

**HAGLEY/FERRYMEAD COMMUNITY BOARD  
AGENDA**

**WEDNESDAY 7 OCTOBER 2009**

**AT 3.00PM**

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

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

**Community Board Adviser**  
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7. 10. 2009

1. **APOLOGIES**

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

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

**CHAIRPERSON'S RECOMMENDATION**

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

3. **DEPUTATIONS BY APPOINTMENT**

4. **PRESENTATION OF PETITIONS**

5. **NOTICES OF MOTION**

6. **CORRESPONDENCE**

7. **BRIEFINGS**

## 8. WASHINGTON WAY RESERVE SKATE PARK STAGE 3

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

**PURPOSE OF REPORT**

1. The purpose of this report is to seek the recommendation of the Hagley/Ferrymead Community Board to the Council to approve the concept design plan for the completion of the Washington Way Reserve Skate Park following consultation with the local community.

**EXECUTIVE SUMMARY**

2. The concept plan for the completion of Stage 3 of the Washington Way Reserve Skate Park was presented to the Board on Wednesday 13 June 2007 prior to the Capital Development Unit carrying out consultation with the local community later that year.
3. Extensive consultation was undertaken with the community on the proposed concept plan for the completion of the skate park facility using a wide range of methods. There was a good response from the local community with a total of 140 people providing written feedback, and many more park users providing informal feedback at on site events. Overall the response was positive with a majority of respondents clearly indicating their support for the plan, and many offering additional feedback on a variety of issues. Further details are provided under the Consultation Fulfilment section, from paragraph 18 of this report.
4. An extensive planning and on-going design revision process has been undertaken by staff working with Australian based designers at Convic Design Ltd, and other planning consultants, since the public consultation ended in December 2007. This was necessary to ensure that the concept design plans presented for final approval accurately reflect the feedback from the community and are also in alignment with requirements for the resource consent application. This has resulted in a delay in presenting the amended proposal for final approval. However it is the view of staff that the technical and other issues raised by submitters during the consultation period would not have changed significantly during this intervening time and remain valid.
5. The proposed concept plan for Stage 3 of the skate park (refer **attachments 1 - 5**) now provides an integrated design solution for the entire public open space that provides for the complete range of styles, that is, skateboarders, in-line skaters and BMX riders, and all skill levels. The integration of landscape elements, spaces and materials, allows unique skate experiences, as well as providing seating and viewing, and improved safety and security.

**FINANCIAL IMPLICATIONS**

6. The current Greenspace Capital Works Programme has funding to undertake Stage 3 of the Washington Way Reserve Skate Park development as follows:
  - (a) 2009/10: \$20,000
  - (b) 2010/11: \$180,000
  - (c) 2011/12: \$150,000

The total estimated construction cost for the current proposal is estimated at \$1,200,000. The current funding budget will enable construction, incorporating design, consultation, and any required consents, of the feature skate bowl and the link to the existing skate park as highlighted in **attachment 3**. There maybe some slight modifications to the design as a result of resource and building consent requirements.

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

7. There is currently insufficient funding to complete the entire park but further funding for the remaining elements will be sought in future LTCCP rounds. The proposed concept plans have been prepared with this knowledge as a complete design solution for the entire site. The plans will address all issues arising from current partial occupation of the site. As a result it is anticipated that no further design work or consultation will be required in the future to complete the development of the skate park, resulting in increased efficiency and lower costs overall. The proposed plan will also ensure that the new resource consent application covers all works across the entire site, something that was lacking in the previous resource consent.

**LEGAL CONSIDERATIONS**

8. Washington Way Reserve Skate Park is a metropolitan asset therefore the authority to approve the proposed plan lies with the Council.
9. The Council's new Significance Policy provides that the Council will treat as significant any proposal that does not flow consequentially from a decision in the LTCCP, Annual Plan or a public hearing process. This decision is one that flows from the LTCCP, so does not have to be treated as significant. Under the general approach to determining significance it is still likely to be a decision of some significance. The standard of compliance with the decision making requirements should be in proportion to the significance of the matters affected by the decision. The level of consultation that has already taken place is proportionate to the level of significance and has resulted in the changes proposed in this report to the Concept Plan.
10. Washington Way Reserve is zoned Business 3B (Inner City Industrial Buffer) in the Christchurch City Plan. It has been identified at this stage that resource consent will be required for non-compliances with landscaping, car parking, and night-time noise requirements of the City Plan. A resource consent (RMA 575) was first granted in 1997 to establish a skate park on this reserve. A second Resource Consent (RMA 20008961) was granted in 2002 for Stages 2 and 3 of the project, but this original Stage 3 design was not implemented. This resource consent has now lapsed and a new resource consent application will be made for the amended Stage 3 design. The required resource and building consents will be applied for as part of the implementation process after final approval of the concept plans has been granted. No other legal issues have been identified.
11. Several matters in relation to the Christchurch City Plan and the previous existing Resource Consent (RMA 20008961) have been raised by one submitter. A new resource consent application will be lodged for Stage 3 of Washington Way Reserve Skate Park. Construction of Stage 3 of the skate park will not commence until any required resource consents and building consents have been granted.
12. Consideration of the resource consent for this project is outside the scope of this report. The process of public consultation, and Council decision making, under the Local Government Act 2002 is a separate process from that of obtaining any necessary resource consents under the Resource Management Act 1991. At this stage in the process, approval of the proposed concept plan, amended as a result of public consultation, is being sought from the Hagley/Ferrymead Community Board and Christchurch City Council prior to proceeding with detailed design and construction. The detailed design and construction plans (as required for resource consent and building consent applications) are not prepared until after this approval has been given, to avoid the unnecessary expense of detailed design work on a concept design plan that may then be extensively revised as a result of public feedback. However in developing a draft concept plan for any project, careful consideration is given to the provisions of the Christchurch City Plan and other relevant legislation to ensure that the necessary consents will be able to be obtained at a later stage.

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

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

**ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS**

14. The project aligns with the 2009 - 2019 Long Term Council Community Plan:

**Parks, open spaces and waterways**

- (a) Safety: By ensuring that our parks, open spaces and waterways are healthy and safe places.
- (b) Community: By providing spaces for communities to gather and interact.
- (c) Environment: By enabling people to contribute to projects that improve our environment.
- (d) Governance: By involving people in decision making about parks, open spaces and waterways.
- (e) Health: By providing areas for people to engage in healthy activities.
- (f) Recreation: By offering a range of recreational opportunities in parks, open spaces and waterways.
- (g) City Development: By providing an inviting, pleasant and well cared-for environment.

**Measures**

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

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

15. Yes, as above.

**ALIGNMENT WITH STRATEGIES**

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

- (a) Skateboarding, Inline Skating and Freestyle BMX Cycling Strategy
- (b) Youth Strategy
- (c) Physical Recreation and Sport Strategy
- (d) Safer Christchurch Strategy
- (e) Parks and Waterways Access Policy

8 Cont'd

- (f) Environmental Policy Statement
- (g) Children's Policy
- (h) Social Wellbeing Policy

**Do the recommendations align with the Council's strategies?**

17. Yes, as above.

**CONSULTATION FULFILMENT**

- 18. Extensive consultation was undertaken with the community on the proposed concept plan for the completion of the skate park facility.
- 19. During the initial design preparation stage, input was obtained from local skaters and user focus groups. In February 2007, an all day on site event was held at the park where skaters were able to meet with designers from Convic Design Ltd to identify initial issues and design ideas. Feedback from these sessions was then incorporated into draft concept design plans.
- 20. Wider public consultation was then undertaken on these draft concept design plans in November and December 2007 using the following methods:
  - (a) Focus group meetings were held with local skate park designers and skaters.
  - (b) Posters were displayed at Washington Way Reserve, other skate parks throughout the city, all Council libraries and service centres, other key retail locations throughout the central city including skate shops and sports shops, and distributed to all intermediate and secondary schools. The posters publicised the all day events and dedicated website, and explained where to obtain information, and how to provide feedback.
  - (c) A post-card format with key information targeted at youth was made available in key retail locations, libraries and service centres, and at events, to be filled in and returned then or at a later date.
  - (d) The public information leaflet was hand delivered or posted to approximately 200 businesses and institutions, and absentee property owners, in the immediate vicinity of the park, along with a number of identified key stakeholder groups.
  - (e) The public information leaflet was also made available through local libraries and service centres across the city, and the Councils 'Have Your Say' website. As the Washington Way Reserve Skate Park is used by larger numbers of people who travel to the park from outside the immediate area, this enables these users who have come from across the wider city area have access to project information and an opportunity to provide feedback.
  - (f) A dedicated website <http://www.ccc.govt.nz/washingtonstage3> was set up where people could download the plans and provide feedback on line.
  - (g) Two extensively publicised all day on site events were held at the park on 24 November and 8 December 2007, one attended by the design team from Convic Design Ltd, to allow park users and caregivers to provide comments on proposed designs. These were attended by approximately 100 to 200 people during the course of each day.
  - (h) A public information session was held at Our City on the evening of 3 December 2007 to provide opportunity outside of normal business hours.

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21. The response rate from the public information leaflet was very low with 13 people returning the submission form or a letter, of which six clearly indicated their support of the proposal. Although two submitters did not indicate their preference, their written comments suggest that one is clearly in support of the plan and one is not.
22. The public information evening session was attended by two people.
23. The website <http://www.ccc.govt.nz/washingtonstage3> had approximately 1000 visits, with 1000 downloads of the concept plans, during the consultation period. From these, the online submission form had 125 visits with 22 submissions made. The online submitters did not have the option of indicating their preference by ticking yes or no, due to technical limitations on the website at this time, however their written comments were all generally positive. Many also made suggestions for technical and other improvements, or raised issues of concern to them.
24. In general, it proved to be most challenging to obtain written feedback from the children and young people using the skate park. The most effective feedback was obtained by getting them to talk face to face with the designers, or to draw their ideas on copies of the plans. However 85 of the total of 105 postcard format response forms received were collected at the two on site events.
25. Approximately 66 percent of the total written submissions received clearly indicated their support for the proposal by ticking "Yes". Taking into account the additional positively worded responses received online, approximately 81 percent of submissions were in favour. Overall a very positive response was received from the skaters and other users, with many making general positive comments and suggestions.

	Number of responses		Support for proposal	
	Yes	No	Not indicated	Total
Written reply-paid submission forms or letters	6	5	2 (No)	13
On-line submissions (technical limitations did not allow Yes/No response)	N/A	N/A	22	22
Post card response forms	86	7	12	105
<b>Total numbers</b>	<b>92 (66%)</b>	<b>12</b>	<b>36</b>	<b>140</b>

**Support when on-line submissions are taken into account = 81%**

**CONCLUSION**

26. Overall, it is the opinion of staff that the proposed completion of the skate park facility will play a valuable role in addressing the need for youth recreational facilities across the wider city. It is not considered that the completion of the skate park will result in an increase in anti-social behaviour. But rather the design will reduce opportunities for this type of behaviour to occur. There is a balance to be achieved by the Council in ensuring that the large majority of our community have access to parks and recreational facilities and opportunities, and are not denied this because of the activities of a small anti-social minority of park visitors.

**8 Cont'd**

27. In recognition of the feedback received, and further technical advice and design planning, the Transport and Greenspace Unit proposes to make some changes to the original proposed concept plan (refer **attached** plans). The amendments proposed by staff are:
- (a) Relocation of the feature bowl from the south-west corner of the park to the south-east corner.
  - (b) Creation of a green landscaped buffer area with shade trees between the skate area and the adjoining commercial building.
  - (c) Separation of all street style skate elements out to the sides of the skate area.
  - (d) An extra skate path in the entry plaza to connect to the footpath on Moorhouse Avenue.
  - (e) Removal of the bouldering wall.
  - (f) Security fencing installed along the park boundary with railway corridor.
  - (g) Security fencing installed 3 metres into the park from the boundary with the adjoining commercial building.
28. 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 and the Council for approval. Details of the meetings were provided so that any interested people could attend.

**STAFF RECOMMENDATION**

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

- (a) That it approve the proposed concept design plan for Washington Way Reserve Skate Park Stage 3, amended as a result of public consultation.
- (b) That provision for features of the existing plan that cannot be completed within the current funding for this project be submitted in future Long Term Council Community Plans for consideration.

**CHAIRPERSON'S RECOMMENDATION**

That the staff recommendation be adopted.



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**BACKGROUND (THE ISSUES)**

**Technical design changes**

29. The majority of comments made by submitters related to technical aspects or suggested improvements to the technical design of the skate park extension, particularly in relation to skate elements and construction materials.
30. The major amendment to the concept plan is an extensive redesign and relocation of the feature bowl extension to the opposite side of the site by the Waltham Road overbridge. This will enable the feature bowl to be better used in conjunction with the other bowl area, and will accommodate sun glare and avoid drainage issues. This also creates a larger buffer between the skate facility and the adjoining commercial building. The issue of view lines to the rear corner has been addressed by locating a refuge area across the back of the site adjacent to the cup to encourage gathering in the area that has clear view line from the road. The orientation of the feature bowl still maximises views into the bowl from Waltham Road.
31. All street skate elements have now been separated out to the sides of the skate park rather than cutting through the centre. This avoids user conflicts between the street and transition styles of skateboarding.
32. There were six submitters opposed to the bouldering wall, on the grounds that the park is for skaters. Another submitter, with a professional interest in climbing, suggested that unless it is actively facilitated, bouldering does not deliver a great experience to novices, therefore the wall would get little use. The bouldering wall was also to be off set from the crib retaining wall on the adjoining Waltham Road overbridge which is now being programmed for remedial repair work. In light of these factors, along with the change in position of the feature bowl, the proposed bouldering wall has now been removed from the concept design at this point.

**Opposition to the proposal**

33. Of the 14 submitters who clearly indicated their opposition to the proposal, seven submissions related to technical aspects of the design or opposition to the bouldering wall. A further four clearly stated their opposition to the proposed extension of the skate park. Two further submitters indicated they did not support the proposal unless graffiti, vandalism and noise issues at the skate park were resolved.
34. The main issues identified by those expressing opposition to the proposal, and also by several of those in favour, related to various anti-social behaviours in the existing skate park, and the potential for these to increase with the completion of Stage 3. Of greatest concern was a potential increase in graffiti and vandalism to the neighbouring business properties.

**Police report**

35. An intelligence report provided by the New Zealand Police District Intelligence Group (Canterbury) during the planning stages for the proposed extension (dated 20 November 2007) stated that the only concern for Police at that time was minor graffiti that appears on some of the obstacles, ground and rails around the park. The Police identified the park as having constant guardianship from cyclists and motor vehicle drivers using the busy arterial roads and also pedestrians passing by, noting that it would be difficult to cause major damage here without it being reported to the Police. Criminal activity such as theft, assault, and drug dealing should be reported to the Police, and is a Police enforcement matter.

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**Improved design layout to address issues**

36. Staff acknowledge that vandalism and graffiti to parks and recreational facilities, and the ongoing costs associated with maintenance and repair are a major issue, and are continually working to address this by a variety of means. A key tool is using the principles of Crime Prevention Through Environmental Design (CPTED) to improve the design and location of parks, buildings and equipment so that there is both improved safety for users and reduced opportunities for vandalism and other crime. The completion of the proposed Stage 3 design will address many of the concerns raised through effective environmental design.
37. The location of Washington Way Reserve between three road frontages already means that the skate park is open and clearly visible from the adjoining businesses and roads, including two major arterial routes. However the failure to complete the original third stage of the skate park has left an extensive area of grass and plantings at the rear of the park. This large area of undeveloped free space offers the opportunity for negative recreation and tends to attract use that is not desired on a public reserve.
38. With the completion of the new Stage 3 design, this area will now be occupied largely by the feature bowl extension. This will give this area over to use by skaters and remove the opportunities for vandalism. The proposed new design also elevates the general area at the southern end of the skate facility which maximises viewing and prevents blind spots "behind" the existing skate park, revealing the entire skate park to passing traffic at the Moorhouse Avenue and Waltham Road intersection and bridge. Importantly there is no dedicated seating immediately adjacent to the Waltham Road bridge, so that the layout and changes in level force the social gathering areas away from the wall to more visible and central locations.
39. The proposed paved entry plaza further opens up views into the skate park from the surrounding areas of Moorhouse Avenue and Waltham Road, improving security through natural surveillance. However low barriers, which also provide seating, will be installed on the Moorhouse Avenue frontage to contain activity within the park and improve safety.
40. The need for more seating was identified as an issue for five submitters. Conversations with skate park users, and parents and caregivers on site have also indicated a need for adequate seating for parents and caregivers to be able to sit while watching their children skating or biking in the park, and for other spectators. The concept plan provides for all planter boxes within the skate park entry, plaza and pedestrian zone to also serve as seating. In addition, the southern end of the concourse rises to create seating steps for viewing over the intermediate bowl. The additional seating and picnic tables provide for family-oriented activity, encourage adults to go there and to stay longer, and enable parents and caregivers to be able to see and supervise children using the skate park, and are also placed to encourage social interaction and casual surveillance.

**Landscape planting**

41. In accordance with the principles of CPTED, all existing and proposed new trees will be kept limbed up and all shrubs at a lower height to maintain visibility and sight lines and improve safety. The under-storey vegetation has previously been cleared from around the public toilet building to remove hiding places.
42. The need for shade in the skate park was noted by eight submitters, and has also been identified as an issue in conversations with park users. The current lack of shade at the park, in conjunction with the heat and glare of the concrete skate surfaces and adjoining building walls can make the park unpleasant for skaters and spectators alike. More shade trees, often associated with seating, have been incorporated into the park as part of the overall design and also to fulfil part of the site landscaping requirements under the provisions of the Christchurch City Plan. There is already a drinking fountain in the existing skate park, and this will remain.

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**Fencing**

43. The rear boundary fence of Washington Way Reserve is currently of wire mesh construction and is frequently cut to provide access through the park from the adjoining railway corridor. It is evident that the railway corridor is a significant source of graffiti in the area. The concept plan proposes to replace this rear fence with a high strength 1.8 metre security fence of open design, in accordance with CPTED principles, to prevent access from the railway corridor.
44. The option for barrier fencing between the skate park and the adjoining commercial building has also been revisited in the proposed concept design plan. Council staff have previously discussed the installation of a fence with the adjoining building tenant but this has not been progressed to date. The adjoining building is built to the boundary line with Washington Way Reserve along two of its walls. It also has a small alcove with an exit door opening directly onto the park, which is itself a design feature that provides shelter and cover for graffiti and vandalism to occur.
45. In the interests of ensuring the safe egress of occupants of the building, and preventing access to the walls and alcove of the building by park visitors, it is proposed that the 1.8 metre security fencing will extend around these boundaries at a distance of approximately 3 metres into the park from the boundary. Secured access will be available for maintenance of the park areas and of the building exterior. The constraints placed on the siting of the security fencing, by the design and location of the adjoining commercial building, effectively removes this strip of Council owned land from the public open space of the park if any vandalism originating from the skate park is to be successfully mitigated.

**Lighting**

46. Three submitters have requested that the skate park has night time lighting for the safety of skaters. In accordance with the principles of Crime Prevention Through Environmental Design (CPTED), the use of parks at night is discouraged, and in general lighting is only provided in parks where the use of a particular path as a designated route is essential at all times. However in the case of Washington Way Reserve, the ambient light levels from the surrounding streets are high enough on their own to encourage people to enter the park, but insufficient for safe use of the park. Therefore Washington Way Reserve has always been fully lit, and will continue to have lighting during the hours of darkness.

**Maintenance issues**

47. Vandalism and littering was identified as an issue for several submitters. The majority of requests for service for this park processed by the Council at present are related to graffiti (mostly in or on the toilet block), other damage to the toilet block, damage to the car park fencing and gates, and broken glass. The facilities in the skate park are currently serviced on a regular basis, including the cleaning of the toilets, servicing of rubbish bins, and cleaning of graffiti. The toilets and litter bins, including glass removal, are currently serviced daily over seven days of the week, and graffiti is checked for daily from Monday to Friday and water blasted as required. The repair of the crib walling on the Waltham Street overbridge will also contribute to a reduction in vandalism in this area through the removal of loose stone. On completion of the development works, the skate park will continue to be serviced under the Transport and Greenspace Unit maintenance contracts. There are specified levels of service that set the required maintenance standards to be adhered to within all parks across the city.

8 Cont'd

**Graffiti**

48. The Christchurch City Council has shown its commitment to reducing graffiti by establishing the Graffiti Office to provide a collaborative structure city wide approach to graffiti vandalism following on from the successful collaborative community partnership of the Phillipstown Strengthening Communities Team Graffiti Vandalism Reduction Project. The Graffiti Office was established in response to a significant growth in the incidence of graffiti around the city, particularly over the previous two years, and its main goals focus on restoration, education and prevention. Graffiti is not an issue confined to, or caused by, Washington Way Reserve Skate Park, however the proposed design changes will contribute to reducing graffiti vandalism in this area.

**Noise**

49. One submitter has raised the issue of noise due to loud music from the increasing number of competition events at the skate park, stating that it is not conducive to the operation of their business. The submitter has also indicated that the noise from Saturday events would be acceptable if they were given prior notice.
50. Because Washington Way Reserve is zoned Business 3B in the Plan, it is in a Group 3 Zone (the least noise sensitive zones) in relation to noise standards in the Christchurch City Plan. However all events held at the skate park must comply with these noise limits. When booking Washington Way Reserve, event organisers should be advised of their obligations in relation to noise control by the Events Development Team. They are required to advise surrounding neighbours of the event by letterbox drop or similar, and this information should include a contact phone number for the organiser, so that any issues arising from the event can be promptly addressed.
51. A noise assessment undertaken for the Council by Marshall Day Acoustics Ltd identifies that the general noise environment is dominated by traffic from the adjacent major arterial roads, and the railway corridor. During the day, the ambient noise level in the area surrounding the skate park is generally above the limits set by the Christchurch City Plan. There is no significant difference in the average noise level (LAeq) when the skate park is in use and when it is not. The report also identifies that traffic and trains can generate maximum noise level events of similar magnitude to the sound of skate boards hitting the concrete.

**Car parking**

52. Two submitters have raised the issue of car parking at the skate park. In particular, one has suggested increasing the number of car parking spaces, and changing the layout and position of the parks. The submitter suggests placing a green landscaped space between every two or three parks, and multiple small car parks at different angles to allow different park and watch views. The submitter believes that filling these green spaces with seating and shade trees would bring the Garden City to the skate board park, and open the skate boarding area to the family to balance the type of people who would consider stopping and enjoying the public space.

**8 Cont'd**

53. Currently the park has an existing car park for 16 vehicles. Survey data over a period of a year shows that, although the car park is provided for skate park users, it is also used by visitors to nearby businesses, and that approximately 35 percent of people are arriving by car, and parking on or off the site. A P120 Restricted Car Parking Area was put in place to deter all day parking by commuters, thus allowing the car parking to be available for park users. A new P5 Parking Restriction has recently been installed on the south side of Moorhouse Avenue, adjacent to the proposed entry plaza for the skate park, to provide the most convenient and safe location to drop off and pick up park users. Other measures have been put in place since 2006 to address problems with the use of the car park identified by the adjoining business. Barrier arms and judder bars have been installed, and the car park is locked at night on a security contract basis. The locking of the car park overnight has been successful in removing the opportunity for people who are not legitimate park users to congregate in cars in the car park. There is limited space within the reserve to extend the car parking area to provide additional parking spaces, or to incorporate additional landscape planting and seating.

**Alcohol ban**

54. Washington Way Reserve is within the South Colombo Permanent Alcohol Ban Area under the Council's Alcohol Restrictions in Public Places Bylaw 2009, and was also within an alcohol ban area under the previous bylaw. Alcohol restrictions are permanently in place in the park at all times, 24 hours a day, seven days a week. There is existing signage at the park advising that it is an alcohol free area. Possessing or consuming alcohol or bringing alcohol into the park, whether in a vehicle or not, is an offence and could result in a criminal conviction. Enforcement of this the role of the Police who under the bylaw have the power to seize alcohol, and to arrest people found to be breaching the bylaw.

**Other support**

55. Letters of support for the proposed Stage 3 Washington Way Skate Park have also been received from two key organisations within the Canterbury region. Sport Canterbury have identified that the skate park provides opportunities for young people to become involved in physical activity and to achieve the benefits associated with this, and also that skating and freestyle biking are two key activities that attract youth who might otherwise not participate in a physical activity. Canterbury District Health Board staff support the skate park because it will provide increased opportunities for young people to be physically active, to network with their peers, and develop social and physical skills, with resulting positive health outcomes.

**Additional features requested**

56. A number of submitters suggested the provision of additional equipment, facilities and activities within the reserve which have not been able to be incorporated into the amended concept plan. The current budget for the upgrade of the reserve does not extend to the provision of these services. Funding is approved under the LTCCP for the completion of the skate park asset only, therefore additional facilities such as a play area for younger children, and an upgrade of the public toilets, are not able to be provided at this time. Other facilities including a café, first aid room or station with phone, and a tool box are also outside of the scope and budget of this project. There are already a number of food service related businesses in the surrounding area.

9. **HEBERDEN AVENUE, SCARBOROUGH ROAD AND WHITEWASH HEAD ROAD INTERSECTION - PROPOSED P30 PARKING AND NO STOPPING RESTRICTIONS**

<b>General Manager responsible:</b>	General Manager City Environment, DDI 941 8608
<b>Officer responsible:</b>	Transport and Greenspace Unit Manager
<b>Author:</b>	Steve Hughes, Traffic Engineer – Community

**PURPOSE OF REPORT**

1. The purpose of this report is to seek the Hagley/Ferrymead Community Board's approval to install a P30 Parking Restriction and install new No Stopping Restrictions around the reconfigured hairpin bend at the intersection of Heberden Avenue, Whitewash Head Road and Scarborough Road.

**EXECUTIVE SUMMARY**

2. The previous building at 1 Whitewash Head Road, known as “The Rocks”, was recently demolished and a new building constructed. As part of the development associated with the construction of the new building, the kerb, channel, footpath, and road surface around the outer perimeter of the intersection/hairpin bend has been improved and extended (refer **attached**).
3. Previously there was space on Heberden Avenue for two vehicles to park against the side of the old building in a 12 metre area from the edge of the bank above the Sumner Life Boat building to the intersection with Whitewash Head Road. The parking of vehicles in this location caused pedestrians walking up or down Scarborough Hill to move into the roadway to get to Whitewash Head Road or Flowers Track. The existing footpath on Heberden Avenue has now been extended along the side of the new building up to Whitewash Head Road, and the sharing of the road with vehicles by pedestrians is now not required up to this point. It is still required from Whitewash Head Road to Flowers Track.
4. As a result of the extending of the footpath, the space available for vehicle parking on the outside of this bend has been reduced and can now safely accommodate only one vehicle. If more than one vehicle was permitted to park in this location there would be insufficient room for some vehicles to get around the bend without having to cross the centreline.
5. As some of the houses on Flowers Track, Whitewash Head Road, or Scarborough Road have no vehicle access, a parking space within a reasonably close proximity for the purpose of daytime medium term parking of a vehicle while it is loaded or unloaded is desirable. There are parking spaces further away that are suitable for long term or overnight parking, including lock-up garages on land leased by residents from the Council.
6. There were no vehicle parking time limits in this location previously. However as there is now only one parking space, it is appropriate to limit the parking time in this location to a maximum of 30 minutes. This will allow time for residents to use the space to unload their vehicles, carry that load to their residences, then return to the vehicle to move it to a more appropriate long term parking space. Initially it was proposed that the 30 minute parking time limit apply 24 hours a day at any time, but after consultation with local residents it was decided that the restriction should apply from 8am to 6pm from Monday to Sunday, in accordance with the standard hours of operation of parking restrictions. Outside these times the parking space will revert to an unrestricted parking space that can be used by any vehicle for overnight parking. This should allow the best use of the parking space for residents.
7. When the new length of footpath up Heberden Avenue to Whitewash Head Road was installed, the configuration of the intersection and bend was changed. Therefore it is appropriate to not only paint in the parking space mentioned above, but also to re-align the existing no stopping restrictions in Whitewash Head Road and Heberden Avenue with this new parking space.

**9 Cont'd**

8. This proposal should provide a space where residents and other persons will have sufficient time to park a vehicle and load or unload it before moving it to a more suitable parking space so leaving it available for other residents or people to similarly use. It will also provide a safer route for pedestrians to Whitewash Head Road, and minimise the distance that pedestrians have to share the roadway to access Flowers Track.
9. Consultation forms were distributed to 16 properties on Whitewash Head Road, Flowers Track, and Scarborough Road outlining the proposed changes to the parking space. 73% of the respondents either supported, or conditionally supported the proposed changes. See paragraph 20 for full details.

**FINANCIAL IMPLICATIONS**

10. The estimated cost of painting in a parking space, installing P30 signs, and installing no stopping markings is \$400.

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

11. The installation of road markings and signs is within the LTCCP Streets and Transport Operational Budgets.

**LEGAL CONSIDERATIONS**

12. Part 1, Clause 5 of the Christchurch City Council Traffic and Parking Bylaw 2008 provides the Council with the authority to install parking restrictions by resolution.
13. The Community Boards have delegated authority from the Council to exercise the delegations as set out in the Register of Delegations dated April 2008. The list of delegations for the Community Boards includes the resolution of parking restrictions and Traffic Control Devices.
14. The installation of any parking restriction signs and / or markings must comply with the Land Transport Rule: Traffic Control Devices 2004.

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

15. As above.

**ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS**

16. Aligns with the Streets and Transport activities by contributing to the Council's Community Outcomes Safety and Community.

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

17. As above.

**ALIGNMENT WITH STRATEGIES**

18. The recommendations align with the Council Strategies including the Parking Strategy 2003, Pedestrian Strategy 2001, Road Safety Strategy 2004 and the Safer Christchurch Strategy 2005.

**Do the recommendations align with the Council's Strategies?**

19. As above.

9 Cont'd

**CONSULTATION FULFILMENT**

20. Consultation documents were distributed to 16 properties in Whitewash Head Road, Flowers Track, Scarborough Track and Scarborough Road.

15 or 94% documents were returned.

Eight or 53% of the respondents unconditionally supported the proposal.

Three or 30% supported with conditions: One respondent believed there should be a 60 minute time limit.  
Two believed that there was also a need for more long term parking in the area.

Four or 37% objected to the proposal: One respondent believed it solved a non existent problem and that few if any residents needed short term parking.  
Three of the respondents believed more long term rather than short term parking was needed in the area.

21. The Sumner Residents Association support this proposal.  
22. The officer in Charge - Parking Enforcement agrees with this recommendation.

**STAFF RECOMMENDATION**

It is recommended that the Hagley/Ferrymead Community Board:

Revoke the following parking restrictions:

- (a) That any existing parking restrictions on the western (seaward) side of Heberden Avenue commencing at its intersection with Whitewash Head Road and extending generally in a southerly direction for a distance of approximately 133 metres to the vehicle entrance into the boat ramp by the Sumner Lifeboat Institution Incorporated Scarborough Lifeboat Station be revoked.
- (b) That any existing parking restrictions on the western (seaward) side of Whitewash Head Road commencing at its intersection with Heberden Avenue and extending in a northerly direction for a distance of 40 metres be revoked.

Approve the following parking restrictions on Heberden Avenue:

- (c) That the parking of vehicles be restricted to a maximum period of 30 minutes on the Northern (seaward) side of Heberden Avenue commencing at a point 5 metres west from its intersection with Whitewash Head Road and extending in a westerly direction for a distance of 5.5 metres.
- (d) That the stopping of vehicles be prohibited at any time on the northern (seaward) side of Heberden Avenue commencing at its intersection with Whitewash Head Road and extending in a westerly direction for a distance of 5 metres.



**9 Cont'd**

- (e) That the stopping of vehicles be prohibited at any time commencing on the western (seaward) side of Heberden Avenue commencing at a point 10.5 metres west of its intersection with Whitewash Head Road and extending generally in a southerly direction for approximately 123 metres to the vehicle entrance into the boat ramp by the Sumner Lifeboat Institution Incorporated Scarborough Lifeboat Station.

Approve the following parking restrictions on Whitewash Head Road:

- (f) That the stopping of vehicles be prohibited at any time on the western (seaward) side of Whitewash Head Road commencing at its intersection with Heberden Avenue and extending in a northerly direction for a distance of 40 metres.

**CHAIRPERSON'S RECOMMENDATION**

For discussion.

10. CHARACTER HOUSING MAINTENANCE GRANTS

<b>General Manager responsible:</b>	General Manager Strategy and Planning, DDI 941 8281
<b>Officer responsible:</b>	Programme Manager Liveable City
<b>Author:</b>	Katie Smith, Neighbourhood Planner

**PURPOSE OF REPORT**

1. To report to the Hagley/Ferrymead Community Board the Character Housing Maintenance Grant applications that have been received for funding in the 2009/10 financial year for properties located within the Hagley/Ferrymead Ward.

**EXECUTIVE SUMMARY**

2. At its meeting on 4 May 2006, the Council adopted guidelines and associated procedures for the processing and administration of applications for Character Housing Maintenance Grants.
3. Under the policy and guidelines approved by the Council, applications for grants are to be reported back to the relevant Community Board, who will then make recommendations to the Character Housing Grants Panel who will make the final decision on grant applications.
4. The Character Housing Grants Panel comprises a representative from each Community Board. Staff will provide specific heritage, urban design and neighbourhood planning advice to assist the panel in its decision making.
5. This report informs the Board of those eligible applications received for Character Housing Maintenance Grants within the Board's area and which are for consideration at this meeting. Given the time frame available between the application deadline and the Board meeting date, full details are not available for circulation with this agenda. Details and photographs as submitted in each application will be displayed at the Board meeting to assist discussion. A summary of each application has been **separately circulated** to enable Members, should they so wish, to view the application properties prior to the Board meeting.
6. The Board is asked to assess applications with regard to their local knowledge and the criteria set out in the Character Housing Maintenance Grants Policy (refer **Attachment A**) and recommend the applications they consider suitable for a grant to be forwarded to the Character Housing Grants Panel. To assist in the decision making process for each application, a list of criteria, together with a weighting process is attached (refer **Attachment B**). The Board is asked to consider the merits of each application whilst the Character Grants Panel will consider the level of funding for each application.
7. The Board confirmed, at its meeting on 16 September 2009, that the Hagley/Ferrymead representative on the Character Housing Grants Panel is Rod Cameron.

**FINANCIAL IMPLICATIONS**

8. The funding for the Character Housing Maintenance Grants has been approved by the Council and the funds set aside for this year in the 2009-2019 LTCCP.

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

9. Yes, \$50,000 is included in the 2009-19 LTCCP (page 182, Community Grants) for the Character Housing Maintenance Grants Scheme.

10 Cont'd

**LEGAL CONSIDERATIONS**

10. The Character Housing Maintenance Grant Policy requires that applicants agree in writing not to demolish or remove the property within 10 years of the awarding of the grant and to repay the grant should the property be sold within five years of receipt of the grant. This is provided for in the form of a Property Information Note placed upon the Land Information Memorandum.

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

11. The Land Information Memorandum will provide the required form of protection against demolition or removal within 10 years and for the repayment of the grant should the property be sold within five years of receipt of the grant.

**ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS**

12. Yes, the Character Housing Maintenance Grants scheme is aligned to the Community Outcome "*An attractive and well-designed city*" (LTCCP 2009-19, page 50), 'Community Outcome 9. Development provides for, among other things, ensuring "*our lifestyles and heritage are enhanced by our urban environment*" (page 54). One of the success measures is that "*Christchurch is attractive and well maintained*" (page 54). Progress will be measured using headline indicators including "*perceptions of look and feel of the city*" (page 54). Character Housing Maintenance Grants contribute towards the external upgrading and maintenance of individual family homes which have a distinctive visual character and make a key contribution to the quality and identity of local streets.
13. Within the 'Activities and Services' section of the LTCCP, is "Community Support" which aims to provide project funding and operate community grant schemes at a local level that achieve heritage and environment outcomes (page 176). The Character Housing Maintenance Grants are decided upon at Community Board level with an aim to upgrade and maintain individual family homes which have a distinctive visual character and make a key contribution to the quality and identity of local streets.

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

14. Yes, paragraphs 9, 12 and 13 above refer.

**ALIGNMENT WITH STRATEGIES**

15. The Character Housing Maintenance Grants Scheme aligns with the Character Housing Maintenance Grant Policy. It also aligns with the Strong Communities Strategic Direction by protecting and promoting the heritage character and history of the city and the Liveable City Strategic Direction in protecting Christchurch's heritage buildings and neighbourhood character.

**Do the recommendations align with the Council's strategies?**

16. Yes, paragraph 15 above refers

**CONSULTATION FULFILMENT**

17. Not applicable.

**10 Cont'd**

**STAFF RECOMMENDATION**

It is recommended that the Hagley/Ferrymead Community Board:

- (a) Receive this information.
- (b) Consider the Character Housing Maintenance Grant applications received.
- (c) Recommend those applications they wish the Character Housing Grants Panel to consider for a grant.

**CHAIRPERSON'S RECOMMENDATION**

For discussion.

7. 10. 2009

11. **COMMUNITY BOARD ADVISER'S UPDATE**
12. **BOARD MEMBERS' QUESTIONS**
13. **BOARD MEMBERS' INFORMATION EXCHANGE**