policy
- (c) Environmental Policy Statement.

Do the recommendations align with the Council's strategies?

45. As above.

CONSULTATION FULFILMENT

46. Consultation was undertaken with the local community on the proposed concept plan for the tree renewal programme and landscape upgrade. The proposed concept plan was distributed to approximately 565 households and absentee property owners in the vicinity of the reserve, along with 15 identified key stakeholder groups. The plan was also available through local libraries and service centres, and the Councils 'Have Your Say' website. A total of 82 comment forms were returned. Overall a very positive response was received from the community.

STAFF RECOMMENDATION

It is recommended that the Board:

- (a) Approve the proposed St Leonard's Park tree renewal and landscape upgrade concept plan, amended as a result of community consultation, and the City Environment and Capital Programme Groups commence the construction programme.
- (b) Approve that the parking of vehicles be prohibited at any time on the north east side of Denman Street commencing at a point 18 metres north west of its intersection with Duncan Street and extending in a south easterly direction for a distance of 18 metres.
- (c) Approve that the parking of vehicles be prohibited at any time on the north side of Duncan Street commencing at a point 13 metres east of its intersection with Denman Street and extending in a westerly direction for a distance of 13 metres.

CHAIRPERSON'S RECOMMENDATION

That the staff recommendation be adopted.

13. Cont'd**BACKGROUND (THE ISSUES)****Tree renewal**

47. St Leonard's Park (Square) is a two hectare local sports park situated in Sumner, containing sportsfields and a sports pavilion, a playground, and public toilets. Planting of trees and shrubs is typically around the perimeter of the park, making an important contribution to the amenity of the local neighbourhood, and creating a sheltered and screened environment for both active and passive use throughout the seasons.
48. Two hundred and three (203) 'specimen' trees have been recorded in the park, of which one hundred and forty three (143) form the 'shelterbelt' of Lombardy poplars along the south-western boundary on Campbell Street. The other sixty (60) trees are predominantly an exotic mix of ash and elm with cherry and oak. The age and condition of the trees is variable with many requiring basic maintenance, or removal and replacement in some areas.
49. To ensure the ongoing amenity and safety for park users, there are a number of trees that have been identified for removal due to health and safety risks, and poor form or condition. The 'shelterbelt' of 143 Lombardy poplars along Campbell Street has had successive pruning and most of these trees are now in a declining condition, and are decayed and hazardous. The removal of these trees for safety reasons is now essential. Most of the newer tree plantings along the south-eastern boundary have not established well and require renewal also.
50. This project is driven mainly by the tree renewal programme but provides the opportunity to explore further enhancements and landscaping in keeping with the village green feel of this park. The landscape development concept plan highlights the tree removals and replacements, along with other opportunities for additional plantings along the north-western and eastern boundaries, and other potential improvements to infrastructure within and immediately outside the park environment. This enables the tree renewal project to be integrated with other projects in this area and look at the park as a whole. It also enables consultation to be undertaken with the community on one overall landscape development concept plan that incorporates these other aspects.

Traffic issues

51. The opportunity has also been taken by the Transport and Greenspace Unit (Networks Operations & Traffic Systems Team) to address traffic flow and parking issues on the Denman and Duncan Street side of the Park by formalising car-parking on this park frontage and installing parking restrictions around the intersection opposite.
52. The width of the roadway at the 45 degree corner where Denman and Duncan Streets intersect varies between 5.7 and six metres in width. Vehicles parking on both sides of the road on the approach to this intersection severely restrict the visibility of motorists approaching the intersection, and can cause vehicles to have to cross the centreline to get around the corner.
53. It is proposed to install right angle parking bays in the grass berm area in Denman Street outside the park. The width of the road outside these parking bays is approximately 7.3 metres to the kerb opposite. The desirable manoeuvre space accepted laid down in the *Guide to Austroads Traffic Engineering Practice* for vehicles reversing out of angled parking bays is 5.8 metres to the road centreline. This leaves 2.5 metres for vehicles travelling east on Denman Street to safely get past. Any vehicles parking opposite the parking bays will restrict the movement of the through, or the manoeuvring, vehicle.
54. The prohibiting of vehicles from parking on the north side of Denman Street opposite these angled parking spaces will provide space for the reversing vehicles and the through vehicles. This will allow vehicles to drive around the bend without the visibility of the driver being impaired by parked vehicles, and also mean that the road width is not reduced on the corner thereby causing vehicles to have to cross over the centreline to get around the corner.



ST LEONARDS SQUARE - LANDSCAPE PLAN

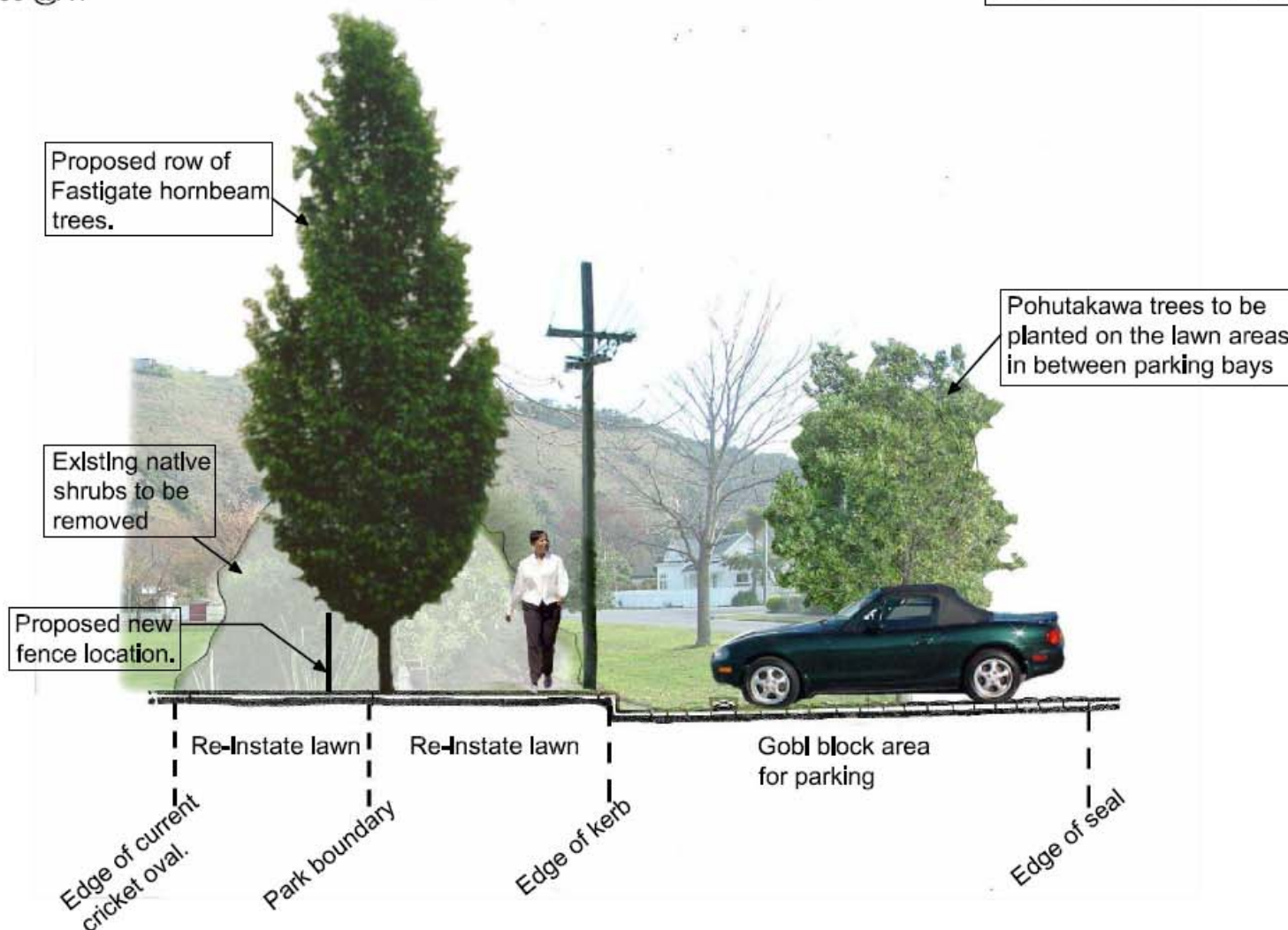
FOR BOARD APPROVAL

Original Plan Size: A3
ISSUE 28/8/08
Scale 1:750

Cross-section 1 - Denman/Duncan Street frontage

Scale approx 1:100 @A4

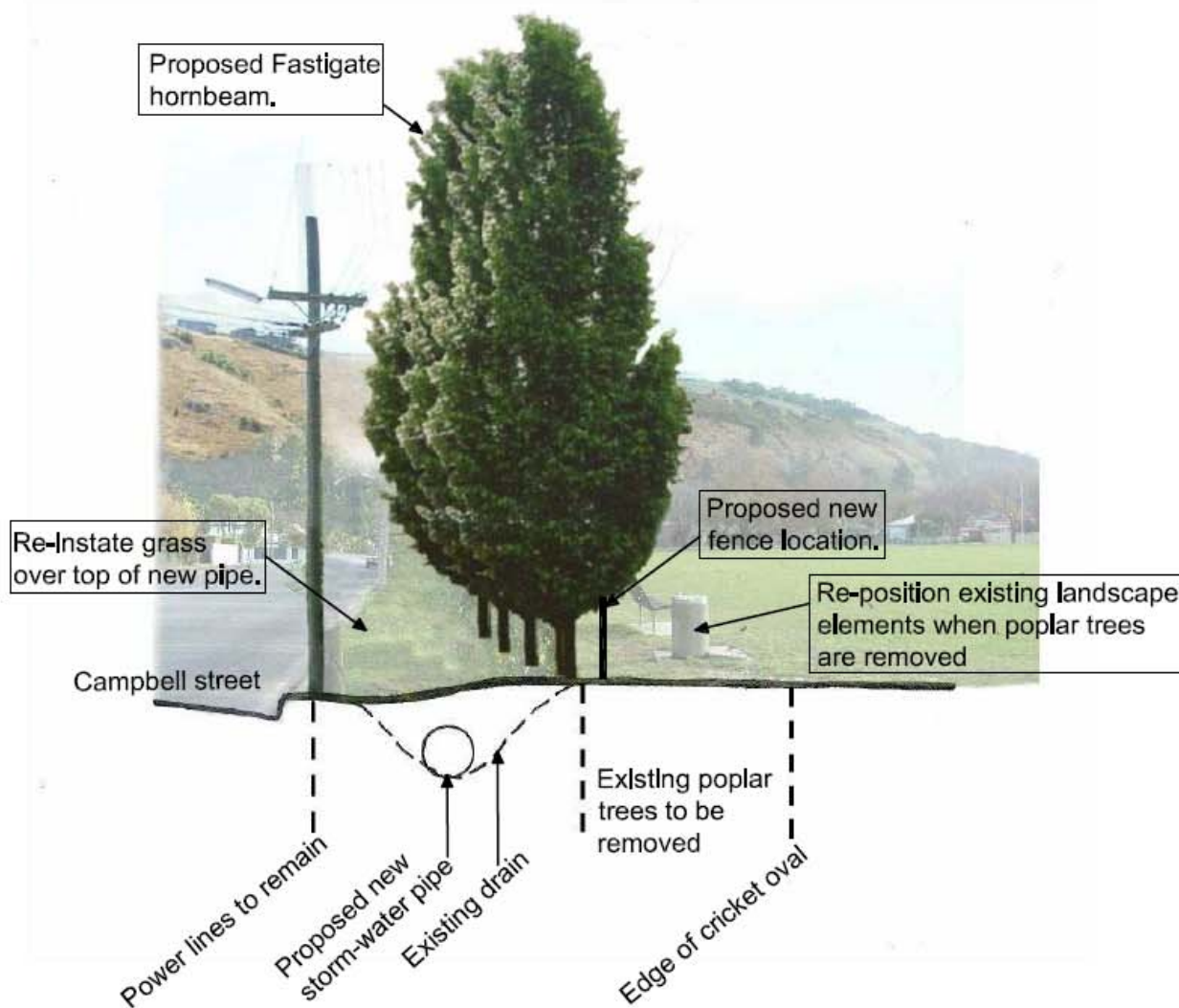
Please note: Cricket oval will be extended approximately 1.9m



Cross-section 2 - Campbell Street edge

Scale approx 1:100 @A4

Please note: Cricket oval will be extended approximately 2m





14. BRIDLE PATH ROAD AREA PLAN

General Manager responsible:	General Manager Strategy & Planning, DDI 941 8281
Officer responsible:	Liveable City Programme Manager
Author:	Ivan Thomson, Principal Professional Advisor; Dale Harris, Assistant Policy Planner

PURPOSE OF REPORT

1. The purpose of this report is to seek the Hagley/Ferrymead Community Board's support for the adoption of the Bridle Path Road Area Plan by the Council. The Plan provides the development framework for a change to the City Plan to remove the 'deferred' status from the Living HA Zone located adjacent to Bridle Path Road in the Heathcote Valley.

EXECUTIVE SUMMARY

2. The Bridle Path Road Area Plan covers the 19.9 hectare 'deferred Living HA Zone' on the lower slopes of the Heathcote Valley (refer **attachment 1**), and provides the framework for land use planning and public expenditure in this zone. Its purpose is to:
 - (i) ensure future residential development is integrated into the local environment and adjoining land uses;
 - (ii) co-ordinate the provision of infrastructure and hazard mitigation works;
 - (iii) protect intrinsic values such as landscape and heritage features.

The Area Plan contains objectives and implementation methods designed to achieve this purpose, and has been finalised following community input to the draft Plan during April to May 2008.

3. The deferred Living HA Zone arose from a Consent Order issued by the Environment Court in 2001 which required the resolution of several issues prior to the deferred zoning being uplifted. These issues have been resolved through the Area Plan process, which also provides the platform for a proposed change to the City Plan to amend the zoning, and sets the resource management framework for the future development of this site. The Consent Order also noted that a variant of the Living HA Zone could be established, and much of the work that has gone into this Plan has been in relation to determining what variant (if any) would be appropriate.

Consultation on the Draft Area Plan

4. A 'Draft' Bridle Path Area Plan was adopted by the Council for public consultation at its meeting on 27 March 2008. The Draft Plan sought public feedback on four development options and flagged 'Option 2' as the preferred option for future development of this area (refer **attachment 2**). Option 2 was preferred mainly because it offered the least expensive rockfall mitigation option (earth bunding), thereby minimising the risk to Council should circumstances arise that required the Council to pay for the mitigation. An overall summary of the options that were considered in the Draft Area Plan is attached, (refer **attachment 3**).
5. A report on public feedback to the Draft Area Plan was presented to the October meeting of the Planning and Regulatory Committee. Public feedback generally supported a variant of the preferred option 'Option 2', but most submitters sought a lower density of development than proposed in order to reduce the impact of this development (eg visual amenity, traffic, stormwater runoff etc) on the character of the Heathcote Valley. Directly affected landowners also requested that development be permitted further up-hill than depicted in Option 2.

14. Cont'd

Further site investigations (geotechnical and landscape assessments)

6. Implicit in the feedback received was a potential tension between densities (lot sizes), the number of lots that could be created, and the efficient use of the site. The development proposal in 'Option 2' was subsequently re-examined, and further investigations into rockfall mitigation were undertaken to establish whether more land could be developed without increasing the risk of property damage or injury from rockfall. The revised geotechnical investigation indicated that an 'earth bund' could be installed at a higher elevation than originally thought, enabling development to extend further up-hill without incurring additional mitigation costs (refer **attachment 4**). A landscape evaluation was then carried out to assess the effects of extending development further up-hill, and whether the visual effects of the bunding could be mitigated. This evaluation concluded that, in principle, such an extension could occur without compromising the objectives and policies in the City Plan, and any visual effects of bunding could be mitigated.
7. Because the Area Plan will form the basis of a Plan Change prepared in accordance with the Resource Management Act 1991, these new findings will be important considerations. In adopting the Area Plan, the Council has to be satisfied that it will be supported by a Section 32 assessment, particularly in respect to the objectives and policies of the City Plan. The technical work done as part of preparing the Area Plan, particularly around rockfall mitigation and landscape, will form part of this assessment. Although the Area Plan sets out the preferred development plan for the Plan Change, this will not preclude a future hearings panel or (potentially) the Environment Court reaching a different conclusion as a result of any submissions or appeals to this change.

Amended development option

8. In coming to a preferred land use option for the Bridle Path Road site, considerable weight has been given to the conclusions in the new geotechnical and landscape assessments. This has resulted in the preferred upper boundary of development being moved to the position shown as approximately the 50 metres contour on the map in **attachment 4**. Although the developable area has been increased in the final Plan, the average density has been reduced in response to the concerns raised during community consultation. The Area Plan therefore proposes a range of lot sizes across the site, ranging from around 650 square metres lots between the Bridle Path Road frontage the proposed waterway corridor/20 metre contour (whichever is higher up-slope), up to 1,500 square metres adjoining the rural land (upper slopes) above. The anticipated yield is approximately between 70 and 90 sections, notably less than Option 2 (100 – 135 sections).

Implementation

9. The Plan relies on several methods for its implementation, including rules in the City Plan, land acquisition, environmental compensation, and covenants imposed by the developer(s). However, the key instrument for creating a coordinated development is a requirement, enforced through a rule in the City Plan, to adhere to an Outline Development Plan (ODP). The functions of the ODP are:
 - (i) to prevent ad hoc subdivision by individual land owners, leading to a disjointed development;
 - (ii) to manage the sequence of development so that it is integrated with roading, infrastructure, and hazard mitigation works;
 - (iii) to identify linkages, open space, hazard mitigation measures, and any other features that need to be protected from the effects of development.
10. An important part of the Area Plan's implementation is to ensure that the initial costs of establishing rockfall hazard mitigation lie with the developer(s). Any lots deemed to be at risk from rockfall will not be approved until the Council is satisfied that adequate mitigation measures have been put in place.

14. Cont'd

11. Once adopted, the Area Plan will be a document that will have status as a strategy or management plan that Council will have regard to when considering whether or not to grant resource consent(s), and for preparing changes affecting the land.

FINANCIAL IMPLICATIONS

12. There is a risk that the costs to developers could prove too onerous, or there could be difficulties in getting consent from each of the landowners on whose land the hazard mitigation works will be located. In these situations the Council may be asked in the future to decide whether to fund some or all of the work and recoup costs through financial contributions. This cost is potentially recoverable from developers via financial contributions under the RMA, imposed as conditions of consent, however a change to the City Plan would be required as no provision for such financial contributions currently exists for this area. This expenditure would also have to be provided for in the LTCCP, which may lead to delays in getting the development underway. It is also noted that constructing rockfall mitigation for the benefit of a highly localised area is not a project that is compatible with the Development Contributions Policy.
13. The ongoing cost of maintaining the rockfall mitigation measures has been estimated at \$2,000 to \$3,000 per annum. This ongoing cost cannot realistically be passed on to future landowners, as past Council experience has been that landowners are not diligent in voluntarily maintaining such structures. As these costs are currently not budgeted for, they will need to be included in the LTCCP.
14. Stormwater disposal is a major infrastructure cost in the Bridle Path area, however there is already provision in the Capital Works Programme for an integrated drainage scheme for the Heathcote Valley. Funding for stormwater improvements in the wider Heathcote catchment comes from development contributions.
15. Land for a proposed naturalised waterway link between the south boundary of the Area Plan and Morgan's Valley Road is currently being purchased by the Council and the formation of this link will be funded through development contributions. The formation of an internal road, adjacent to this waterway, will be the responsibility of the developer.

Do the Recommendations of this Report Align with 2006-16 LTCCP Budgets?

16. Currently there are no anticipated changes needed to the LTCCP other than provision for some operational funding for maintenance of hazard mitigation works (refer paragraph 13).

LEGAL CONSIDERATIONS

17. There are three key legal issues concerning the management of the rockfall hazard:
 - (a) Whether the Council is liable for damages due to a rock falling from Council owned land above the proposed development;
 - (b.) Whether the Council is liable for costs in mitigating this hazard in the context of future development;
 - (c) Whether the Council is liable to compensate land owners for "lost" development rights if a dispute arises over the costs or responsibilities of installing mitigation measures.

These matters were traversed at length in a separate report: Bridle Path Road – Options for Zoning, Hazard Mitigation and Hazard Mitigation Funding, presented to the 27 March 2008 Council meeting that specifically dealt with the hazard mitigation issues for this area. The relevant material is reproduced in **attachment 5**.

Have you considered the Legal Implications of the Issue Under Consideration?

18. Yes, see Paragraph 17 above.

14. Cont'd

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

Do the recommendations of this report support a level of service or project in the 2006-16 LTCCP

19. Yes. The Area Plan will directly or indirectly support projects and activities under 'City Development', and 'Parks Open space and Waterways'.
20. No provision has been made for any potential cost of hazard mitigation works and/or land acquisition to accommodate it. Provision will need to be made in the 2009-19 LTCCP.

ALIGNMENT WITH STRATEGIES

Do the recommendations align with the Council's strategies?

21. The relevant Council strategies are as follows:
 - Greater Christchurch Urban Development Strategy (UDS). The Bridle Path Road Area Plan is within the proposed urban limits delineated in Proposed Change 1 to the Regional Policy Statement (RPS) and is therefore not subject to the provisions in that Change relating to new greenfields development.
 - City Plan. The Area Plan achieves several City Plan objectives and polices concerning urban growth, diversity of living environments, rural amenity values, environmental effects, subdivision and development, natural features, amenity value, significant trees, roading and access, water supply, sewage disposal, financial contributions, and the natural environment.
 - Heathcote Valley Floodplain Management Strategy. One of the main objectives of this strategy is to improve the functioning of the Heathcote River by reducing peak flood levels as a result of upgrades to the stormwater system in the vicinity of the Bridle Path area.
 - Waterways and Wetlands Natural Asset Management Strategy 1999. Heathcote Valley lies within the 'Project Area 1A' Port Hills. A new waterway corridor will add to the linkage between the Port Hills, Morgans Valley, and the stormwater retention ponds/waterways and wetlands restoration on the valley floor.
22. Amongst other strategies, the Area Plan will improve linkages such as cycleways, and walkways to the Port Hills, surrounding neighbourhoods and other green spaces, using where possible waterway corridors within the Area Plan.

CONSULTATION FULFILMENT

23. Council staff have maintained frequent contact with stakeholders through public meetings and telephone calls. In April and May 2008, the Draft Area Plan was made available for public consultation with landowners and the wider community by:
 - (i) sending a letter and copy of Draft Area Plan to directly affected parties and residents association;
 - (ii) making copies of the Draft Area Plan (including a summary document) available via usual Council channels: services centres, website, 'Have your Say' etc;
 - (iii) meeting with directly affected parties;
 - (iv) providing opportunities for public feedback through feedback forms and the Council website.
24. Mahaanui Kurataiao Ltd (MKT) has informed the Rapaki Runanga of the existence of the Plan and has been kept informed of the process to date.

14. Cont'd

25. Any member of the public will be entitled to make a submission and be heard on the Plan Change once it is notified.

STAFF RECOMMENDATION

26. That the Hagley/Ferrymead Community Board support the adoption of the Bridle Path Road Area Plan by the Council.

CHAIRPERSON'S RECOMMENDATION

For discussion.

14. Cont'd

ASSESSMENT OF OPTIONS

27. Two principal options have been considered: the recommended option in this report, and the preferred option ('Option 2') that was included in the Draft Area Plan circulated in April for public consultation.

Recommended option

This option allows residential development up to the toe of rockfall protection structures (refer Appendix 4), at higher density than usual LHA densities but significantly lower than the Living 1 zone standard. Between 70 and 100 lots will be created, with a gradation of densities from 650 square metres fronting Bridle Path Road to 1500 square metres at the upper boundary.

	Benefits (current and future)	Costs (current and future)
Social	Lower average density and less households moderates the potential impact on the Heathcote Valley School.	No significant difference from other option.
Cultural	No discernable benefits or advantages compared to the other option.	No discernable costs or disadvantages compared to the other option.
Environmental	Lower average density will soften effects of buildings on the landscape and will reduce potential traffic movements on surrounding network.	Potential for adverse visual affects by allowing development higher up-slope than the other option, particularly if not supported by suitable landscape controls.
Economic	Possible economic spin-offs for local businesses.	<ul style="list-style-type: none"> Some operational costs for on-going maintenance of mitigation works, but no different to alternative option. Lower section yields may reduce developers' margins.

Extent to which community outcomes are achieved:

This option will contribute in part to the achievement of:

- A safe city, where risks from hazards are managed and mitigated.
- A city of people who value and protect the natural environment, by actively working together to protect, enhance, and restore our environment for future generations.
- A well governed city, where decision makers manage public funds responsibly, responding to current needs and planning for the future.
- A healthy city in providing water quality, proposed cycleways, walkways and recreation areas, encouraging physical activity.
- A city for recreation, fun, and creativity in providing proposed cycleways, walkways and recreation areas, encouraging physical activity.
- An attractive and well designed city, through comprehensive planning, the provision of open space and recreation networks.

Impact on the Council's capacity and responsibilities:

This option will slightly reduce the funding base for the Heathcote Valley drainage scheme compared to the Draft Option 2.

Effects on Maori:

The Council aims to achieve the objectives of Iwi Management Plans in relation to water discharge and quality, particularly into and from natural waterways. No known recorded association of particular area with Ngai Tahu, although Heathcote Valley floor has sites of known archaeological association.

14. Cont'd

Consistency with existing Council policies:

Option consistent with relevant Council policies:

- Supports the Council's City Plan Urban Growth Objective 6.1, the Greater Christchurch Urban Development Strategy, and the proposed Change No 1 to the Canterbury Regional Policy Statement.
- Supportive of Port Hills, Open Space policies, landscape and urban design principles.

Views and preferences of persons affected or likely to have an interest:

Landowners/ potential developers have not had this proposition put to them as part of consultation on the Draft Plan. It is, however, a variant of Options 2 and 4 in the Draft Plan. Landowners are likely to be supportive and the local community will support lower density but may have mixed views on moving the upper limit to higher position.

Other relevant matters:

Not applicable.

Option 2 – as per the Draft Area Plan

This option would allow for significantly higher density development than otherwise provided for under the LHA zone, with between approximately 100 and 135 lots with section sizes more aligned to Living 1 and Living H zones. Development would be limited to area below the low hazard line, and would be contained primarily on the flatter, lower slopes.

	Benefits (current and future)	Costs (current and future)
Social	Provides more households within the city; increases housing supply; may contribute to more cohesive community in Heathcote Valley and contribute to viability of community networks and local, businesses	Will potentially put more pressure on Heathcote valley School, but little significant difference with final option. .
Cultural	No discernable benefits	No discernable costs
Environmental	<ul style="list-style-type: none"> • Balance of land can be used for visual, amenity and possible recreation purposes. • Slightly better in terms of sustainable development potential, for example more energy efficient in potential use of public transport. 	<ul style="list-style-type: none"> • Less opportunity for open space and amenity within subdivision. • Area surrounded by varying residential development densities. Therefore higher density may appear visually inconsistent.
Economic	<ul style="list-style-type: none"> • Development and mitigation costs per lot are lower for this option • Greater 'pool' of developments contributing to both the area's drainage scheme and rockfall mitigation. • Possible economic spin-offs for local businesses. 	<ul style="list-style-type: none"> • Some operational costs for on-going maintenance of mitigation works but no different to alternative option. • Development kept on the lower slopes thereby reducing opportunities for views and more marketable sections. This will also affect returns for landowners.

14. Cont'd

Extent to which community outcomes are achieved:

This option will contribute to the achievement of:

- A safe city, where risks from hazards are managed and mitigated.
- A city of people who value and protect the natural environment, by actively working together to protect, enhance, and restore our environment for future generations.
- A well governed city, where decision makers manage public funds responsibly, responding to current needs and planning for the future.
- A healthy city in providing water quality, proposed cycleways, walkways and recreation areas, encouraging physical activity.
- A city for recreation, fun, and creativity in providing proposed cycleways, walkways and recreation areas, encouraging physical activity.
- An attractive and well designed city, through comprehensive planning, the provision of open space and recreation networks.

Impact on the Council's capacity and responsibilities:

This option will increase the funding base for the Heathcote Valley drainage scheme with no significant increase in the scheme's cost, and bring about a scheme to better manage and mitigate the risk of flooding in the Heathcote Valley; risk and management of rockfall hazard from Council land above the site.

Effects on Maori:

The Council aims to achieve the objectives of Iwi Management Plans in relation to water discharge and quality, particularly into and from natural waterways. No known recorded association of particular area with Ngai Tahu, although Heathcote Valley floor has areas of known archaeological association.

Consistency with existing Council policies:

Option consistent with relevant Council policies:

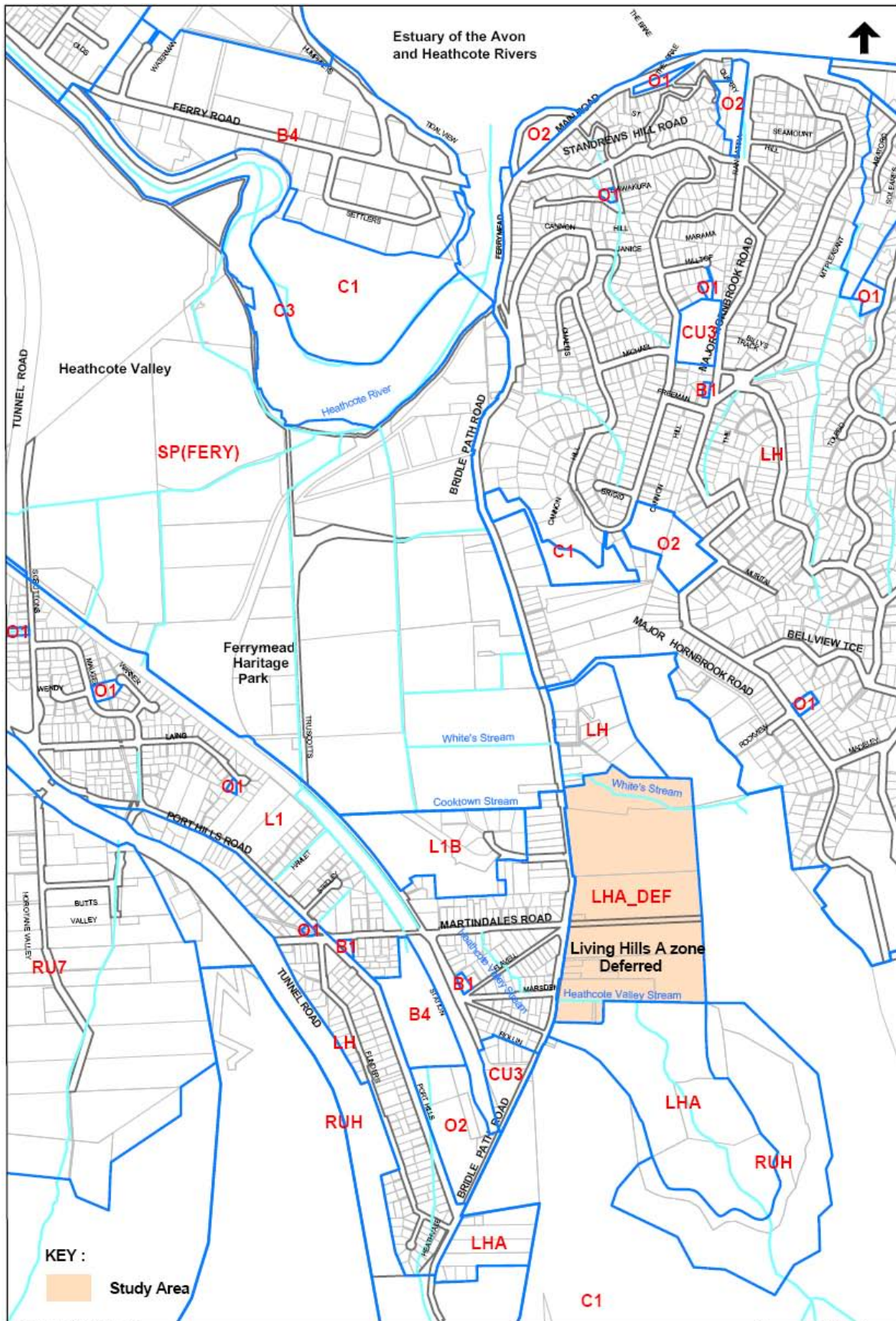
- Supports the Council's City Plan Urban Growth Objective 6.1, the Greater Christchurch Urban Development Strategy, and the proposed Change No 1 to the Canterbury Regional Policy Statement.

Views and preferences of persons affected or likely to have an interest:

Landowners and the wider community have been consulted by letter, newsletter, telephone and public meetings, most recently in April 2008 when the Draft area Plan was released for public input. Option 2 was identified as the preferred option in that document.

Other relevant matters: Not applicable.

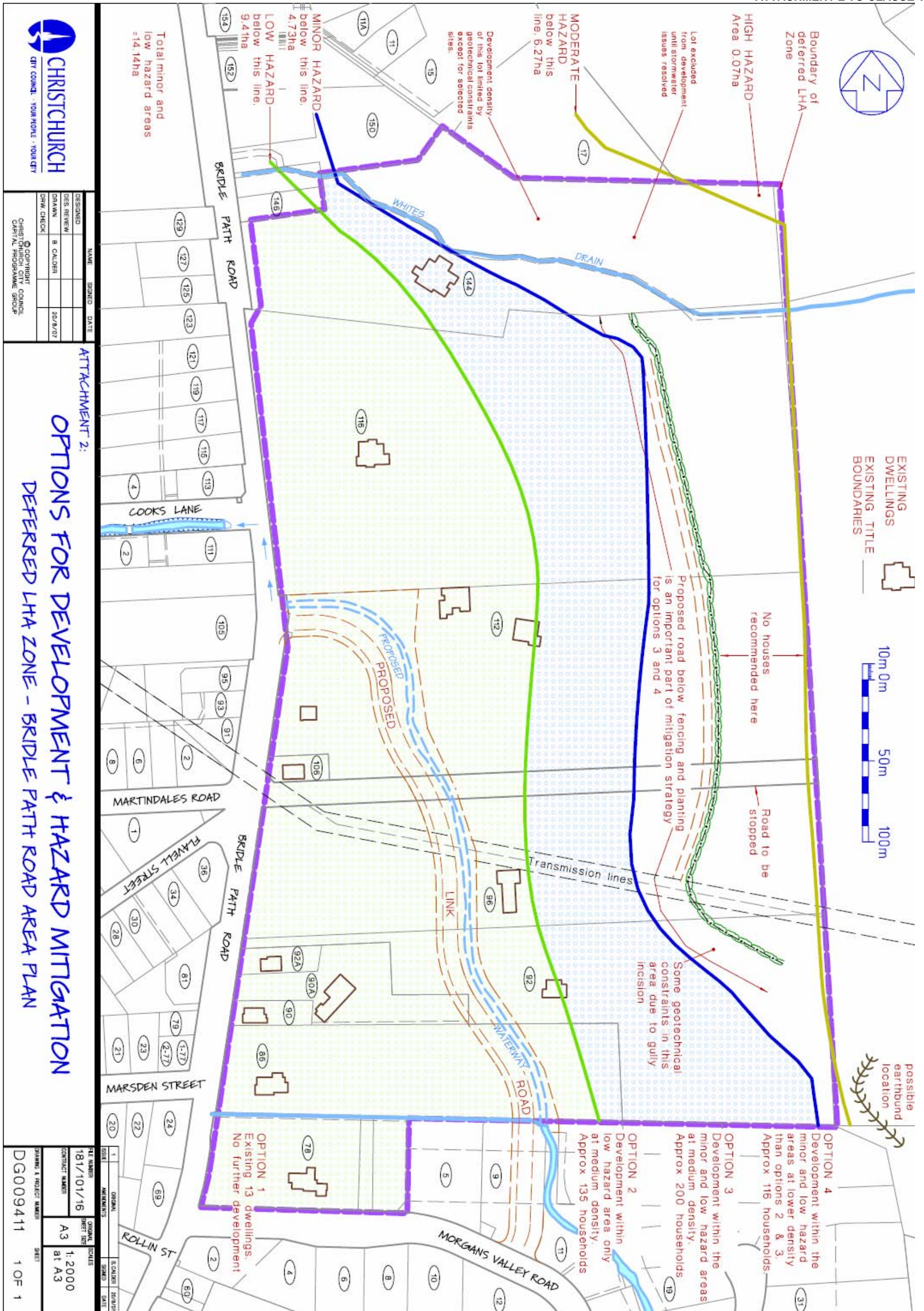
Attachment 1:



Geodata Services
Christchurch City Council

Map: ap001707.gws
Date: 25/07/03

Deferred Living Hills A Zone, Bridle Path Road Locality and Zoning Map



CHRISTCHURCH CITY COUNCIL · YOUR MOBILE · YOUR CITY

DESIGNED	NAME	SIGNED	DATE
DES REVIEW			
DRAWN	B CALDER		20/9/07
DWG CHECK			

GOVERNMENT COUNCIL CHRISTCHURCH CAPITAL PROGRAMME GROUP

ATTACHMENT 2:

OPTIONS FOR DEVELOPMENT & HAZARD MITIGATION
DEFERRED LHA ZONE - BRIDLE PATH ROAD AREA PLAN

FILE NUMBER	ORIGINAL SCALES
181/101/16	1:2000
CONTRACT NUMBER	A3
DRAWING & PROJECT NUMBER	BT A.3

DG009411 1 OF 1

ATTACHMENT 3 - ASSESSMENT OF OPTIONS FOR DRAFT AREA PLAN

Option 2 Preferred option –

Allows for higher density development than otherwise provided for under the LHA zone, limited to below the low hazard line with a bund as rockfall mitigation at the developers responsibility and cost.

	Benefits (current and future)	Costs (current and future)
Social	Higher than LHA density provides more households within the city; increases housing supply; may contribute to more cohesive community in Heathcote Valley and make schools, businesses etc more viable.	Development costs for landowners and potential landowners may be higher eg foundations. Amount of development less than that on flat land with medium density development, given infrastructure requirements eg waterway, link road.
Cultural	.	Less opportunity for open space and amenity within subdivision although compensated for by upper slopes being free from development. Improved facilities may be required. Some facilities running at capacity eg St Mary's Church Hall.
Environmental	Provides housing in a rural area surrounded by varying residential development densities. Therefore higher density may not appear visually inconsistent. Less hazard mitigation work required. Bunding only required as opposed to fencing and planting as less probability of rockfall in this area, and rock fall slows further down slope. Balance land for visual, amenity and possible recreation purposes. Development kept off upper slopes, as more difficult to develop.	Development kept on the lower slopes thereby reducing opportunities for views.
Economic	Higher development contributions for reserves and open space development on the Port Hills. More sustainable development eg more energy efficient in potential use of public transport, less car miles travelled than from outlying suburbs or Greenfield areas. Work such as waterway already planned and budgeted for and which can cope with forecast increase in households. Greater 'pool' of developments contributing to both the area's drainage scheme and rockfall mitigation. Cost of hazard mitigation approximately half that of other development options - three and four, although the cost per household not significantly different from other options.	Some operational costs for on-going maintenance of mitigation works.
Extent to which community outcomes are achieved:		
This option will contribute to the achievement of: <ul style="list-style-type: none"> • A safe city, where risks from hazards are managed and mitigated. • A city of people who value and protect the natural environment, by actively working together to protect, enhance, and restore our environment for future generations. 		

- A well governed city, where decision makers manage public funds re: **ATTACHMENT 3 TO CLAUSE 14** needs and planning for the future.
- A healthy city in providing water quality, proposed cycleways, walkways and recreation areas, encouraging physical activity.
- A city for recreation, fun, and creativity in providing proposed cycleways, walkways and recreation areas, encouraging physical activity.
- An attractive and well designed city, through comprehensive planning, the provision of open space and recreation networks.

Impact on the Council's capacity and responsibilities:

This option will increase the funding base for the Heathcote Valley drainage scheme with no significant increase in the scheme's cost, and bring about a scheme to better manage and mitigate the risk of flooding in the Heathcote Valley; risk and management of rockfall hazard from Council land.

Primary alignment with Community Outcome, City Development, City Plan Urban Growth Objective 6.1. Aligns with Proposed Policy 2 of draft proposed Change No 1 to the Canterbury Regional Policy Statement.

Refer to legal considerations section for analysis of these responsibilities.

Effects on Maori:

The Council aims to achieve the objectives of Iwi Management Plans in relation to water discharge and quality, particularly into and from natural waterways.

No known recorded association of particular area with Ngai Tahu, although Heathcote Valley floor has areas of known archaeological association.

Consistency with existing Council policies:

Option specifically consistent with relevant Council policies:

- Greater Christchurch Urban Development Strategy - takes into account development options for Greenfield development areas and proposed change No.1 to the Regional Policy Statement.
- Development Contributions Policy, in relation to providing reserves and network infrastructure to service growth; and,

Views and preferences of persons affected or likely to have an interest:

Landowners have been regularly consulted by letter, newsletter, telephone and public meetings, most recently on 10 May 2007 particularly in regard to Option 4. Option 2 was raised at the Council seminar on 15 May however has not been specifically presented to landowners. This option will be made available to landowners when the draft Area Plan is made available for public comment.

Other relevant matters:

Purchase or vesting land for mitigation works, undeveloped land on upper slopes as reserve.

Option 1 - Maintain the Status Quo (if not preferred option)

No further development in the deferred LHA zone. Maintain existing 13 dwellings.

	Benefits (current and future)	Costs (current and future)
Social	Lifestyle choice retained	Landowner expectations and Environment Court Consent Order conditions not met. Housing need of city not assisted in being met.
Cultural	None	None
Environmental	More visual open space on Port Hills, though in private use.	No direct costs.
Economic	Nothing specific	Land not effectively or efficiently used. Work such as waterway already planned and budgeted for. Lower rating base to recover costs from.

Extent to which community outcomes are achieved:

This option will contribute less than Option 2 to the achievement of:

- A safe city, where risks from hazards are managed and mitigated.
- A city of people who value and protect the natural environment, by actively working together to protect, enhance, and restore our environment for future generations.
- A well governed city, where decision makers manage public funds responsibly, responding to current needs and planning for the future.
- A healthy city in providing water quality, proposed cycleways, walkways and recreation areas, encouraging physical activity.
- A city for recreation, fun, and creativity in providing proposed cycleways, walkways and recreation areas, encouraging physical activity.
- An attractive and well designed city, through comprehensive planning, the provision of open space and recreation networks.

Impact on the Council's capacity and responsibilities:

This option will increase the Council's share of the Heathcote Valley Drainage Scheme as there will be fewer Development Contributions.

Refer to legal considerations section for analysis of these responsibilities.

Effects on Maori:

The Council aims to achieve the objectives of Iwi Management Plans in relation to water discharge and quality, particularly into and from natural waterways.

No known recorded association of particular area with Ngai Tahu, although Heathcote Valley floor has sites of known archaeological association.

Consistency with existing Council policies:

Inconsistent with Greater Christchurch UDS, City Plan Urban Growth Objective 6.1, UDS and RPS Proposed Plan Change No. 1 in particular.

Views and preferences of persons affected or likely to have an interest:

Landowners/developers unlikely to support this option as expectation for development through Consent Order and subsequent discussions by the Council with landowners. Landowners are likely to suffer a loss of public confidence in the planning process provided by the Council.

Other relevant matters:

Purchase or vest undeveloped land on upper slopes as reserve.

Option 3

Development within both minor and low hazard areas at higher density than usual LHA densities. Rockfall hazard mitigation by fencing and planting. Cost to developers approximately \$1.04 million + GST. No development in moderate or high hazard areas.

	Benefits (current and future)	Costs (current and future)
Social	Higher than LHA density provides more households within the city; increases housing supply; may contribute to more cohesive community in Heathcote Valley and make schools, businesses etc more viable.	Development and hazard mitigation costs increase on steeper land
Cultural	More people in Heathcote Valley supporting the valley's facilities.	Less opportunity for open space and amenity within subdivision although compensated for by upper slopes being free from development. Improved facilities may be required. Some facilities running at capacity eg St Mary's Church Hall.
Environmental		Loss of visual amenity and need for greater hazard mitigation eg higher retaining walls to protect development closer to rockfall hazard.
Economic	Higher development contributions for reserves and open space development on the Port Hills. More sustainable development eg more energy efficient in potential use of public transport, less car miles travelled than from outlying suburbs or Greenfield areas. Work such as waterway already planned and budgeted for and which can cope with forecast increase in households. Greater 'pool' of developments (than Options 2, 4), contributing to both the area's drainage scheme and rockfall mitigation.	Development and mitigation costs for developers higher than for Option 2, although lot yield higher than Option 4 therefore potentially lower cost per lot.

Extent to which community outcomes are achieved:

This option will contribute in part to the achievement of:

- A safe city, where risks from hazards are managed and mitigated.
- A city of people who value and protect the natural environment, by actively working together to protect, enhance, and restore our environment for future generations.
- A well governed city, where decision makers manage public funds responsibly, responding to current needs and planning for the future.
- A healthy city in providing water quality, proposed cycleways, walkways and recreation areas, encouraging physical activity.
- A city for recreation, fun, and creativity in providing proposed cycleways, walkways and recreation areas, encouraging physical activity.
- An attractive and well designed city, through comprehensive planning, the provision of open space and recreation networks.

Impact on the Council's capacity and responsibilities:

Higher costs associated with development on land subject to higher risk from rockfall hazard and associated higher mitigation, and, ongoing maintenance costs.

This option will increase the funding base for the Heathcote Valley drainage scheme with no significant increase in the scheme's cost, and bring about a scheme to better manage and mitigate the risk of flooding

in the Heathcote Valley; risk and management of rockfall hazard from Council land.

Refer to legal considerations section for analysis of these responsibilities.

Effects on Maori:

The Council aims to achieve the objectives of Iwi Management Plans in relation to water discharge and quality, particularly into and from natural waterways.

No known recorded association of particular area with Ngai Tahu, although Heathcote Valley floor has sites of known archaeological association.

Consistency with existing Council policies:

Supports the Council's City Plan Urban Growth Objective 6.1, the growth strategy for the Greater Christchurch Urban Development Strategy, and, the proposed Change No 1 to the Regional Policy Statement.

Supportive to a degree of Port Hills, Open Space policies, landscape and urban design principles.

Option more specifically consistent with relevant Council policies:

- Development Contributions Policy, in relation to providing reserves and network infrastructure to service growth

Views and preferences of persons affected or likely to have an interest:

Landowners/ potential developers have not had this proposition of higher density put to them as it followed on from the Council Seminar, after the meeting with them. Likely to give some landowners a greater advantage than others, as the benefits of high density development will not be spread evenly across all landowners.

Other relevant matters:

Purchase or vest land for mitigation works, undeveloped land on upper slopes as reserve.

Option 4

Development within both Minor and Low hazard areas at lower density similar to Living Hills A zone hillslope densities. Mitigation costs of \$1.04 million + GST to be developers' expense.

	Benefits (current and future)	Costs (current and future)
Social	Higher than LHA density provides more households within the city; increases housing supply; may contribute to more cohesive community in Heathcote Valley and make schools, businesses etc more viable.	Development and hazard mitigation costs increase on steeper land.
Cultural	More people in Heathcote Valley supporting the valley's facilities.	Less opportunity for open space and amenity within subdivision although compensated for by upper slopes being free from development. Improved facilities may be required. Some facilities running at capacity eg St Mary's Church Hall.
Environmental	Some development contributions for reserves and open space development on the Port Hills.	Loss of visual amenity and need for greater hazard mitigation eg higher retaining walls to protect development closer to rockfall hazard.
Economic	More sustainable development – eg more energy efficient in potential use of public transport, less car miles travelled than from outlying suburbs or Greenfield areas. Work such as waterway already planned and budgeted for. Can cope with forecast increase.	Development costs per lot higher than Option 2 for developers. fewer lots than Option 3

Extent to which community outcomes are achieved:

Primary alignment with Community Outcome, City Development, City Plan Urban Growth Objective 6.1. Aligns with Proposed Policy 2 of draft proposed Change No. 1 to the Canterbury Regional Policy Statement.

This option will contribute in part to the achievement of:

- A safe city, where risks from hazards are managed and mitigated.
- A city of people who value and protect the natural environment, by actively working together to protect, enhance, and restore our environment for future generations.
- A well governed city, where decision makers manage public funds responsibly, responding to current needs and planning for the future.
- A healthy city in providing water quality, proposed cycleways, walkways and recreation areas, encouraging physical activity.
- A city for recreation, fun, and creativity in providing proposed cycleways, walkways and recreation areas, encouraging physical activity.
- An attractive and well designed city, through comprehensive planning, the provision of open space and recreation networks.

Impact on the Council's capacity and responsibilities:

This option will increase the funding base for the Heathcote Valley drainage scheme with no significant increase in the scheme's cost, and bring about a scheme to better manage and mitigate the risk of flooding in the Heathcote Valley; risk and management of rockfall hazard from Council land.

Refer to legal considerations section for analysis of these responsibilities.

Effects on Maori:

The Council aims to achieve the objectives of Iwi Management Plans in relation to water discharge and quality, particularly into and from natural waterways.

No known recorded association of particular area with Ngai Tahu, although Heathcote Valley floor has sites of known archaeological association.

Consistency with existing Council policies:

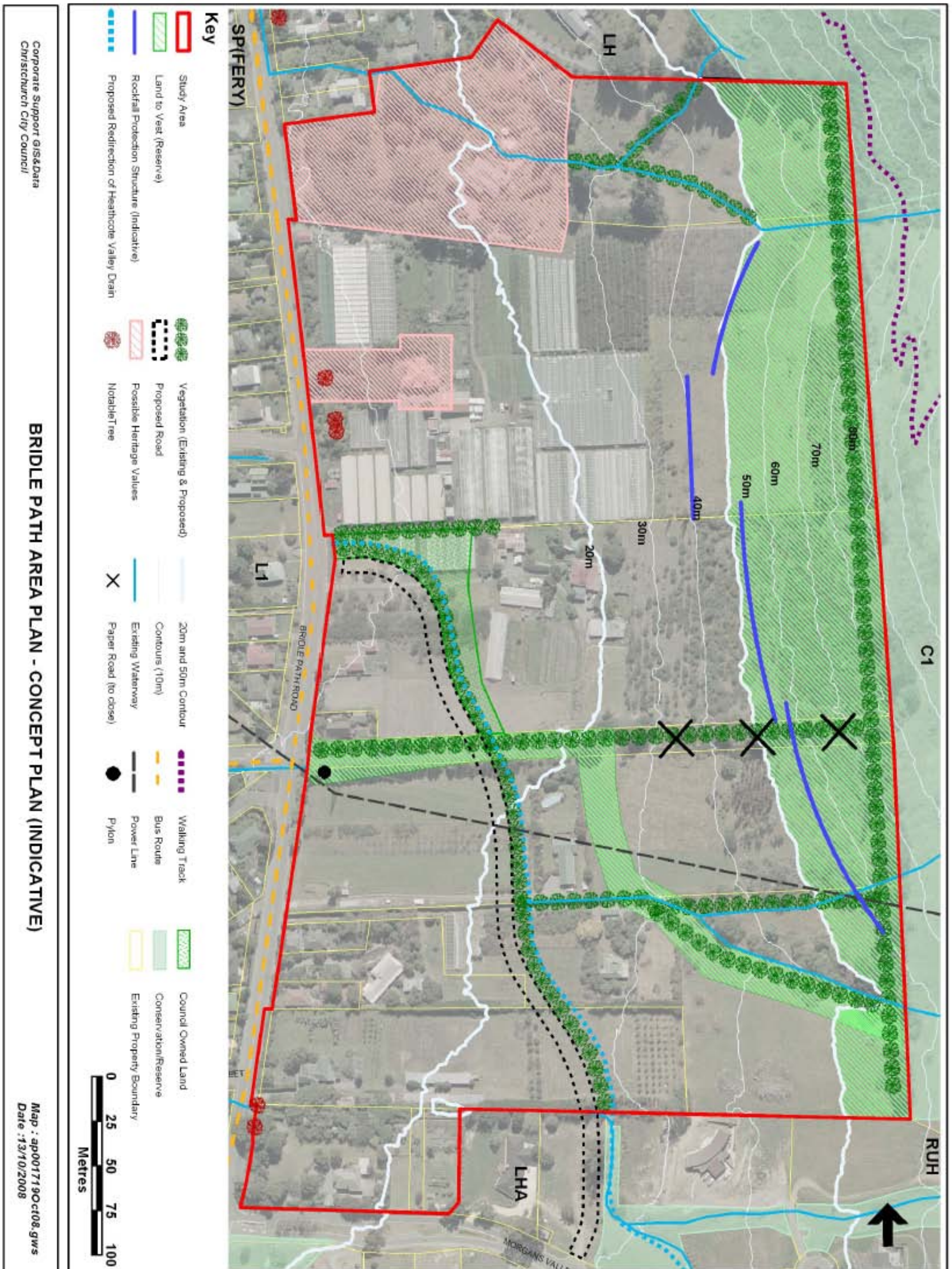
Supports the Council's City Plan Urban Growth Objective 6.1, the growth strategy for the Greater Christchurch Urban Development Strategy, and, the proposed Change No 2 (Development of Greater Christchurch) to the Regional Policy Statement.

Views and preferences of persons affected or likely to have an interest:

Landowners familiar with this proposition or similar for some time.

Other relevant matters:

Purchase or vest land for mitigation works, and upper slopes as reserve.



ATTACHMENT 5 TO CLAUSE 14

ATTACHMENT 5 – LEGAL ISSUES (EXTRACTED FROM REPORT TO COUNCIL BRIDLE PATH ROAD – OPTIONS FOR ZONING, HAZARD MITIGATION AND HAZARD MITIGATION FUNDING 27 MARCH 2008).

There are three key legal issues:

- 1) Whether the Council is liable for damages due to a rock falling from Council-owned land above the proposed development;
- 2) Whether the Council is liable for costs in mitigating this hazard in the context of future development; and
- 3) Whether the Council is liable to compensate land owners for “lost” development rights if a dispute arises over the costs or responsibilities of installing mitigation measures.

Is the Council liable for damages due to a rock falling from Council owned land above the development?

25. The Christchurch City Council has previously been found liable in Court actions based on negligence where rock fall in the Port Hills area has caused damage to property and the Council did not provide adequate advice to the landowners on the existence of the rock fall hazard¹. It should be noted that in the Grasmueck case, the Court awarded damages on the basis that the Council had a duty to disclose to the landowners the information it held about the rock fall hazard. The Court found that the Council was negligent in meeting that duty because it did not provide the advice in an accurate and adequate form. Provided the Council places adequate and accurate information in Land Information Memorandum (LIM) reports, registers a notice against the title in terms of the Building Act 2004 and notes the existence of the natural hazard in the policies and objectives of any Plan Change made, it is unlikely a Court would find the Council liable for damages on the grounds of negligent advice as the Council will have fulfilled its duty to provide adequate advice.
26. A landowner could also bring a claim based on nuisance against the Council, on the basis that the rock fall event has interrupted their enjoyment of their land. In New Zealand, Councils to date have been generally successful in defending themselves against such claims, particularly where, as in this case, the location, nature, scale or effect of a rockfall event is unpredictable, and is therefore an unforeseeable event.

Is the Council liable for costs in mitigating this hazard in the context of future development²?

27. There is an argument available to developers that the Council should be required to meet the full cost of installing the rockfall hazard mitigation as the Council owns the land from which the hazard originates.
28. The Resource Management Act 1991 does not create any legal duty to prevent the occurrence of a natural hazard³. The emphasis within the Act is to avoid, remedy or mitigate the effects of a natural hazard. The need to mitigate that hazard by protecting future residents of the area arises from the increase in the scale and intensity of residential activity. As the effects of the natural hazard occur on the land which is to be developed, there is a reasonable argument that it is the developer’s responsibility (not the Council’s obligation) to provide the necessary mitigation.
29. Further, based on the geotechnical advice received, there is a logical connection and a causal nexus between increased residential development arising from subdivision activity and the requirement for mitigation from the rockfall hazard. This broad principle was recently applied by the Supreme Court⁴ and it is a principle that is now binding on the Environment Court in future cases. There are reasonable arguments that the Council can rely on this principle to require a developer to install the mitigation barrier, either by inserting a rule in the district plan, or alternatively by imposing a condition of consent

¹ (*Grasmueck v Christchurch City Council*, Judge Green, DC 6253/92)

² Note: The focus of the legal advice provided is for the purpose of assessing the Council’s liability for future development. This advice should not be relied on as an accurate statement of law as to the Council’s exposure to liability for properties that already exist in this area. If that topic was of interest to Councillors, it would be necessary for advice to be provided in a separate report to the Council.

³ *Canterbury Regional Council v Christchurch City Council* (HC) [1995] NZRMA 452.

⁴ *Waitakere City Council v Estate Homes* [2006] NZSC 22

⁵ Section 85, Resource Management Act 1991

requiring such works to be performed. It is therefore likely the Court could defend any legal challenge to the requirement for a developer to install rockfall hazard mitigation measures.

Is the Council liable to compensate land owners for "lost" development rights if a dispute arises over the costs or responsibilities of installing mitigation measures?

30. In general terms, the Council is not liable for compensation should development not proceed or be delayed. Furthermore, no compensation is payable in circumstances where as a result of controls imposed by a District Plan a developer's or landowner's interests are affected⁵. The Council is performing a statutory function and achieving the purpose of the RMA. It is not required to compensate parties for consequences of decisions made in the performance of a statutory function and the principles of administrative law were adhered to in the decision making process. In addition, for any such claim for compensation to be successful it will be necessary for a person to demonstrate an actual financial loss caused by such restrictions, rather than a mere lost opportunity. Given that landowners have not had an actual right to develop land in accordance with the proposed Area Plan; it will be very difficult for a landowner to prove the existence of such a right and any losses which accrue.
31. However, it should be noted the Council may be in a situation where the landowners have a legitimate expectation to develop their properties. Such a claim is only available on a judicial review of the Council's decisions (or lack of decision). Broadly speaking, provided the Council can demonstrate that its decisions are reasonable and that progress continues to be made in finalising the proposed zone provisions, it is unlikely that a claim for compensation of this nature would be successful.

Other matters:

32. If the preferred Option 2 for developing the lower slopes is adopted, then mitigation would be constructed on private land approximately along the low hazard line, as a bund, and would consequently be less expensive than fencing and planting on the higher slopes. This would result in some practical difficulties with the construction of the hazard mitigation, as each landowner would be required to give their consent for the rockfall mitigation barrier to be constructed. If one landowner did not provide consent, the barrier could only be partially constructed and would not provide effective mitigation. It is feasible for the developer to enter into side agreements to encourage landowners to give their consent or to purchase a portion of land for the erection of the mitigation. However, this practical difficulty may result in constraining the immediacy of actual development occurring on the site while such negotiations are concluded.
33. Resolving the finer details of this practical issue can be deferred until the Plan Change process, where it will be necessary to craft appropriate rules to ensure that the construction of the mitigation barrier by developers is contiguous with increasing the residential activity in this area. However, the law is not well developed on this point and care will need to be taken to address the precise wording of the proposed rules, or wording of consent conditions to ensure that they are valid, binding and reasonably capable of being defended if litigation should eventuate.
34. For completeness, it should also be noted that existing landowners may have grounds to apply for an enforcement order requiring the Council to construct hazard mitigation to protect the existing homes. However, it would be necessary for the landowners to have strong evidence that there was a real and substantial risk of a rock fall event occurring in the immediate future which would have an adverse effect on the environment. The Council's geotechnical advice to date would not support the Court granting orders requiring the Council to install mitigation. On that basis, it is considered that the landowners would not succeed if such an application was made.

15. FOOTPATH EXTENSION THE ESPLANADE – SUMNER

General Manager responsible:	General Manager, City Environment, DDI 941 8608
Officer responsible:	Asset and Network Planning Manager
Author:	Peter Atkinson, Transport Planner

PURPOSE OF REPORT

1. The purpose of this report is to seek the Hagley/Ferrymead Community Board's approval to extend the footpath for an enlarged outdoor dining area on the southern side of The Esplanade adjacent to Cave Rock. The proposal is illustrated in the diagram **attached** to this report.

EXECUTIVE SUMMARY

2. The owner of the restaurant and ice cream shop has an existing outdoor seating area in front of the premises. At the present time the owner is upgrading the premises and wishes to extend the outdoor area. The proposed extension has been designed to compliment and enhance the immediate locality.
3. No onstreet parking will be affected by the new proposal as the proposed area to be occupied, by the proposed extension was previously used as a residential driveway. This driveway has now been converted to a pedestrian access way. The proposed area is to be enclosed with a low stone wall and glass panels designed to compliment the existing landscape structures in the locality. This new boundary will replace the existing steel fence in this area.
4. An existing Tamarisk tree is located in the middle of the outdoor area. The Council's Arborist recommends removal due to its poor form, and high maintenance costs and replacement with a more appropriate species such as a Potutakawa tree or trees. The Board's views on this proposal are sought through this report. The applicant is understood to be content to implement the recommended changes.
5. The applicant has an existing licensed area, the extensions are relative small, there is no loss of parking and the works will generally enhance the area.

FINANCIAL IMPLICATIONS

6. The owner is proposing to meet the cost of the works directly associated with the extension of the footway area, but the Council will meet the costs associated with improvements to the street lighting at the pedestrian crossing adjacent to this area. The applicant is also considering the under grounding of a short section of overhead power supply to enhance the area.

LEGAL CONSIDERATIONS

7. Works on the road are a Council responsibility and as The Esplanade is regarded as a local road, the authority to determine what area of the road reserve is used for the different activities rests with the Community Board.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

8. The proposal has been identified in the 'Issues and Opportunities' document prepared for the Monk's Bay to Scarborough Beach Park area. This document, which is available for public comment, indicates in the section on The Esplanade the issues of parking and the provision of larger outdoor dining areas. To date, there have been four comments in support of these initiatives, three supporting no change to the parking areas and one questioning the need for changes. This number of submissions is expected to increase as the closing date approaches later this month.

ALIGNMENT WITH STRATEGIES

9. The proposals are fully consistent with Council pedestrian, parking and tree planting policies.

15. Cont'd

CONSULTATION FULFILMENT

10. The Architect responsible for the development of the plans spoke with, and received written feedback from, the immediate neighbours (as those potentially affected). The proposal has the general written support of the adjacent property owners and occupiers. Their specific concern related to the planting of large trees being located in front of their property affecting their views will be considered in the choice of suitable species.
11. Council staff made contact with the Sumner Residents' Association by email on the proposal, and received the following comment;
This could definitely enhance the immediate area. We like the fact that the footpath and crossing are better defined. The existing arrangement can be a bit confusing, and I know that there are dog owners who are reluctant to walk through the seating area. It is important that there is a kerb on the outside of the seating area. As can happen now, it is possible to get 'caught' by cars when crossing the road and the kerb can be used as a 'refuge'.
12. In order to address the wider considerations extensive consultation on this issue was also undertaken as part of the Moncks Bay to Scarbough Beach Park Issues and Opportunities publication. Comments were invited through many initiatives, including delivery of consultation leaflets to properties fronting onto the waterfront roads, advertisements in the Bay Harbour News and the Press, leaflets at all Council service centres and libraries, two weekend drop-in sessions, distribution of leaflets to walkers on the promenade and at the Sumner market, notices along the waterfront, notices in local shops and cafes, letters to local businesses and stakeholder groups, and letters to residents' associations throughout the city, newspaper articles and a television news item. These generated a total of 150 submissions.
13. A total of 35 submitters commented on question 15 "The Esplanade: Should some of the parking be changed to pedestrian and dining areas, or is parking more important? Should the car parking throughout the Sumner village centre be reviewed?"
14. The preliminary analysis is that opinion was divided on parking and pedestrian/dining on The Esplanade. Thirteen thought parking should not be replaced by dining and pedestrian areas. Eight thought more dining and pedestrian areas to replace parking would be good, but one said it is a low priority. A copy of the submission is attached to this report.

STAFF RECOMMENDATION

It is recommended that the Community Board;

- (a) Approve the proposed layout as attached to this report.
- (b) Support the replacement of the existing Tamarisk tree with more appropriate Pohutakawa trees under the advice of the Council's Arborist.

CHAIRPERSON'S RECOMMENDATION

For Discussion.

Attachment A

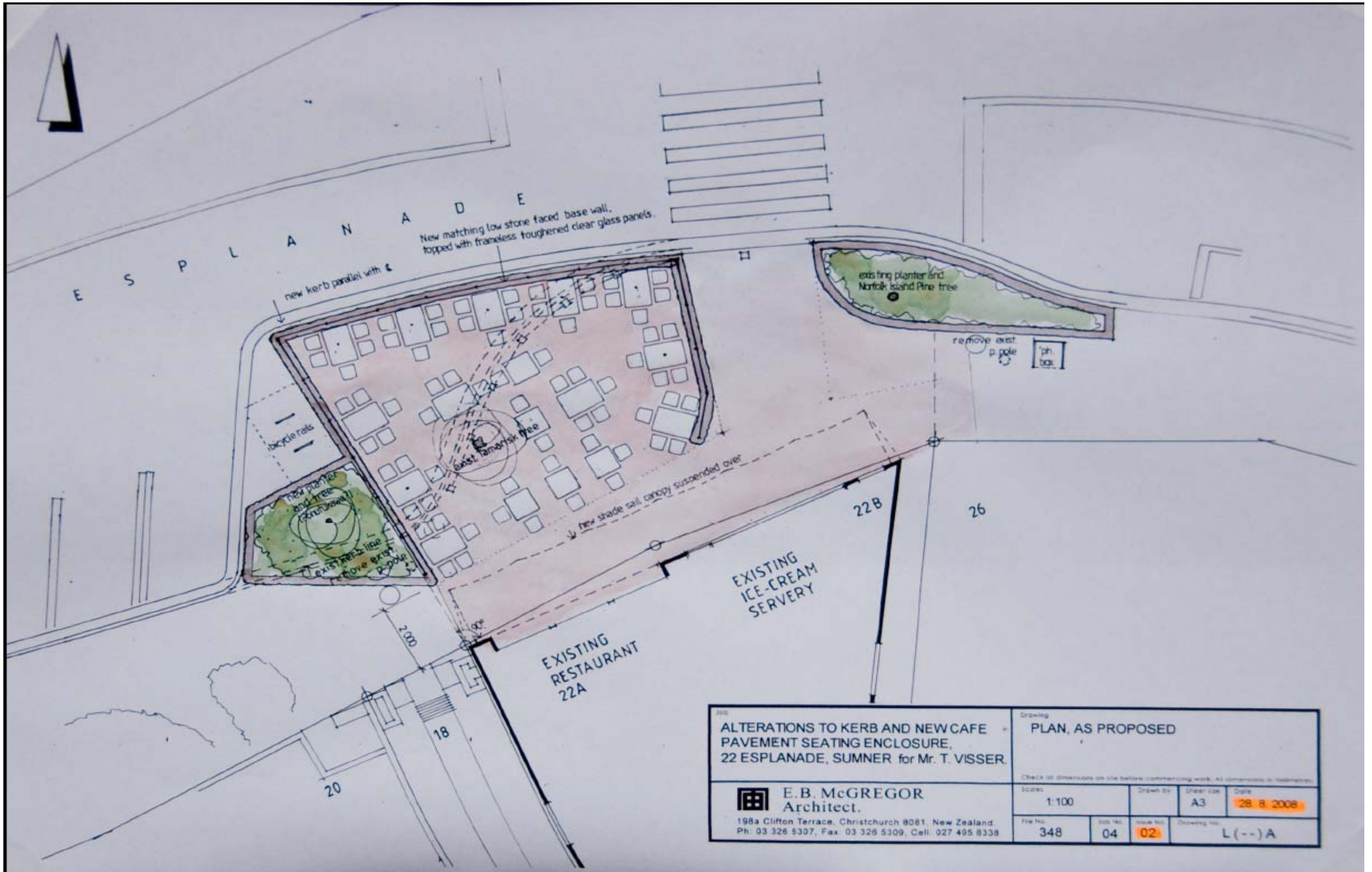
A copy of the 35 responses to question 15 "The Esplanade: Should some of the parking be changed to pedestrian and dining areas, or is parking more important? Should the car parking throughout the Sumner village centre be reviewed?"

Submitter	Question	Response
5	15	Change some of parking to pedestrian/dining areas
5	15	Don't reduce roading west of Cave Rock for outdoor dining
8	15	No. Parking more important. The car parks in the village are OK
15	15	More dining areas would be great
20	15	Car parking there is ok. There is enough pedestrian access.
25	15	Close off road at Cave rock (to all but emergency vehicles - eg fire) and allow cafe seating to spill onto existing street
27	15	support review of car parking throughout the village
39	15	One block back, Nayland St is rarely parked up. Car parking in the village seems to be about right at present
41	15	No need for more outdoor dining - crowded at weekends, empty during the week
42	15	Add more wheelchair parking, 5 minute drop-off zone. Police it.
47	15	Less parking more dining areas
51	15	Leave parking as is
54	15	The traffic should be one way for each half of the Esplanade. Council provided showers and BBQ areas would be a big improvement.
54	15	Alter the means by which motorists enter the Esplanade – it is a constant traffic jam and was much easier to negotiate in its old format. It is impossible to review car parking through the village as the road is a major thoroughfare for heavy traffic from the port – should this not be the case closing off the village to through traffic would be ideal, but cannot be done. Only on Sundays is parking a problem.
54	15	It is impossible to review car parking through the village as the road is a major thoroughfare for heavy traffic from the port – should this not be the case closing off the village to through traffic would be ideal, but cannot be done. Only on Sundays is parking a problem. Do not try to solve traffic problems by installing traffic lights.
61	15	Meter some parking on Esplanade
63	15	While I support enhanced public transport links over additional parking at Sumner, my first preference would be for families to be able to cycle or rollerblade or walk safely from the city
67	15	Car parking in the village should be reviewed. Extend parallel parking down Nayland Street
71	15	Strongly oppose reducing the Esplanade for outdoor dining & pedestrians
75	15	Yes more dining would be good
79	15	Something has to be done here! Simple planting and watering of the wall adjacent to the pavement that currently provides such a useful seat for the bogans.
80	15	No need to review village parking
83	15	The current level of parking provision within the village centre is adequate.
84	15	Parking within Sumner village and along the beach areas is sufficient – the number of days a year when it is extremely busy is not enough to invest in more parking.
84	15	Existing parking should not be reduced for outdoor dining options
84	15	Visitors should be encouraged to use public transport: express Beach Buses from the city centre in high summer perhaps
89	15	Narrow, plant trees and grass verges in the residential streets of Sumner. They are race tracks for boy/girl racers & wind tunnels, especially those at right angles to the seafront
93	15	This area could be improved. If the walkway was enticing people would park at Barnett Park and walk
102	15	Leave as is
108	15	Car park building somewhere in the village
109	15	Reduce the roadway for social use
115	15	This area is in pretty good shape. Improvements for pedestrians and outside dining would be great but this should not be a high priority when there are more pressing issues.

ATTACHMENT 1 TO CLAUSE 15

Submitter	Question	Response
116	15	Pretty good as is, yes review parking
118	15	There is enough pedestrian area, parking is necessary and yes Sumner parking should be reviewed.
119	15	parking is important for access to all facilities, it does seem strange that only one restaurant exists on the beach but I wouldn't want to see too more buildings on the beach front
120	15	Reduce the roadway west of Cave Rock and make more room for outdoor dining and pedestrians.
136	15	Install a crossing immediately at the junction of the Esplanade (town end). It would also slow the traffic that often is travelling too fast into Sumner.
136	15	More seats (many elderly want to sit here) and more rubbish [bins] required
137	15	There is little need to make any changes to this area. The restaurant area is already congested, has very limited potential for expansion without additional shelter, which would intrude considerably onto the roadway, and have an adverse impact on visual amenity. The priority should be to attract and accommodate visitors rather than diners, and the Association would not support additional dining area outdoor seating. The Association also believes that the current amount and design of car parking is satisfactory.
139	15	Parking more important
148	15	Traffic through Mariner St/Wakefield Ave thoroughfare should be dramatically reduced in speed to enhance the village atmosphere and pedestrian safety. Pedestrian access from the village to the beach could be enhanced enormously by making Burgess Street and or Mariner St pedestrian friendly with wider paths and planting.
149	15	No

Summary of results on question 15, David Sissons, Parks and Waterways Planner



16. APPLICATION TO THE HAGLEY, FERRYMEAD COMMUNITY BOARD'S YOUTH DEVELOPMENT SCHEME – KYLIE ROCHFORD

General Manager responsible:	General Manager, Community Services, DDI 941 8607
Officer responsible:	Unit Manager, Recreation and Sports
Author:	Diana Saxton, Community Recreation Adviser

PURPOSE OF REPORT

1. The purpose of this report is to seek the Hagley/Ferrymead Community Board's approval for an application for funding from the Community Board's 2008/09 Youth Development Scheme.

EXECUTIVE SUMMARY

2. The applicant, Kylie Christina Rochford is a 25 year old of Sumner. Kylie is applying for funding support to enable her to compete in the World Karate Federation championships in Tokyo, Japan in November 2008. Before attending the competition, Kylie will also take part in a training camp in Auckland at the end of October for the New Zealand Senior World Championship team members.
3. Kylie had her first karate lesson 17 years ago. The first 10 years were spent working through the grades and developing the work ethic and discipline required to succeed on the national and international stage. In 2005 she was selected to represent New Zealand at the Commonwealth Championships after winning her first national title. Three years later, she has won seven national titles and represented New Zealand in many international competitions.
4. Kylie's life is split in many ways. She is a high achieving, A grade student at Canterbury University majoring in commerce and management where she has been the recipient of the Prime Minister's Scholarship for two years running. She was also the University of Canterbury Sportsperson of the year in 2007 and has won Canterbury University Blues awards in 2006, 2007 and 2008 and a New Zealand National University Blues award in 2007. She works part time at Recycle and Recreation Sport and The Knowledge Gym 18 hours per week to pay for her studies and contribute to her sporting costs. She is training for her chosen sport, karate, two to four hours, six days a week and competes in championships as they arise including: the 2006 World Championships, the 2007 Japan Karate Federation All Japan Goju-kai Championships, the 2008 Oceania Championships, the World University Games in Poland 2008 and the upcoming World Championships in Japan.
5. Kylie is committed to give back to her chosen sport as much as she can and is involved in running holiday programmes for junior karate students providing extra coaching for them and running a weekly fitness programme for karate students in Hagley Park.

FINANCIAL IMPLICATIONS

6. Karate is an amateur, minority sport in New Zealand. Although the New Zealand Karate Coaching Council attempts to secure funds to help with costs, all costs are expected to be covered by participants own fundraising efforts. The total cost of the trip is approximately \$4,000 per competitor.

EXPENSES	COST \$NZ
Return airfares	2,600.00
Accommodation 2 nights in Tokyo	120.00
Accommodation during competition including breakfast	650.00
Transfers – \$40 each way	80.00
Food – approx	300.00
Insurance	46.50
Incidental Costs incl. Farewell dinner and train travel within Japan	200.00
Total Cost	3,996.50

16. Cont'd

7. This is the first time that the applicant has approached the Board for funding. There is currently \$4750 in the Board's 2008/09 Youth Development Fund.

Do the Recommendations of this Report Align with 2006-16 LTCCP budgets?

8. This application seeks funding from the Board's 2008/09 Youth Development Scheme which has been allocated from the Discretionary Response Fund.

LEGAL CONSIDERATIONS

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

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

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

10. Aligns with LTCCP, regarding Community Board Project funding.

Do the recommendations of this report support a level of service or project in the 2006-16 LTCCP?

11. As above.

ALIGNMENT WITH STRATEGIES

12. Application aligns with the Council's Youth Strategy and local Community Board objectives.

Do the recommendations align with the Council's strategies?

13. As above.

CONSULTATION FULFILMENT

14. Not applicable.

STAFF RECOMMENDATION

It is recommended that the Board approve the application and allocate \$500 to Kylie Rochford to compete in the World Karate Federation championships in Tokyo, Japan in November 2008.

CHAIRPERSON'S RECOMMENDATION

That the staff recommendation be adopted.



17. COMMUNITY BOARD ADVISER'S UPDATE

The Community Board Adviser will update the Board on current issues.

18. MEMBERS' QUESTIONS

19. BOARD MEMBER'S INFORMATION EXCHANGE