

14. 8. 2008

## HAGLEY/FERRYMEAD COMMUNITY BOARD

**A meeting of the Hagley/Ferrymead Community Board  
was held on Wednesday 2 July 2008 at 3pm  
in the Boardroom, Linwood Service Centre**

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

**APOLOGIES:** An apology for absence was received and accepted from David Cox.

The Board reports that:

### PART A – MATTERS REQUIRING A COUNCIL DECISION

#### 1. GOODGEAR BIKES – BICYCLE RENTAL PROPOSAL



<b>General Manager responsible:</b>	General Manager City Environment, DDI 941-8608
<b>Officer responsible:</b>	Asset and Network Planning Manager
<b>Author:</b>	Bron Healey

#### PURPOSE OF REPORT

1. The purpose of this report is to seek the Council's approval to authorise the signing of a Licence to Occupy or similar agreement with GoodGear Bikes, and to provide additional cycle parking at key locations in the central city.

#### EXECUTIVE SUMMARY

2. GoodGear Bikes is proposing to introduce 100 remotely locked and released bicycles at key locations in central Christchurch in October 2008. This would add to the network of rental bicycles that GoodGear introduced in Whangarei, Auckland, Hamilton, Tauranga and Rotorua in March 2008.
3. The GoodGear proposal is a variation on public utility bicycle schemes that are becoming increasingly common (and successful) in cities around the world. The Velib scheme in Paris is probably the most well known of these. GoodGear has identified the following generic benefits of public utility bicycle schemes:
  - (a) Providing on demand transport/leisure
  - (b) A means of reaching destinations not transit accessible
  - (c) Reducing congestion
  - (d) Reducing pollution
  - (e) Providing incentives for tourists to get to more locations and spend longer in the city
  - (f) Decreasing the theft of personal bikes
  - (g) Providing the user with the benefits of exercise
5. GoodGear is seeking a Licence to Occupy or similar agreement with the Council that would allow GoodGear to operate its bicycles on public land for a peppercorn rental. GoodGear is seeking an agreement for a trial period of 24 months and a right of renewal for a further 36 months.
6. GoodGear would provide, operate and maintain the bicycles at no cost to the Council. In return, GoodGear is requesting that the Council provide 50 bicycle stands at key locations it has identified. The purchase, installation and maintenance of these stands would comprise the total capital cost to the Council. The full proposal from GoodGear is **attached**.

**1 Cont'd**

7. The options available to the Council are: do nothing; sign an agreement without providing additional bicycle stands; or, sign an agreement and provide the additional bicycle stands.
8. Do nothing: the Council would miss an opportunity to test the market for a public utility bicycle scheme in Christchurch at relatively low cost and risk to the Council.
9. Sign an agreement without providing additional bicycle stands: this would minimise costs to the Council. However, not providing additional bicycle stands may undermine the effectiveness of the scheme and upset existing users of public bicycle stands.
10. Sign an agreement and provide additional bicycle stands: this would involve additional cost to the Council, but it would allow the Council to test the potential of the scheme without reducing the amount of parking provided to existing cyclists. This is the option recommended by staff.
11. Staff would ensure that the additional bicycle stands were located to maximise public use. If the scheme proves unsuccessful at the end of the trial period, the bicycle stands would remain in the locations for general use.
12. Staff recommend that any agreement should require that GoodGear not restrict the public use of the stands when they are not occupied by GoodGear bikes. Any signage provided at the sites should expressly state that the stands are also available for public use.

**FINANCIAL IMPLICATIONS**

13. All costs for running the scheme, and supplying and maintaining the bicycles will be carried by GoodGear. The purchase and installation of 50 bicycle stands will cost Council approximately \$10,000. There will also be minor ongoing costs to maintain the bicycle stands.

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

14. There is budget for the installation of bike stands in the 2008/09 capital programme under Cycleways, Parking Upgrade (Central and Educational).

**LEGAL CONSIDERATIONS**

15. The Council would need to sign a Licence to Occupy or similar agreement with GoodGear Bikes. The Licence to Occupy would state the period of the agreement, the costs agreed between the two parties, and the rights and obligations of each. GoodGear Bikes has signed similar agreements with Councils in Whangarei, Auckland, Hamilton, Tauranga and Rotorua.

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

16. As above.

**ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS**

17. The GoodGear proposal aligns with the following Community Outcomes:
  - (a) A healthy city.
  - (b) A city for recreation, fun and creativity.
  - (c) An attractive and well-designed city.
18. The proposal aligns with the Streets and Transport Activity Management Plan by providing additional cycle parking facilities in the central city.

1 Cont'd

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

19. The recommendations will improve the level of service for cyclists and potential cyclists in the central city by increasing the availability of cycles and providing increased cycle parking opportunities.

**ALIGNMENT WITH STRATEGIES**

20. The proposal supports the following policy and method in the City Plan:
- (a) Policy 7.4.3: To provide convenient, safe cycle parking in public areas.
  - (b) Method: Investigation of a public cycle hire system, particularly for the central city area.
21. The proposal supports the objectives of both the Christchurch Cycling Strategy and the Central City Revitalisation Strategy. The proposal will also partially implement the following actions in these strategies:
- (a) Improve facilities for cyclists at popular destinations and key locations (Cycling Strategy).
  - (b) Improve cycle storage facilities (Revitalisation Strategy).

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

22. As above.

**CONSULTATION FULFILMENT**

23. Existing providers of rental bicycles in or near the central city were considered to be affected parties. These businesses were contacted for their views. All considered themselves to be affected by the proposal, although to varying degrees. One business indicated that they targeted a different market segment to GoodGear Bikes.
24. None of the existing providers objected in principle to the Council signing an agreement with GoodGear bikes to occupy public land. However, two stated that they would strongly object to the Council providing extra bicycle stands for use by GoodGear Bikes. Both indicated that they had previously asked Council (informally) to provide parking for their own bikes and had been turned down.

**STAFF RECOMMENDATION**

It is recommended that the Council:

- (a) Support the GoodGear Bikes proposal in principle.
- (b) Authorise staff to sign a temporary Licence to Occupy with GoodGear Bikes for an initial period of 24 months at a 'peppercorn' rental. This agreement will be subject to review at the end of the 24 months.
- (c) Authorise staff to determine the locations of, and install, up to 50 additional bicycle stands in the central city for use by GoodGear bikes. These bicycle stands will be installed on the proviso that GoodGear does not seek to restrict public use of any of these stands when they are not occupied by GoodGear bicycles.

**BOARD CONSIDERATION**

There was concern raised by some members about the proposal, including whether or not the proposal fitted within the Transport Strategy for the Central City and whether it should be deferred pending consideration of this. Concerns were raised with respect to other businesses which indicated during consultation that they had raised similar proposals with the Council but had been declined. Consultation should be carried out with businesses if additional stands were to be placed outside their premises.

1 Cont'd

**BOARD RECOMMENDATION**

That the staff recommendations (a) and (b) be adopted, and further:

- (c) To authorise staff to propose the locations, and report back to the Board and Council on these locations, of up to 50 additional bicycle stands in the central city for use by GoodGear bikes. These bicycle stands be installed on the proviso that GoodGear does not seek to restrict public use of any of these stands when they are not occupied by GoodGear bicycles.

Yani Johanson abstained from voting on recommendations (a) and (b). Yani Johanson and Rod Cameron voted against recommendation (c).

**PART B - REPORTS FOR INFORMATION**

**2. DEPUTATIONS BY APPOINTMENT**



**2.1 JULIAN HULL OF GOODGEAR BIKES**

Julian Hull of Goodgear Bikes spoke in support of the Goodgear proposal, Clause 1, and responded to questions from members.

The Chairman thanked Mr Hull for his presentation.

The issue was dealt with as part of Clause 1.

**3. PRESENTATION OF PETITIONS**

Nil.

**4. NOTICE OF MOTION**

Nil.

**5. CORRESPONDENCE**

The Board received correspondence from:

- Nan Caldwell of Kimihia Youth Skills Trust thanking the Board for a grant.
- Lindsay Carswell regarding a resource consent issue in Stanmore Road (this was a copy of a letter sent to the Chief Executive).
- A letter from Dave Kelly of the Victoria Neighbourhood Group. This item was dealt with under Clause 10.

Copies of this correspondence is attached.

**6. BRIEFINGS**

Nil.

**7. COMMUNITY BOARD ADVISER'S UPDATE**

The Board **received** information from the Community Board Adviser covering upcoming meetings and events and other relevant information, including a progress update on the issue of microphones for the Boardroom.

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**8. MEMBER'S QUESTIONS**

Nil.

**PART C – DELEGATED DECISIONS TAKEN BY THE BOARD**

**9. CONFIRMATION OF MEETING REPORT – 18 JUNE 2008**

The Board **resolved** to confirm the report of its ordinary meeting of 18 June 2008 (both open and public excluded sections).

**10. DORSET STREET AND DUBLIN STREET – KERB AND CHANNEL RENEWAL PROJECT**

The Board considered a report seeking approval to proceed to detailed design, tender and construction for the Dorset and Dublin Streets kerb and dish channel replacement project.

The Board agreed to defer consideration of the report until the meeting of 16 July 2008 so that staff could consult with the Victoria Neighbourhood Group.

**11. RESOLUTION TO EXCLUDE THE PUBLIC**

The Board **resolved** that the draft resolution to exclude the public set out on page 39 of the agenda be adopted.

The meeting concluded at 4.20pm.

**CONFIRMED THIS 16TH DAY OF JULY 2008**

**BOB TODD  
CHAIRPERSON**

## Rental bicycles for recreation and commuting

*...locked and released by cell phone, for use by students, city workers/residents and tourists*

## Proposal to Christchurch City Council



*GoodGear*  
BIKES

Date: June 2008  
Contact: Julian Hulls  
GoodGear Limited  
julian@goodgear.co.nz  
021 154 8371

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# Executive summary

GoodGear Ltd has commenced the introduction throughout N.Z of remotely locked and released bicycles at key city and tourist locations. This concept, known in Europe and North America as a Public Utility Bike System has “set the bicycle on the path of becoming revolutionary to urban public transportation systems throughout the world” (Smart Bikes: Public Transportation for the 21<sup>st</sup> Century).

GoodGear intends to continue it’s growth by placing a further 300 bikes including in Christchurch and Wellington in spring 2008. This will add to bikes installed in five other cities early in 2008. One hundred bikes have been identified as suitable for Christchurch on a selection of sites that include high pedestrian flow areas and transport hubs and potentially at the university. Capital costs to council are limited to the purchase and installation of 50 conventional Sheffield bike racks in key locations. The funding, ownership, promotion and maintenance of the bikes and their supporting hardware and operating systems rests with GoodGear.

GoodGear’s Proposal is for the introduction into Christchurch of its public utility bike system, and requests a License to Occupy, or similar agreement with Christchurch City Council (CCC) in order to be ready for launch of operations in the city in October 2008.

## 1. Background

GoodGear has held preliminary discussions with Mike Theelen and Norm Withers – Deputy Mayor. This document has been prepared as a follow on to these discussions.

### 1.2 Company background

GoodGear is a limited liability company involved in bike rentals.

Extensive market research has identified that a market for rental bicycles exists for tourism and recreation. Typically, European business models for rental bikes also identify commuters (Public Utility Bikes or PUBs) and this is expected over time to also apply in New Zealand.

The bikes are secured in public locations using technology from Europe’s public utility industry that allows the bikes to be locked and released using cell phones. GoodGear has exclusively licensed this technology from Nextbike ([www.nextbike.de](http://www.nextbike.de)) for the New Zealand market with options to extend into Australia and South Pacific.

GoodGear has launched 150 of these bikes in Whangarei, Auckland, Hamilton, Tauranga, and Rotorua in March 2008. It is planned that a further 300 bikes will be introduced later in 2008 including in both Wellington and Christchurch.

### 1.3 Business model

GoodGear’s business model is unique in that for the first time a Public Utility Bike System will be launched nationally as opposed to on a city by city basis as is the case in Europe and North America. This is expected to represent a facility of interest to, among other groups, tourists and encourage them to stay longer in locations where easily accessible bike transport is available.

The bikes will be sited, at street venues and transport hubs in the cities supplemented by locations in backpacker hostels and tourist venues.

The bikes provide a mode of transport to other activities and attractions, or a form of leisure in its own right for tourists and city dwellers. For the city user they provide a means of extending their weekday trip on public transport (Park and ride a bike, or train into town and continue by bike) or recreation at the weekend. “There are approximately 50 cities throughout the world with public utility bikes” (Smart Bikes: Public Transportation for the 21<sup>st</sup> Century).

The business model includes for advertising which helps to lower the rental costs to users. Each bike carries an advertising space in the frame. This is a good opportunity for those companies and organisations wishing to be associated with sustainability or wanting to appeal to a slightly fitter, younger and environmentally concerned user.



In towns and cities outside of Auckland and Hamilton, GoodGear will work with a local business partner who will operate, promote and maintain the bikes. Discussions are currently underway with potential business partners in Christchurch.

In most Europe and North American cases, local authorities guarantee rental income for the bike system provider, at least during the operational start up phase. Alternatively the system is subsidized within the city street furniture/advertising contract held typically by international media companies. Such models are unavailable in NZ. GoodGear's operation is therefore entirely entrepreneurial. It is seeking only minor assistance from local authorities, primarily to provide bikes racks at the selected locations

These bikes benefit the host city by:

- Providing on demand transport/leisure
- A means of reaching destinations not transit accessible
- Reducing congestion
- Reducing pollution
- Providing incentives for tourist to get to more locations and spend longer in the city
- Decreasing the theft of personal bikes
- Providing the user with the benefits of exercise.

(Smart Bikes: Public Transportation for the 21<sup>st</sup> Century)

## Rental cost

The rental costs are on a time used rather than distance covered basis. The price includes the use of a helmet and security lock.

Registration to use the system costs \$3, and this is credited to the user for their first ride. (The first hour of cycling is therefore paid).

- |              |             |
|--------------|-------------|
| • 1 hour     | \$3         |
| • 2 hours    | \$6         |
| • 3 hours    | \$9         |
| • 4 hours    | \$12        |
| • 24 hours   | \$15        |
| • 4pm to 9am | \$9 maximum |

The bikes can be left at a different station from the one they were picked up from for \$10.

Bikes can also be secured at locations that are not recognised as pickup or drop of station for \$100.

## Bike usage

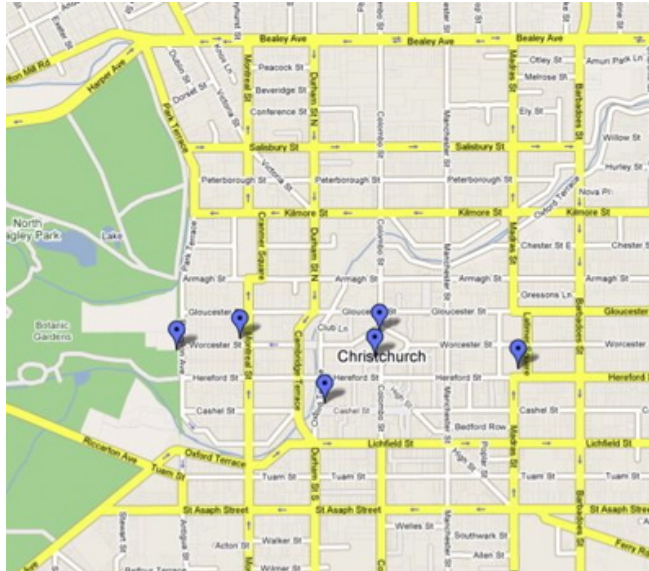
GoodGear expects on average bikes will be used up to 10 percent of a day, that is 2.5 hours. In Europe where city councils guarantee the rental income per bike, it typically takes 18-24 months to achieve this average level of use to break even and become profitable.

The amount of time that the bikes are rented for changes significantly with the day of the week and season.

## 2. Operations

### 2.1 Suggested bike stand locations - Christchurch

The type of location significantly affects the typical user and the likely primary purpose of the bike rental. These location types will be in a number of key city locations to provide the best access to typical users - students, city residents/workers and tourists.



GoodGear suggests placing 6 -10 bikes at each location. Each bike rack can hold 2 bikes. GoodGear would like to make 100 bikes available for Christchurch. This equals 50 racks across central Christchurch. The exact placement of racks and numbers to be decided in consultation with traffic demand and town planners.

### 2.2 Enabling technology

Each bike is secured to a bike stand using a mechanical combination lock. The code for the combination lock is changed each time a new user picks up the bike.

Users register on line or over the phone and can then:

- Contact a call centre, giving the code on the bike.
- The system reads out a release code, also sent by sms text direct to the mobile phone.
- Upon returning a bike the user secures the bike at a rental station following the prompts from the call centre.

Payment is completed by credit card. Users without a credit card can arrange to deposit money into a GoodGear account to give them credit to ride.

Each bike has a unique identifier from which a central computer keeps complete records of use of every bike: Start and finish time, user, pick up and drop off point.

### 2.3 Bikes

The bikes are designed to be of limited or no resale value. Key components that ensure this are:

- Frame Solid panel for advertising so has a unique silhouette
- Gears 3 speed, hub style, so stay tuned and greater protection from elements and rider
- Brakes Integral to the wheel hub so one less component to steal and easy to maintain
- Lock Mechanical combination lock that can be changed by users, and manually unlocked by GoodGear
- Advertising panel This adds to the frames uniqueness and makes it easier to identify

GoodGear will use the above components on the following basic model to provide a bike that is both desirable and enjoyable to ride whilst being of low theft value



## 2.4 Helmets

Helmets are not compulsory in Europe; they are however in New Zealand and any company providing bikes for rent needs to ensure helmets are available for users to use. GoodGear has a helmet secured to every bike using a system which has worked well in the first two months of operations.

The helmet design is important, as it must meet NZ safety standards and have a number of additional features:

- Repeated small impact resistance      Typically bicycle helmets have an expanded polystyrene shell that is deliberately brittle. In recent years this been added to with a hard plastic shell. This is ideal for repeated knocks.
- One size fits all      Bike helmets tend to have a small range of adjustment for head sizes. GoodGear has chosen as model that ranges in head size from 54cm – 61cm
- Easy to clean      Minimal foam padding is used inside the helmet
- Attachment to bike      Most helmets have ventilation holes, these can easily be threaded with a security cable. This allows the helmet to be locked to each bike when not in use.
- Ultraviolet resistance      The sunlight will degrade the plastic and the only way to overcome this is to ensure the helmets are replaced yearly.

## 2.5 Infrastructure needs

### Bike rack

The bikes can be locked against a range of street furniture typically found in a modern cities, like the standard Sheffield bike rack. Each Sheffield rack can take two bikes. GoodGear has developed a bike rack based on design used by Hamilton CC which can be configured to be movable or fixed – illustrated below. Signage will need to be added to the stand at any given location to ensure users are aware they can pick up or drop of a bike at that point. This signage would be produced and installed at GoodGear's expense.



A Sheffield rack typically cost \$200 a unit (Installed) and when placed at public venues or transport hubs should be capital expenditure for the city. This proposal calls for 50 bike racks, so a capital expenditure of \$10,000.

It is preferable to install new racks rather use existing racks to avoid upsetting regular users of the existing racks.

### **Cell phone coverage**

For the system to work users need to be able to talk on their cellphone, this enables the GoodGear system to automatically identify the caller. For this reason there must be coverage from the existing cell phone network.

The cost of the call is met by the person renting the bike, and is equal to the cost of a local call within New Zealand, as set by their mobile phone contract. Total call time to rent and return a bike is typically 2 minutes.

### **Electricity (None)**

The bike stands require no electricity or phone cabling.

### **2.6 Complimentary infrastructure**

None of following is essential It is a wish list that may make one specific public location more desirable than another to place bikes.

### **Good lighting at night**

Reduces the opportunity for vandalism and theft.

### **Open space**

Reduces the opportunity for vandalism and theft.

### **Closed Circuit TV**

Provides a means of prosecuting offenders and deters potential offenders from spending time in the area.

### **Cycle lanes leading to and from stands**

Facilitates safer riding of bikes.

## **2.7 Bike maintenance**

The bikes belong to GoodGear and as such it is the companies responsibility to ensure they are tidy and safe to ride.

## **Servicing**

GoodGear completes 3 service rounds a week in the summer and 2 service rounds a week in the winter.

In addition certain components will be replaced when they have reached a certain number of hours of use. This will vary for the different components: brake pads, cables and tyres etc.

## **Anti theft strategy**

The bikes as mentioned in the "Bike" section have been designed, through their unique features, to be of little or no resale value.

Each bike has it's own unique combination lock for securing the bike whilst being rented.

Each user is identified when they rent a bike, and are therefore discouraged from stealing the bike they have rented as their account is being charged.

## **Anti vandalism strategy**

Users are encouraged to report any incidents of vandalised bikes. These bikes are then removed and/or repaired.

Bikes that are located in sheltered environments (Backpacker Hostels and car parks) and public locations, as mentioned in the "Additional infrastructure wants", section are less prone to damage.

# **3. Proposal and Request**

## **3.1 Proposal**

GoodGear' proposal is for the introduction into Christchurch of it public utility bike system. This will initially be for circa 100 bikes. The company would like to achieve this against a timetable described below.

## **3.2 Schedule of key dates**

The following gives an indication of the major milestones and time frames to "Go live":

- Council Receive Proposal 18<sup>th</sup> April
- Council Agreement in principle, subject to terms of License to Occupy, or similar by end of May 2008
- GoodGear orders Bikes, June 2008
- Conclude License to Occupy August 2008
- Bikes installed October 2008.

GoodGear preferably needs an understanding or agreement in principle, but subject to agreement, at the earliest reasonable date due to lead times for certain bike component being up to six months.

## **3.3 License to occupy for bike stands**

GoodGear requests the establishment of a Licence to Occupy or similar agreement with the CCC. With the first five city councils, GoodGear has negotiated a License to Occupy for a trial periods (24 months) with the right to renew the license for a further period (36 months).

GoodGear has in all cases been charged a peppercorn rental for the trail period. In exchange GoodGear makes available the cycle usage data free of charge, to provide an insight into cycle usage patterns of the city.

The cost of the renewal period will be agreed after reviewing the data, and will take into account the utility provided by the bikes to the city.



## *Kimihiia Youth Skills Trust*

Box 24 034  
Christchurch  
Telephone (03) 982 0100 ext 811  
Fax (03) 982 0101  
email [ca@linwoodhcollege.school.nz](mailto:ca@linwoodhcollege.school.nz)

26 June 2008

Ms Claire Milne  
Community Development Adviser  
Linwood Service Centre  
Box 24214  
CHRISTCHURCH

Dear Claire

On behalf of the Trust I wish to thank the Hagley/Ferrymead Community Board for its grant of \$10,000 towards the salary for a wrap-around social worker for the Kimihiia Adventure Programme.

The work done by this social worker is invaluable, and it is only with the support of organizations such as the Board, that we can continue to employ such a person.

The Board's ongoing support is very much appreciated.

Regards

Nan Caldwell  
Trustee/Secretary/Treasurer

Lindsay Carswell  
2/238 Stanmore Road  
CHRISTCHURCH

23 June 2008

The Chairperson and Members  
Hagley Ferrymead Community Board  
P.O.Box 24-214  
CHRISTCHURCH

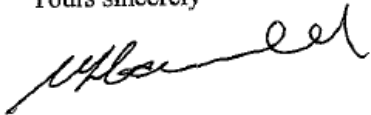
Dear Community Board Members

**238 Stanmore Road: Complaint regarding issue of Resource Consent for a  
Medical Facility**

I enclose for your information a letter I have recently sent to Mr Tony Marryatt, Chief Executive Officer of the Christchurch City Council.

If you have any questions or require further information please do not hesitate to contact the writer.

Thanking you  
Yours sincerely



Lindsay Carswell

Lindsay Carswell  
2/238 Stanmore Road  
CHRISTCHURCH

23 June 2008

Mr Tony Marryatt  
Chief Executive Officer  
Christchurch City Council  
P O Box 237  
CHRISTCHURCH

Dear Tony Marryatt

**238 Stanmore Road: Complaint regarding issue of Resource Consent for a Medical Facility**

On the 7<sup>th</sup> of June 2006 the owner of Flat 6, 238 Stanmore Road (Postal Address Flat 1) applied for a Resource Consent to establish a medical facility in Flat 6.

A letter to the applicant from the Christchurch City Council planner, Rachel McClung, dated 20<sup>th</sup> June 2006, advised that the proposal lacked a car park, and other matters, and could not be processed until further information was received.

A note in Council records, dated 8<sup>th</sup> August 2006, advises "*Discussions with agent - no solutions found to tight manoeuvring or lack of one park*."

Further correspondence was received by the Council on 14<sup>th</sup> August 2006 from the applicant and was responded to by Adam Fort, Senior Planner, Christchurch City Council on 18<sup>th</sup> September 2006.

Mr Fort in an email to the applicant on 18<sup>th</sup> September 2006, advised that:

*"I can't see it progressing without the need for multiple neighbours consents (at least all the owners and occupiers of the other 5 units in the development which share the access). The parking and manoeuvring situation is extremely tight, and the access to the rear parks is formed to only about 3.5 metres wide, serving 5 other residential units as well."*

However, on 21<sup>st</sup> September, 3 days later, he advises that:

*"I have given further consideration to this proposal, .... There will be no need for neighbour's consents if we can get a good result in terms of both visual amenity and car park provisions."*



On the 12<sup>th</sup> December 2006, in a letter to the applicant, the consent was granted on a non-notified basis.

I note that Sections 93 and 94 of the Resource Management Act apply. The Planner considered, as part of the Council Assessment, Sec 94B, that "*No one is considered adversely affected.*" Consequently none of the neighbours in the 5 units were advised or their consent sought.

Subsequently, I had to engage a lawyer, who advised the owner of the unit that all the units were subject to a lease agreement that prohibited any commercial development without the consent of all the other lease holders. The owner did not proceed with the resource consent after it was granted.

My concerns are:

- (1) The Council appears to have not followed the correct statutory process as contained in the Resource Management Act 1991. The neighbours (including myself) were not consulted and our views sought, or consent given. I understand that under the Resource Management Act, as a minimum, the neighbours should have had notice of the application served on them and their views sought. Any comments from the homeowner should then be taken into account when making a decision.
- (2) The planner's sudden change as recorded in the Emails of 18<sup>th</sup> September and 21<sup>st</sup> September 2006. Considering that the previous planner had advised that no solution was possible, I find it disturbing that Mr Fort could make such a sudden change and that other Council planners could sign it off.
- (3) I am aware the decision made by the Council could have become the subject of a judicial review in the High Court. However, such action is expensive and most homeowners will not use this process. One must instead rely on the Council decision making process to be correct, fair and impartial. Sadly, it would appear that the decision made in this case was neither correct, fair nor impartial.

It would be appreciated if you could advise the writer'

- (a) Why the statutory process for the issue of the Resource Consent was not followed in this case?
- (b) The reason for the sudden change by the planner as indicated by his e-mails of the 18<sup>th</sup> September 2006 and 21<sup>st</sup> September 2006.
- (c) The steps Council has in place to ensure that decision making by Council Officers is correct, fair and impartial.

Thanking you

Yours sincerely

Lindsay Carswell

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**VICTORIA NEIGHBOURHOOD GROUP  
CHRISTCHURCH 8013**

Secretary: Dave Kelly, 6 Beveridge St, ph 3656-276, fax 3642-083  
Coordinators: Joan Hazlehurst, ph 3650-115; Marjorie Manthei, ph 3669-076

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30 June, 2008

Bob Todd  
Chairman  
Hagley-Ferrymead Community Board  
Linwood Service Centre  
Christchurch

Dear Mr Todd and the rest of the Board

I am writing on behalf of the Victoria Neighbourhood Group to offer a compliment and a complaint. We have just received the agenda for the 3 July meeting and were very surprised to find an advanced proposal for redoing the kerbs and channels in Dorset and Dublin Sts. The complaint is to ask why, in what seems to have been a 12 month consultation process, nobody at the CCC ever thought to send any information to the VNG. The compliment is to say that, as far as we can tell in the rather small and blurry diagram given in the Agenda, the plan will improve the area

Some years ago the CCC consulted about the area covered by our neighbourhood group (and, we understand, all similar groups). We were under the impression that our "official" boundaries included Dorset and Dublin Sts, and we certainly have always treated it as part of our area. That makes it all the more surprising that nobody at the CCC seems to have thought to send us copies of the plans. At present we have no residents on the committee from those two streets (though we have had in the past), or we would have heard indirectly about the information presented to residents

However, at this late stage looking at the small diagrams the proposal seems to be a good one. We welcome the removal of the deep dish channels and thank the Council for timetabling these streets for improvement now. The changes to parking (which is always an issue in the inner city due to commuter all day parking) seem positive. The plantings generally look to improve the area and the Give Way sign on Dorset at Park Tce is a good addition.

There are some minor concerns we still have. We support the comments from a resident about stones from the rain garden being thrown around. There is a private garden on the corner of Conference and Montreal Sts with a similar rock garden and there is a real problem with the stones being thrown at car and house windows. The exit from Dorset St onto Park Tce is quite narrow and we wonder if this may cause problems with cycles which want to go across all four lanes of Park Tce onto the shared cycle path on the riverbank. We are aware of a number of cycles that use this route into Hagley Park in the mornings. At present there is room for cars turning left out of Dorset St south onto Park Tce to pass to the left of cycles waiting effectively in a "right turn" space at the end of Dorset St, but the new road layout may not leave room for this to happen. There also seem to be issues around the width of the footpaths. It is hard to be definite about some of these points because we have only a low-resolution overall plan, with no cross-section diagrams, no information about the Dorset/Victoria intersection, and no planting plans.

If it would not cause undue delays to the project, we wonder if it would be possible to defer the project for one HFCB meeting for our group to have a look at proper plans so we can comment more fully. We could reply within 2 weeks and would be very grateful if this can be arranged. However, we would not want to insist if it would delay the project. For the future, you might also wish to seek comment on how the "relevant stakeholders" were identified for this area as not including the neighbourhood group.

Yours



Dave Kelly (secretary)

**Central Christchurch Bicycle Rental Companies**

<b>Company</b>	<b>Location</b>	<b>Contact details</b>	<b>Contact name</b>	<b>Time/Date</b>	<b>Response</b>
City Cycle Hire	73 Wrights Rd, Addington	0800 343 848	Craig Banbury	10am, 28/5	<ul style="list-style-type: none"> <li>- Offers a mobile drop-off and collection service to accommodation in the central city.</li> <li>- Considers his business to be affected by the proposal – particularly if 100 bikes will be provided.</li> <li>- Had bikes in the central city previously including at Arts Centre – didn't prove to be viable.</li> <li>- Doesn't object to Council agreeing to allow bikes to occupy public land, providing they are outside. Skeptical whether it will work.</li> <li>- Target a different market segment – don't offer less than 1 day hire.</li> <li>- Are looking at setting up a day hire system (with Auckland operator) plus showers, lockers etc. for people riding into the city – so this could potentially be affected.</li> </ul>
Natural High	130B Montreal St. Sydenham	(03) 982 2966	Kaye Thompson, Andrew Hunt	10am, 22/5 (spoke to Kaye)	<ul style="list-style-type: none"> <li>- Obviously will be affected.</li> <li>- Previously requested bicycle parking near the Police kiosk and was turned down by Council.</li> <li>- Admittedly had not produced a written proposal.</li> <li>- Would have no issue if company provided the stands and Council allowed them to occupy public land.</li> <li>- Strongly objects if Council were to spend public money on providing bicycle stands for use by the company.</li> </ul>
The Adventure Centre	69 Cathedral Square	(03) 366 0302	John Phillips, Managing Director	11:30am, 22/5	<ul style="list-style-type: none"> <li>- Obviously will be affected.</li> <li>- Previously requested bicycle parking near the Police kiosk and was turned down by Council.</li> <li>- Admittedly had not produced a written proposal.</li> <li>- Would have no issue if company provided the stands and Council allowed them to occupy public land.</li> <li>- Strongly objects if Council were to spend public money on providing bicycle stands for use by the company.</li> </ul>
Wheels 'n' Deals Cycles	159 Gloucester St	(03) 377 6655	Leo Bego	11:35am, 22/5	<ul style="list-style-type: none"> <li>- Of the same view as John Phillips .</li> <li>- Asked Council some years ago to put in cycle stands for his business and got no response.</li> </ul>