

42. WASHINGTON WAY RESERVE SKATE PARK STAGE 3

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PURPOSE OF REPORT

1. The purpose of this report is to provide further information to the Council following the 12 November 2009 Council meeting in relation to certain issues at Washington Skate Park. It was discovered after this Council meeting that the report had sections which had gone to the Hagley/Ferrymead Community Board that were mistakenly omitted from the Council report. These are in sections 37-64 in this report and contain much of the information requested.

In addition a chronology from 1993 – 2009 in regards to Washington Reserve has been added to section 65 of this report.

EXECUTIVE SUMMARY

2. The concept plan for the completion of the entire Washington Way Reserve Skate Park was presented to the Board meeting 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 to cater for different groups and age demographics. 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 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 remains valid.
5. The proposed concept plan for the entire Skate Park 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.

ADDITIONAL INFORMATION REQUESTED AT 12 NOVEMBER 2009 COUNCIL MEETING

6. RESOURCE CONSENT

An issue was raised at the 12 November Council meeting about the monitoring of the car park that was required as a condition of the 2002 consent. The condition required the Council to undertake monitoring of the car park to identify if there was adequate supply for park users. This was to be carried out six months after stage 2 was completed so as to inform stage 3 implementation. This monitoring did not occur after six months however, it has been undertaken between 2006–2008 to advise car park demand for the current proposal. The condition in the resource consent stated that this monitoring was to be carried out before work begins on construction of stage 3.

7. Rebecca Wolt, at the 12 November Council meeting, raised an issue in regards to graffiti removal from the Canon building in relation to the resource consent granted in 2002 for Washington skate park. Council staff had taken into account safety and security issues even though they were outside the areas that the consent conditions applied to, and had made the comment that graffiti would be monitored and cleaned from the edges of the skate park. This monitoring/cleaning is not a condition of the consent (ref section 56) for information on CCC Graffiti Office.
8. The previous consent lapsed in February 2007. Legal advise was that due to the need for an updated design, the fact that stage 3 had not been given effect to, and the timing of the project, a new consent should be sought.

In regards to applying for one or two consents. It is seen as both a time and money saving initiative to apply for one consent for the completion of the skate park.

By having a resource consent in place, it gives certainty to the project in regards to applying for funding in the next LTCCP.

9. **NEIGHBOURING BUSINESSES**

A meeting took place between the neighbouring business and officers on 2 June 2006 (Tony Phibbs and Rachel Bright). Following the meeting several changes took place at the skate park. These included the locking of the gate at the front of the reserve during hours of darkness. The park was given additional clean up visits for litter and graffiti. Alcohol ban signs were put in place. The concerns raised by the business were put into the design as issues to be addressed. The intention was to mitigate concerns and issues that the business had detailed. The main step in rectifying this will be the installation of the fence as detailed on **Attachment 3**.

The planting around the toilet was thinned by the maintenance team following this meeting to open the skate park up on the Moorhouse Avenue and Waltham Road corner. This proved to be a success by giving better sightlines across the park and handing this area back over to skaters.

10. **VANDALISM**

Vandalism issues are dealt with through the new design and by placing barriers in areas of concern. The style of fence can be likened to a predator proof fence, where it will be designed to prevent passage of certain elements. This will be the same for both the rail way boundary and the neighbouring building. By limiting the opportunity for passage between the corridor and the park, Council will be limiting and negating in many situations the ability for illegitimate users to access both the building and reserve. This will need to be done in a manner to ensure that compliance with fire escape standards is retained.

10.1 FENCING

As part of the development of the design and in creating a safe separation between the neighbouring building and the skate area, staff propose that the fence should be developed with dialogue with the neighbouring tenant and advice be sought to identify if the fence can be installed as soon as possible. Council will have to give up reserve land to accommodate the fence as the adjoining building sits right on the reserve boundary. (refer section 51 to 53 for more detail on the fencing)

10.2 PLANTING

The planting between the Canon building and the skate area is currently offering cover to illegitimate users of the park. It is the intention of staff to restrict the ability for this to continue through the use of a suitable fence. With the installation of the fence the opportunity for people to pass into the planted area by the neighbouring building will be limited.

When the planting was thinned out at the front of the reserve, there was a decrease in use of that area by illegitimate users. By creating more space for legitimate users, the Council will be limiting and removing the opportunity for such vandalism to occur. With the completion of the design the issue of illegitimate use will be addressed and as a result the design has the support of both Police and the Safer Christchurch team.

11. **PHIBBS / WOLT MEETING 24/11-2009**

Staff met with Tony Phibbs and Rebecca Wolt (David Sloan's representative) on Tuesday 24 November 2009. Photos of areas discussed below are attached in attachment 6 of this report.

Several points were raised at the meeting which were as follows:

- Alteration to the car park. Tony Phibbs suggested that most of the trouble that was encountered was around the car parks that contacted directly with the Canon boundary. If the Council was willing to move these car parks closer to Moorhouse Ave that may address that issue.
- Installation of the fence (bearing in mind design will need to consider egress and fire compliance). This would create a suitable barrier to people getting access to the dense vegetation around the Canon building and to the Canon building itself. There was tagging on the wall behind the vegetation that cannot be seen until entering the vegetation. The barrier would restrict the movement of people getting to this wall.
- Thinning of vegetation outside the Canon boardroom. This would fall in line with CPTED principles and it would then be more difficult for people to hide behind the vegetation and enter into lewd behaviour. This has worked with some success at the Waltham/Moorhouse intersection where vegetation was thinned to allow better sightlines.
- Further lighting to highlight the Canon building. Rebecca Wolt suggested that the Council should look into this and other measures to create a safer situation at the Canon site. The opinion was that the Council had allowed the skate park, therefore the Council should make the alterations to the area to make it safer.
- Council staff would like to plant this area with thicker vegetation in consultation with the neighbouring property. This would be to create a further barrier for people accessing the building and entering into this vegetation stand.

Whilst Tony and Rebecca indicated this work would go some way to addressing their concerns, they are both still of the view that the skate park is an incompatible activity for the area and would like it to be relocated.

12. **CRIME CAMERAS**

Cost of camera to install at Washington for the purposes of using for criminal identification would be approximately \$30,000. We would also need to negotiate with the police to identify if they have the resource to monitor the cameras.

13. **TRANSITION AND PLAZA AREA**

Throughout the development of the completion of the design for Washington Way, one of the main directives was to avoid the confusion that has occurred in the past by labelling different areas as stages. With the completed design of the entire park and integrating the safety aspects to the whole setting, the design should be considered as a whole and not stages. The next area that is being requested as next in line to be built (with current funding) is the transition area to the south of the current skate area (as highlighted in red on attachment 3).

Note: Transition refers to elements that are free flowing in their use, i.e. this style of skate boarding was developed by skate boarding empty pools in California during the 1960s.

Plaza refers to elements that mimic street scenes such as Victoria square. This can include rails, stairs and ledges. This form of skate boarding became popular during the 1980s-1990s. Plaza areas are being developed as the next step in street skating. They are more in sync with what an urban street area would like.

FINANCIAL IMPLICATIONS

14. The current Capital Works Programme has funding to undertake 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 current funding budget will enable construction of the transition area (the feature bowl and area to the south of stage 1 and fence), incorporating design, consultation, and any required consents. There may be some slight modifications to the design as a result of resource and building consent requirements.

The total estimated construction cost for the completed design is estimated at \$1,200,000. This includes both the transition and plaza area as detailed in the proposed design. The \$1,200,000 would complete the design of Washington in its entirety. The additional \$850,000 will have to be considered through the 2012 / 2022 LTCCP.

The current funding does not include the possible car park alteration, security cameras or the plaza area and some of its associated landscaping.

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

15. Yes, as above.

LEGAL CONSIDERATIONS

16. Washington Way Reserve Skate Park is a metropolitan asset therefore the authority to approve the proposed plan lies with the Council.
17. 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.
18. 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 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.
19. 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 the whole of Washington Way Reserve Skate Park.

20. 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.

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

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

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

22. 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?

23. Yes, as above.

ALIGNMENT WITH STRATEGIES

24. 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 & Waterways Access Policy
- (f) Environmental Policy Statement
- (g) Children's Policy
- (h) Social Wellbeing Policy.

Do the recommendations align with the Council's strategies?

25. Yes, as above.

CONSULTATION FULFILMENT

26. Extensive consultation was undertaken with the community on the proposed concept plan for the completion of the Skate Park facility. This included issues gathering by both neighbouring building and skate park users.
27. 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.
28. Wider public consultation was then undertaken on these draft concept design plans in November-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 100-200 people during the course of each day.
- (h) A public information session was held at Our City on the evening of 3 December so as to be outside of normal business hours.
29. 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.
30. The public information evening session was attended by two people.
31. 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.
32. 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.
33. Approximately 66% 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 on-line, approximately 81% 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			Total
	Yes	No	Not indicated	
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
Total numbers	92 (66%)	12	36	140

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

CONCLUSION

34. 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 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.

35. In recognition of the feedback received, and further technical advice and design planning, Council proposes to make some changes to the original proposed concept plan (refer to **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 3.0 metres into the park from the boundary with the adjoining commercial building.
36. 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 Council for approval. Details of the meetings were provided so that any interested people could attend.

The Hagley/Ferrymead Community Board discussed this at their meeting on 7 October 2009

BOARD RECOMMENDATION

That the Council:

- (a) Approve the proposed concept design plan for Washington Way Reserve Skate Park Stage 3, amended as a result of public consultation.
- (b) Make provision for features of the existing plan that cannot be completed within the current funding for this project be submitted for inclusion in the 2010/2011 Annual Plan.
- (c) Consider approaching Canterbury Community Trust and the New Zealand Lottery Grants Board for funding assistance to complete Stage 3 of the Washington Way Reserve Skate Park.
- (d) Investigate the installation of monitored crime cameras in Washington Way Reserve Skate Park.

STAFF RECOMMENDATION

It is recommended that Council:

- (a) Approve the proposed total concept design plan for Washington Way Reserve Skate Park.
- (b) Approve the seeking of a resource consent for the entire project design.
- (c) Note that this stage of the project, which is funded (\$350,000) includes the boundary fencing.
- (d) Support the Community Board Resolution that provision of funding for the balance of this project be submitted for consideration during the 2010/11 Annual Plan deliberations, noting that should this be unsuccessful, funding should be considered as part of the 2012/22 LTCCP.

- (e) Consider approaching Canterbury Community Trust and the New Zealand Lottery Grants Board for funding assistance to complete the Washington Way Reserve Skate Park.
- (f) Investigate the installation of monitored crime cameras in Washington Way Reserve Skate Park and request any funding requirements be considered either as part of the 2010/11 Annual Plan or 2012/22 LTCCP.
- (g) Request that the Hagley/Ferrymead Community Board establish a working party including neighbouring businesses to monitor the behaviour around the skate park area and report back in 12 months.

BACKGROUND

Technical design changes

- 37. 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.
- 38. 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 to 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.
- 39. 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.
- 40. 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

- 41. Of those 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.
- 42. 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

43. 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 being reported to Police. Criminal activity such as theft, assault, and drug dealing should be reported to the Police and is a Police enforcement matter.

Improved design layout to address issues

44. 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 is 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.
45. 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.
46. 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 forces the “social gathering” areas away from the wall to more visible and central locations.
47. 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.
48. 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

49. 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.

50. 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.

Fencing

51. 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.
52. 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.
53. 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 (or higher if deemed necessary) security fencing will extend around these boundaries at a distance of approximately 3.0 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

54. 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 is fully lit, and will continue to have lighting during the hours of darkness.

Maintenance issues

55. Vandalism and littering was identified as an issue for several submitters. The majority of Requests for Service for this park processed by Council at present are related to graffiti (mostly in or on the toilet block which required 39 responses to vandalism between 13 November 2008 – 18 November 2009, not all of this was graffiti, there were requirements re blockages, broken handles and locks not working, this is in line with most other toilets in public spaces) 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.

Graffiti

56. 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 and vandalism in this area.

Noise

57. 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.
58. 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.
59. A noise assessment undertaken for 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

60. 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 2 or 3 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.
61. 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 institutions, and that approximately 35% 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

62. 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, 7 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 by-law.

Other support

63. 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

64. 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.

ADDITIONAL INFORMATION CHRONOLOGY OF PROCESS

65. Chronology of Washington Skate Park from 1993 – 2009 (Lot 20 refers to Washington Reserve)
- 29 June 1993 - The Council considers a report on proposed reserve in Washington Way. Parks and Recreation Committee expressed concern that Railcorp marketing development based on a concept plan which is not approved by the Council. This concept showed Lot 20 as open space. At that stage Railcorp conditionally sold one site overlooking reserve area.
 - The Council Resolved that Railcorp be informed that it is the Council's prerogative to determine how reserve land is classified.
 - 10 August 1993 - The Council resolved that upon receipt from Railcorp Lot 20 be classified as a recreation reserve. Council also resolved that the Office Solicitor draw up a contract binding the Council :to Council itself classifying the reserve as a recreation reserve and giving an undertaking not to permit the continuance of commercial activities, such as Daytona Raceway..."
 - Late November 1993- Issue of a skateboard ramp on Lot 20 becomes an issue that the Hagley/Ferrymead Community Board discuss with an outcome to recommend to the Parks and Recreation Committee, that Lot 20 be a suitable sight for skate boarding.

- 8 November 1993 Railcorp forwards agreement to Christchurch City Council for signing with reference to Lot 20 being used *"for open passive recreation"*. Railcorp covering letter refers to issue of a skateboard ramp on Lot 20.
- Early November 1993 Telephone conversation between Railways and Office Solicitor. Railways advised by Office Solicitor that City Council could not sign agreement because of tag *"...for open passive recreation."*
- 17 November 1993 Hagley / Ferrymead Community Board resolved to recommend that City Council give consideration to use of Lot 20 as a skateboard ramp.
- 28 February 1994 Council resolved to permit skateboards on Lot 20.
- 1996 Christchurch skaters show demand for skating through use of Victoria Square. This becomes a high use area for skaters and leads to opposition by local businesses.
- 1996 – 1997 Businesses in Victoria Square request a ban on skate boards and that a site be located elsewhere in the central city that is purpose built for skate boarding. The claim is made that skate boards are dangerous when mixed with pedestrians, police voice their concern in regards to this as well, noting reports of pedestrians being knocked over by skateboarders. The issue is ongoing through the Press during 1996 and 1997.
- 1996 Council identify the need for skate board facility, and that the Victoria square option is not ideal as it is not purpose built and is hard to keep the general public safe as it is pedestrian area and not a designated skate area.
- 1997 – 1998 Council agrees to ban skate boarding in central city once Washington Reserve is ready for skate boards to move in.
- May 1997 The design for Washington skate area is drafted by Andy Wylie. The skate park focuses on transition skating and building skill levels from beginner through to advanced. This is earmarked to be finished within a 3 year timeframe.
- 1998 Businesses in Washington Way voice there opposition to skate park at Washington Reserve.
- March – June 1998 Stage one of Washington Reserve skate area commences and is open to coincide with the skate board ban coming into effect at Victoria Square. Skate park is officially opened on the 6th June 1998, skaters reflect there delight at the new park stating that the Council rocks.
- 1999 – 2001 The stage 2 design is amended to reflect the need for street skate elements that have not been included in the original design. Campbell Johnson drafts the new stage 2 design.
- January 18, 2001 Washington Reserve is zoned as Business 3 and the Open space zoning is repealed. The Environment Court has produced a decision pertaining to the zoning of Washington Reserve. Washington reserve is to be zoned as a Business 3. Therefore the resource consent application will be lodged soon.
- November 5, 2001 Preparation for an application for resource consent Council officer Suzanne Weld writes to the local businesses informing them that the council will be preparing an application for resource consent to extend the skateboard facility at Washington Reserve.
- February 12, 2002 Resource Consent RMA 20008961 Granted Regarding the Councils application for consent to extend the skateboard facility in two stages including the provision of associated car parking, lighting and landscaping. "The Resource Management Officer Committee has considered this application on a non-notified basis pursuant to section 94 of the Resource Management Act and consent has been granted.

- February 20, 2002 Resource consent for Stage 2 granted Suzanne Weld writes to the local businesses informing them “that resource consent for the extension to the Washington Reserve skating facility has been granted. The decision to process the application on a non-notified basis and give approval to the application was made by an independent Commissioner David Collins 11 February 2002. It is likely that construction of stage 2, the street skating area will commence in April/May this year”.
- 16th November 2002 Stage 2 is officially opened for public use. The skate park as it is now, is what was opened on that day.
- March 2004 The skate strategy is adopted through Council and identifies as its main target to have budget for the completion of Washington by 2007.
- 2005 Businesses in Washington Way submit further concerns re the skate park to Council. They state that graffiti and vandalism is occurring in the area as a result of the skate park. Council officers meet with them to discuss what could be done to mitigate the issue. Local businesses aware of stage 3 design and that it is over due in the time line originally set out in 2002 resource consent proposal.
- May 18 2005 Council Officers offer to cost share in a fence with neighbouring property at a rate of \$221.92 plus GST. Neighbour states that this should be the full cost of the Council as they have caused the issues by installing the skate park.
- May 2006 The Phillipstown Strengthening Communities Team Graffiti Vandalism Reduction Project commences and includes Washington at the request of Council Officers working on the project. The pilot scheme was deemed a success and the graffiti office is opened 6th October 2008. The graffiti office focussed on the city as a whole.
- May 2006 – August 2006 Issues gathering is undertaken through communication with skaters and local business during 2006. This information is utilised to form the brief for Washington skate park designers.
- October – November 2006 Convic Design Ltd is identified as a suitable vendor to complete the design of Washington. Convic are contracted to develop the design according to discussion with skaters and from issues raised by local businesses. Convic are a professional organisation that develops public spaces in Australia and the Asia Pacific region with an emphasis on skate and youth areas.
- November 2006 Car park monitoring commences and runs through to 2008 to identify future needs and meet conditions from previous consent.
- Early 2007 Council Officers working on the project undertake CPTED (Crime Prevention Through Environmental Design) training in order to better understand the elements required to make Washington Skate park a safer place through improved design. These methods are passed onto stage 3 designers Convic.
- 2007 Council Officers spend time during the weekends and night at the skate park to identify issues and try to see first hand some of the issues that have been raised since the skate park was opened.
- Consultation opens during late 2007, information sessions held on site at Washington and at Our City. Comments relate to either the design for those in favour, and for those opposed, submissions focus on the need to remove the skate park or mitigate the social issues businesses have identified as their main concern.
- 2008 – 2009 Issues worked on in relation to finalising the design and ensuring, functionality, CPTED and safety is paramount heading forward with any new design.
- October 2009 Report for Stage 3 goes to Community Board for approval, it is approved and is sent to the Council for approval.