Christchurch City Council

CHRISTCHURCH CITY COUNCIL
AGENDA

THURSDAY 11 OCTOBER 2012

9.30AM

**COUNCIL CHAMBER, CIVIC OFFICES,
53 HEREFORD STREET**

AGENDA - OPEN

Christchurch City Council

CHRISTCHURCH CITY COUNCIL

Thursday 11 October 2012 at 9.30am
in the Council Chamber, Civic Offices, 53 Hereford Street

Council: The Mayor, Bob Parker (Chairperson).
Councillors Peter Beck, Helen Broughton, Sally Buck, Ngaire Button, Tim Carter, Jimmy Chen, Barry Corbett, Jamie Gough, Yani Johanson, Aaron Keown, Glenn Livingstone, Claudia Reid and Sue Wells.

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	MEETING OF 21 SEPTEMBER 2012	
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22.	REQUESTS ARISING FROM PREVIOUS PUBLIC FORUM	
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24.	RESOLUTION TO EXCLUDE THE PUBLIC	

1. APOLOGIES

Councillors Aaron Keown, Claudia Reid, Peter Beck and Yani Johanson

2. DEPUTATIONS BY APPOINTMENT

3. PRESENTATION OF PETITIONS

23. NOTICES OF MOTION

The following Notice of Motion was submitted by Councillor Helen Broughton pursuant to Standing Order 3.10:

"That Council urgently request CERA place a month's moratorium on the demolition of Cranmer Courts, recognising this is a Group One Heritage Building and within an important heritage precinct".

24. RESOLUTION TO EXCLUDE THE PUBLIC

Attached.

THURSDAY 11 OCTOBER 2012

COUNCIL

RESOLUTION TO EXCLUDE THE PUBLIC

Section 48, Local Government Official Information and Meetings Act 1987.

I move that the public be excluded from the following parts of the proceedings of this meeting, namely items 21, 22 and 23.

The general subject of each matter to be considered while the public is excluded, the reason for passing this resolution in relation to each matter and the specific grounds under Section 48(1) of the Local Government Official Information and Meetings Act 1987 for the passing of this resolution are as follows:

	GENERAL SUBJECT OF EACH MATTER TO BE CONSIDERED	REASON FOR PASSING THIS RESOLUTION IN RELATION TO EACH MATTER	GROUND(S) UNDER SECTION 48(1) FOR THE PASSING OF THIS RESOLUTION
25.	**R**eport of a Meeting of the Akaroa/Wairewa Community Board: Meeting of 19 September 2012	) GOOD REASON TO WITHHOLD EXISTS) UNDER SECTION 7	SECTION 48(1)(a)
26.	**R**eport of a Meeting of the Burwood/Pegasus Community Board: Meeting of 17 September 2012		
27.	**R**eport of a Meeting of the Hagley/Ferrymead Community Board: Meeting of 19 September 2012		
28.	Report from the CEO Performance Review and Remuneration Subcommittee		

This resolution is made in reliance on Section 48(1)(a) of the Local Government Official Information and Meetings Act 1987 and the particular interest or interests protected by Section 6 or Section 7 of that Act which would be prejudiced by the holding of the whole or relevant part of the proceedings of the meeting in public are as follows:

ITEM	REASON UNDER ACT	SECTION	PLAIN ENGLISH REASON	WHEN REPORT CAN BE RELEASED
25.	To enable any local authority holding the information to carry on, without prejudice or disadvantage, negotiations (including commercial and industrial negotiations).	7(2)(i)	Property is subject to confidential negotiation.	When settlement is concluded.

ITEM	REASON UNDER ACT	SECTION	PLAIN ENGLISH REASON	WHEN REPORT CAN BE RELEASED
26.	To enable any local authority holding the information to carry on, without prejudice or disadvantage, negotiations (including commercial and industrial negotiations).	7(2)(i)	Property is subject to confidential negotiation.	When settlement is concluded.
27.	To enable any local authority holding the information to carry on, without prejudice or disadvantage, negotiations (including commercial and industrial negotiations).	7(2)(i)	Property is subject to confidential negotiation.	When settlement is concluded.
28.	To protect the privacy of natural persons	7(2)(a)	Protects the privacy of individual.	-

Chairman's Recommendation: That the foregoing motion be adopted.

Note

Section 48(4) of the Local Government Official Information and Meetings Act 1987 provides as follows:

"(4) Every resolution to exclude the public shall be put at a time when the meeting is open to the public, and the text of that resolution (or copies thereof):

(a) Shall be available to any member of the public who is present; and
(b) Shall form part of the minutes of the local authority."

11. 10. 2012

AKAROA/WAIREWA COMMUNITY BOARD
15 AUGUST 2012

Report of a meeting of the Akaroa/Wairewa Community Board held on Wednesday 15 August 2012 at 9.36am in the Boardroom, Little River Service Centre, 4238 Christchurch-Akaroa Road, Little River

PRESENT: Pam Richardson (Chairperson), Lyndon Graham, Leigh Hickey, Stewart Miller and Bryan Morgan.

APOLOGIES: An apology for absence was received and accepted from Claudia Reid.

The Board reports that:

PART B – REPORTS FOR INFORMATION

1. DEPUTATIONS BY APPOINTMENT

1.1 PIGEON BAY HALL COMMITTEE

Helen Hobson, Kirsten Dowgray and Penny Aitken addressed the Board on behalf of the Pigeon Bay Hall Committee, regarding the closure of the Pigeon Bay Hall, as a result of deficiencies identified in a Detailed Engineering Evaluation (DEE) report.

Members were informed that the Pigeon Bay Hall did not have earthquake related damage but had been closed because it was assessed as being below 34 per cent of the New Building Standard (NBS).

Although the Committee supported the recommendations in the report it felt there was some urgency in undertaking the temporary strengthening work as recommended in the DEE to allow the building to be reopened. It was reported that the Hall was extremely important to the community, as it is the only community facility in Pigeon Bay, it is the local Civil Defence Sector Post and the collection point for community members to access their mail.

Ms Hobson advised the Board that the Pigeon Bay Hall Committee would like to be part of the repair process, and said that there are skilled people in the area that could help with the repairs. The Committee was also prepared to help fund the work if necessary.

The Board supported the recommendations contained in the DEE report for temporary repairs to be carried out to bring the Pigeon Bay Hall up to or above 34 per cent of NBS, and **decided** to ask staff to liaise with the Hall Committee to progress this with urgency.

2. PRESENTATION OF PETITIONS

Nil.

3. NOTICES OF MOTION

Nil.

4. CORRESPONDENCE

Nil.

5. RESERVE MANAGEMENT COMMITTEES

5.1 AWA-ITI RESERVE MANAGEMENT COMMITTEE

The Board noted the difficulties the Awa-iti Reserve Management Committee was having through lack of income and **decided** to ask staff if the income received from the lease of the Morice Reserve, which was currently collected and retained by the Council, could be returned to the Committee for its use in maintaining the reserves under its management.

The Board **received** the minutes of the following Reserve Management Committee meetings:

- Awa-iti Reserve Management Committee – 23 April 2012
- Stanley Park Reserve Management Committee – 21 June 2012
- Duvauchelle Reserve Management Committee – 9 July 2012

6. BRIEFINGS

Nil.

7. COMMUNITY BOARD ADVISER'S UPDATE

The Board received information from the Community Board Adviser on various matters.

8. ELECTED MEMBERS' INFORMATION EXCHANGE

Board members reported on their recent attendances at community meetings.

Specific mention was made of the following matters:

- The Board questioned whether the minimum standard of 34 per cent of the New Building Standard (NBS) for buildings to remain open, was too high, particularly for buildings on Banks Peninsula where the deficiency was often due to the building fabric, rather than because of earthquake damage.

  The Board **decided** to ask staff for information on the rationale used by the Council in setting 34 per cent of NBS as the minimum standard for a building to remain open.

- The Board **decided** to seek staff comment on formulating an Adverse Events Plan to be used as an interim step before a Civil Defence emergency is called, after hearing reports of several people needing assistance during the recent rain storm.

- The Board **requested** that senior staff be made aware of the consistent complaints received during the Board's drop-in sessions regarding lack of maintenance for roads, reserves, public toilets and other Council facilities in Akaroa/Wairewa.

9. QUESTIONS UNDER STANDING ORDERS

Nil.

PART C – DELEGATED DECISIONS

10. CONFIRMATION OF MINUTES

Ordinary Meeting – 18 July 2012

The Board **resolved** that the minutes of its ordinary meeting held on Wednesday 18 July 2012 be confirmed.

11. AKAROA SPORTS COMPLEX – INVESTIGATION ON REFURBISHMENT

The Board considered a report on the outcome of an investigation by staff on the refurbishment of the Akaroa Sports Complex.

STAFF RECOMMENDATION

It is recommended:

(a) that the Board agree to an interim solution to heating for the Akaroa Sports Complex until a final damage assessment is completed

(b) that a full refurbishment plan is completed as part of any repairs required as a result of the Detailed Engineering Evaluation.

The Board **resolved** to support Clause 7 (a) of the staff report on the Akaroa Sports Complex to lay carpet, provide curtains, paint and improve the overall heating with a heat pump, but that given the pending Detailed Engineering Evaluation assessment, which may require intrusive work to be carried out, this option be pursued only after the Detailed Engineering Evaluation assessment outcome is known.

12. APPLICATION TO THE AKAROA/WAIREWA DISCRETIONARY RESPONSE FUND – YOUTH APPLICATION FROM HOLDYN SKINNER

The Board considered a report seeking approval for youth development funding from its 2012/13 Discretionary Response Fund for Holdyn Skinner

The Board **resolved** to make a grant of $300 from its 2012/13 Discretionary Response Fund to Holdyn Skinner towards the cost of a Jazz Band trip to the north of the South Island.

13. APPLICATION TO THE AKAROA/WAIREWA DISCRETIONARY RESPONSE FUND – YOUTH APPLICATION FROM MATTHEW DICKIE

The Board considered a report to seeking approval for youth development funding from its 2012/13 Discretionary Response Fund for Matthew Dickie.

The Board **resolved** to make a grant of $300 from its 2012/13 Discretionary Response Fund to Matthew Dickie towards the cost of competing at the Beef and Lamb National competition in Auckland.

14. APPLICATION TO AKAROA/WAIREWA COMMUNITY BOARD 2012/13 DISCRETIONARY RESPONSE FUND – AKAROA AREA SCHOOL

The Board considered a report seeking approval for funding from its 2012/13 Discretionary Response Fund for the Akaroa Area School for $3,800 for Akaroa 2012 CASAfest.

The Board **resolved** to approve a grant of $3,800 from its 2012/13 Discretionary Response Fund to Akaroa Area School for Akaroa 2012 CASAfest.

15. RESERVE MANAGEMENT COMMITTEES

15.1 GARDEN OF TANE RESERVE MANAGEMENT COMMITTEE

The Board **resolved** to approve the following members of the newly formed Garden of Tane Reserve Management Committee, following the formation of the Committee at a public meeting held on Tuesday 7 August 2012:

Warwick Harris
Alan Hemsley
Jed Hickey
John McIlroy
Suky Thompson
Lynda Wallace

The meeting concluded at 12noon.

CONFIRMED THIS 19TH DAY OF SEPTEMBER 2012

PAM RICHARDSON
CHAIRMAN

11. 10. 2012

REPORT BY THE CHAIRMAN OF THE AKAROA/WAIREWA COMMUNITY BOARD 19 SEPTEMBER 2012

PART A - MATTERS REQUIRING A COUNCIL DECISION

1. AKAROA HARBOUR WASTEWATER CONSENT APPLICATION

General Manager responsible:	General Manager City Environment, DDI 941-8608
Officer responsible:	City Water and Waste Manager
Author:	Zefanja Potgieter (Senior Resource Planner) and Mike Bourke (Senior Technician Water and Waste Planning)

PURPOSE OF REPORT

1. The purpose of this report, and the accompanying report on land purchase in the public excluded agenda to this meeting, is for the Council to consider a recommendation from the Akaroa/Wairewa Community Board with regard to a preferred option for the future management of Akaroa's wastewater. The recommendation includes lodging a new resource consent application by 1 January 2013 for continuing the current discharge, and then lodging a new resource consent application for the new discharge site considered in this report so as to align the consent timeframes with the construction timeframe for the preferred option as programmed in the current Long Term Plan. It should be noted that the construction timeframes may be subject to change as the 2013 to 2015 Long Term Plan reviews are undertaken.

2. This report further implements the Council's resolution of 8 December 2011, which was

   REPORT BY THE CHAIRPERSON OF THE AKAROA / WAIREWA COMMUNITY BOARD: MEETING OF 16 NOVEMBER 2011

   Pam Richardson, Chairperson, joined the table for discussion of this item.

   1. FUTURE MANAGEMENT OF AKAROA HARBOUR WASTEWATER

   *It was **resolved** unanimously on the motion of Councillor Reid, seconded by Councillor Corbett, that:*

   (a) The Akaroa Wastewater Working Party be thanked for its valuable work over the last three years.

   (b) A replacement wastewater treatment plant for Akaroa be located away from Takapuneke Reserve, and that staff discuss siting options with the Ōnuku Rūnanga and community, and report back to the Council within six months on suitable potential sites.

   (c) The outfall for the treatment plant be re-located to the middle of the Akaroa Harbour and that consideration be given to measures to address cultural concerns, in consultation with Ngāi Tahu.

   (d) The new treatment plant be designed to produce wastewater that achieves the best quality wastewater available at the time.

EXECUTIVE SUMMARY

3. The Akaroa wastewater treatment plant discharges treated wastewater into the Akaroa harbour, and is operating well in terms of meeting its resource consent conditions. The current consent is a short term one. It was granted by Environment Canterbury (Ecan) with the aim that the Council consult with the community to decide on the future long term management of Akaroa wastewater. Apart from the standard monitoring conditions, the consent (which expires in July 2013) required that a community working party be established in 2008 to make a recommendation to the Council with regard to a long term wastewater treatment option for the Akaroa area. This would allow the Council to then apply for a new long term consent for wastewater discharges in line with the preferred option, prior to the expiry of the current discharge consent in July 2013.

4. It is not now possible for the Council to lodge a new application for a new discharge before expiry of the current consent. A short term extension of the consent in order to construct a new plant will be necessary. Discharge could continue under the current consent, providing a new application to continue that discharge for a short term period is lodged six months before expiry of the current consent.

5. Any discharge consent for a new plant will include conditions for a higher level of wastewater treatment for harbour discharge, in particular in the reduction of nutrients.

6. Capital and operating cost provisions have been made for this project in the 09-19 LTCCP. These provisions and timings will be reviewed as part of the 2013/22 LTP.

7. Staff have, as directed by the Council on 8 December 2011, discussed site options for a future wastewater treatment plant with the Ōnuku Rūnanga. Those options, and the officers' recommended site, are described in the report on land purchase in the public excluded agenda for this meeting.

8. Council officers attended three hui with Ōnuku Rūnanga to discuss the options and implications of each option. At the final hui on 22 July 2012 the Rūnanga:

   (a) Expressed strong support for moving the treatment plan off Takapuneke, and:

   (b) Gave full support for the new discharge consent application for the new site (described in the report on land purchase in the public excluded agenda for this meeting) to provide for upgrading of the wastewater treatment, and:

   (c) Supported the new site, provided that there is to be progress towards the long term aim of reducing discharge of treated wastewater to the harbour. These conditions can be embodied in the conditions for the new treatment plant consent and discharge consent.

   (d) Sought further discussion with Council officers regarding developing the Ōnuku site and some Council input into options for "on site" treatment of wastewater at Ōnuku.

9. The construction of the wastewater treatment plant on the portion of land to be acquired by the Council will require Christchurch City Council resource consents and building consent, as well as discharge consents from Ecan. These consents will be applied for at the appropriate point in the project. The land use consent application will propose significant landscaping to ensure the visual impact of the new plant and associated structures is minimised. A new pumping station in Akaroa will be required to service the new treatment plant.

FINANCIAL IMPLICATIONS

10. Funding of $23.1 million was available in the 2009-19 LTCCP for this project. An additional $3.4 m will be requested as part of the new LTP 2013-22. The current concept design estimates are considered sufficient to determine the LTCCP requirements.

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

11. Yes.

LEGAL CONSIDERATIONS

12. There are no land issues arising other that the purchase of land described in the public excluded report.

13. Consents - whichever long term option is decided upon, the current discharge consent expires on 1 July 2013. A notified consent application to continue the current operation will be required, possibly up to 2018. That application must be lodged by 1 January 2013.

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

14. Yes.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

15. This report supports the wastewater treatment and collection activity management plan recommended level of service, that no major or persistent breaches of resource consents for treatment plants and associated discharges occur.

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

16. Yes.

ALIGNMENT WITH STRATEGIES

17. A draft wastewater strategy is shortly to be presented to the Council. Once formally approved this strategy document will be subject to public consultation.

Do the recommendations align with the Council's strategies?

18. As above.

CONSULTATION FULFILMENT

19. The current resource consent conditions named specific parties who were to be invited to participate in the community working party, as well as possible volunteers. A number of NGO's, individuals and elected members joined the Working Party. Numbers attending meetings reduced over the three years with a core of five members (excluding the Council, Ecan and Department of Conservation attendees) completing the working party work in 2011.

20. At Ōnuku Rūnanga's request it was consulted separately. This process included some representatives attending some Working Party meetings, as well as a formal hui at Ōnuku Marae.

STAFF RECOMMENDATION

It is recommended that the Council:

(a) Note that Council officers will apply for a new resource consent for the current discharge for up to seven years while the new application is being prepared, and;

(b) Authorise the new long term resource consent applications for the new site being for discharge being located in the mid harbour and to include provision for land irrigation trials in accordance with the 8 December 2011 Council resolutions, and;

(c) Request Council officers to continue to discuss with the Rūnanga the possible future servicing options for the Ōnuku Marae.

BOARD CONSIDERATION

The Board supported the proposals in the report, recognising the importance of the process to establish an alternative wastewater treatment plant to replace the current one at Takapuneke.

BOARD RECOMMENDATION

That the staff recommendation be adopted.

11. 10. 2012

BURWOOD/PEGASUS COMMUNITY BOARD
3 SEPTEMBER 2012

Report of a meeting of the Burwood/Pegasus Community Board held on Monday 3 September 2012 at 4.04pm in the Board Room Corner Beresford and Union Streets, New Brighton.

PRESENT: Linda Stewart (Chairperson), Tim Baker, Peter Beck, David East, Julie Gorman, Glenn Livingstone and Tim Sintes.

APOLOGIES: Nil.

The Board reports that:

PART B - REPORTS FOR INFORMATION

1. DEPUTATIONS BY APPOINTMENT

Nil.

2. PRESENTATION OF PETITIONS

Nil.

3. NOTICES OF MOTION

Nil.

4. CORRESPONDENCE

The Board **received** correspondence from Margaret Stanley, a resident of Burwood, regarding ideas for beautifying the red zone land along Avonside Drive and New Brighton Road that will be vacated.

5. BRIEFINGS

Nil.

6. COMMUNITY BOARD ADVISER'S UPDATE

The Board **received** information on the following:

- Upcoming Board activities including the Combined Community Board Seminars on Monday 10 September and Monday 24 September 2012 and the Board meetings followed by Seminars on Monday 17 September 2012 and Monday 1 October 2012.

  Clause 12 (Part C) records the Board's decision regarding a change in the start time of its meeting on Monday 17 September 2012.

6 Cont'd

- Upcoming community activities including details of the official opening of the Aranui Library on Saturday 8 September 2012, and the PEEEP Trust Annual General Meeting on Wednesday 26 September 2012

- Board's Submissions Committee – Minutes of 2 August 2012

  The Board **received** the minutes of its Submissions Committee meeting of 2 August 2012 held under delegated authority to prepare a Board submission regarding the Council's Proposed Christchurch Transport Plan 2012-2042.

- Burwood/Pegasus Small Grants Fund Assessment Committee – Minutes of 23 August 2012

  The Board **received** the minutes of Burwood/Pegasus Small Grants Fund Assessment Committee meeting of 23 August 2012 held to allocate the local Small Grants Fund for 2012/13.

- Bowling Clubs in the East - Memorandum

  The Board **received** the information in a staff memorandum regarding Bowling Clubs in the East and requested that the contents be forwarded to Mr Philip Hawthorthwaite.

- Burwood/Pegasus Memorials

  The Board **received** the information in a memorandum from staff on the status of memorials and artworks in the Burwood/Pegasus ward.

  The Board noted that the Aranui War Memorial Pillars, the ANZAC Bridge Fronds and the Hap Hill seat at Bexley Wetlands were not covered in the information provided. Staff undertook to follow up on these items and also the Poppies Over Gallipoli artwork on Anzac Drive (SH 74).

- Chief Executive's July 2012 Council and SCIRT update.

- Christchurch Earthquake Awards - members were advised that the nominations for the second round of Christchurch Earthquake Awards closed on 21 September 2012.

7. QUESTIONS UNDER STANDING ORDERS

Nil.

PART C - REPORT ON DELEGATED DECISIONS TAKEN BY THE BOARD

8. CONFIRMATION OF MEETING MINUTES – 13 AUGUST 2012

The Board **resolved** that the minutes of its ordinary meeting of 13 August 2012, be confirmed.

9. BURWOOD/PEGASUS COMMUNITY BOARD 2012/13 DISCRETIONARY RESPONSE FUND - APPLICATION

The Board considered a report seeking funding from its 2012/13 Discretionary Response Fund from the New Brighton Silver Band.

The Board **resolved** to approve a grant of $1,400 from its 2012/13 Discretionary Response Fund to the New Brighton Silver Band towards materials and equipment for their stage refurbishment.

10. BURWOOD/PEGASUS COMMUNITY BOARD 2012/13 DISCRETIONARY RESPONSE FUND - APPLICATION

The Board considered a report seeking funding from its 2012/13 Discretionary Response Fund from The Gateway Trust.

At its meeting on 13 August 2012 the Board deferred this matter pending receipt of further information from the applicant on its equipment requirements.

STAFF RECOMMENDATION

It is recommended that the Burwood/Pegasus Community Board approve a grant of $3,640 from its 2012/13 Discretionary Response Fund to The Gateway Trust for the Jireh Market (weekly event for the family) project.

The Board **resolved** that the application for funding from the Gateway Trust for the Jireh Market (weekly event for the family) project, be declined.

Staff undertook to discuss with the Trust alternatives for accessing the equipment needed.

11. BURWOOD/PEGASUS YOUTH DEVELOPMENT FUNDING SCHEME - APPLICATIONS – GEORGIA DENISE HOY AND HAMISH BURRELL SMITH

The Board considered a report seeking funding for two applicants from its 2012/13 Youth Development Funding Scheme.

The Board **resolved** to:

(a) Approve a grant of $400 to Georgia Hoy to attend the Burnside High School trip to Melbourne from 26 September to 7 October 2012.

(b) Approve a grant of $350 to Hamish Smith to attend the Burnside High School trip to Melbourne from 26 September to 7 October 2012.

12. COMMUNITY BOARD ADVISER'S UPDATE CONT'D

Further to clause 6 (Part B) of these minutes, the Board **resolved** that the start time for the Burwood/Pegasus Community Board meeting on Monday 17 September 2012, be changed from 4pm to 3.30pm.

The meeting concluded at 4.44pm.

CONFIRMED THIS 17TH DAY OF SEPTEMBER 2012

LINDA STEWART
CHAIRPERSON

11. 10. 2012

BURWOOD/PEGASUS COMMUNITY BOARD
17 SEPTEMBER 2012

Report of a meeting of the Burwood/Pegasus Community Board held on Monday 17 September 2012 at 3.30pm in the Board Room Corner Beresford and Union Streets, New Brighton.

PRESENT: Linda Stewart (Chairperson), Tim Baker, Peter Beck, David East, Julie Gorman, Glenn Livingstone and Tim Sintes.

APOLOGIES: Nil.

The Chairperson welcomed to the meeting His Worship the Mayor Bob Parker.

The Board reports that:

PART A – REPORTS REQUIRING A COUNCIL DECISION

1. BLIGH'S GARDEN - SURRENDER OF DEED OF LEASE BY SOUTH BRIGHTON CROQUET CLUB

General Manager responsible:	General Manager City Environment, DDI 941-8608
Officer responsible:	Transport and Greenspace Unit Manager
Author:	Tony Hallams Leasing Consultant

PURPOSE OF REPORT

1. The purpose of this report is for the Burwood/Pegasus Community Board to consider a written application from the South Brighton Croquet Club (the "Club") to surrender their lease over approximately 2,892 square metres of Bligh's Garden, on which they have a pavilion and greens as shown on **Attachment One**.

EXECUTIVE SUMMARY

2. The South Brighton Croquet Club have advised the Christchurch City Council that there are now only seven members in the Club and it no longer has the resources to maintain the Club. The Club intends to vacate the site by 30 September 2012. This report recommends acceptance of the group's application to surrender their lease.

3. Upon surrender of the lease the Club has indicated that they wish to cede ownership of their pavilion back to the Council for possible use by a suitable community group at the discretion of the Council. This future use will be determined following the development of a Parks Management Plan and an engineering assessment of the building through incorporating the building into the Council's Facilities Rebuild process.

FINANCIAL IMPLICATIONS

4. The Club does not have the resources to arrange for the pavilion to be removed from the site and have the previous building footprint area reinstated to lawn. The grounds were marginally impacted by the earthquake but could be readily used by another sports/community group with minor levelling work.

1 Cont'd

5. The pavilion of approximately 85 square metres appears to be in good condition, however upon the asset transferring to the Council on surrender of the lease a Detailed Engineering Evaluation will need to be undertaken, at the Council's cost, to determine if the building meets the new building standards as required by the Christchurch City Council's Earthquake Prone Building Policy (2010). This work would need to be undertaken prior to considering any future occupancy.

6. If the Council accepts the surrender of the existing lease it will be liable for maintaining the pavilion, including holding public liability insurance until a decision is made to either demolish the pavilion, or allow another suitable group to occupy the site, either renting the building from the Council, or the Council gifting the pavilion to any suitable incoming sports group in accordance with the requirements of the draft Parks Management Plan applicable for the site.

7. In accordance with the Council's Sports Ground Lease Charging Policy the current rental return from the Club is $462.96 per annum.

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

8. The proposal will impinge on LTP budgets, as there will be some time spent by the Area Contracts Manager in the Council's Greenspace Unit holding keys and administering security at the site until a decision is made on any new occupier, or the pavilion is demolished. As well, the Council will bear the costs of engineering evaluations and any identified works to ensure the building is safe to occupy.

LEGAL CONSIDERATIONS

9. The subject land is held as part of Part Reserve 1579 in the Canterbury Land Registry for recreation purposes, the total area of the reserve being 5.2609 hectares. There is currently no delegation to Community Boards with respect to the surrender of leases and licences on reserves, and any decision rests with the Council.

10. If the Council accepts the proposal of the Club to surrender their Deed of Lease then the Club will be required to complete a Deed of Surrender.

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

11 Yes.

ALIGNMENT WITH LTP AND ACTIVITY MANAGEMENT PLANS

12. The intended action by the Club to surrender the lease will potentially create an opportunity for another recreational group to occupy and use the resources at the site, or for the Council to remove the existing pavilion and hedges and open up the site as a green space area.

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

13. No.

ALIGNMENT WITH STRATEGIES

14. The intended action of the Club is not consistent with the alignment of any strategies.

Do the recommendations align with the Council's strategies?

15. No, however there may be opportunities created for future activities to align with Council strategies.

1 Cont'd

CONSULTATION FULFILMENT

16. The Council or the existing Lessee is not required to publicly advertise the Club's intention to surrender the existing lease.

17. The Council's City Environment Group is currently reviewing the Parks Management Plan for the South Brighton Reserves of Bligh's Garden, South New Brighton Park and Bridge Reserve, and the subject land will be included in the consultation process.

STAFF RECOMMENDATION

That Burwood/Pegasus Community Board recommend that the Council pass the following resolutions:

(a) That the lease to the South Brighton Croquet Club for approximately 2,897 square metres of Part Reserve 1579, known as Bligh's Garden is surrendered.

(b) That the Corporate Support Unit Manager is delegated authority to negotiate and conclude a Deed of Surrender of lease, including transfer of the South Brighton Croquet Club's assets to the Council.

BOARD CONSIDERATION

In its acknowledgement of expressions of interest coming from the local community about future uses of the site, the Board noted that staff would take these into account in the forthcoming review of the South New Brighton Reserves Management Plan.

BOARD RECOMMENDATION

That the Council resolve:

(a) That the lease to the South Brighton Croquet Club for approximately 2,897 square metres of Part Reserve 1579, known as Bligh's Garden is surrendered.

(b) That the Corporate Support Unit Manager is delegated authority to negotiate and conclude a Deed of Surrender of lease, including transfer of the South Brighton Croquet Club's assets to the Council.

(c) That in the review of the South New Brighton Reserves Management Plan consideration be given to future community use of the former Croquet Club's building and surrounds.

PART B - REPORTS FOR INFORMATION

2. DEPUTATIONS BY APPOINTMENT

Nil.

3. PRESENTATION OF PETITIONS

Nil.

4. NOTICES OF MOTION

Nil.

5. CORRESPONDENCE

5.1 ENVIRONMENT CANTERBURY

The Board **received** correspondence from Environment Canterbury responding to the Board's submission made on Environment Canterbury's Draft 2012-22 Long Term Plan.

6. BRIEFINGS

Nil.

7. RESIDENTS' ASSOCIATIONS/COMMUNITY ORGANISATIONS

This item was deferred to a later meeting.

8. COMMUNITY BOARD ADVISER'S UPDATE

The Board **received** information on the following:

- Upcoming Board activities including the Board meeting and Seminar on 1 October 2012 and the Board meeting on 15 September 2012

- Upcoming community activities including the balance of CERA's local meetings for green zone properties, Ola Taumafai Youth Fundraising Concert on 21 September 2012, the P.E.E.E.P Trust Annual General Meeting on 26 September 2012, The Breeze Walking Festival from 29 September to 7 October 2012 and the Wainoni-Avonside Community Services Trust Annual General Meeting on 2 October 2012

- Burwood/Pegasus Local Earthquake Recovery Co-ordination - update from recent staff meeting

- Ministry of Education Announcement re Shaping Education Future Direction

  The Board **agreed** to seek a meeting with Ministry of Education officials on its recent announcement and that a later meeting be arranged with the Principals and Board of Trustees Chairpersons of local schools.

- Tsunami Warning System Test – Sunday 30 September 2012 at 11am

- Environmental Science and Research – Post Earthquake Reports

- Burwood Resource Recovery Park – Resource Consent Decision – Board Seminar to be held on 1 October 2012

- Council Draft Wastewater Strategy – Board Response

  The Board **decided** that its Submissions Committee meet on Wednesday 17 October 2012 at 12 noon to consider the Council's Draft Wastewater Strategy and prepare a response for reporting back to the Board for adoption.

- 2012/13 Board Funds - Update.

9. MAYOR BOB PARKER – INFORMATION SHARING

Mayor Bob Parker and the Board shared information on local activities and issues.

10. QUESTIONS UNDER STANDING ORDERS

Nil.

PART C - REPORT ON DELEGATED DECISIONS TAKEN BY THE BOARD

11. CONFIRMATION OF MEETING MINUTES – 3 SEPTEMBER 2012

The Board **resolved** that the minutes of its ordinary meeting of 3 September 2012, be confirmed.

12. CLARE PARK - PARTIAL RECLASSIFICATION

The Board considered a report seeking its approval under delegated authority to publicly notify a change of classification of part (4.2019 ha) of Clare Park (22.1564 ha) being Part of Lot 5 (DP 35283) from Recreation Reserve to Local Purpose (Drainage) Reserve.

The Board **resolved** to:

(a) Approve in principle the change of classification of part (4.2019 ha) of Clare Park (22.1564 ha) being Part of Lot 5 (DP 35283) from Recreation Reserve to Local Purpose (Drainage) Reserve.

(b) Approve the public notification of the proposed change of classification of Part of Lot 5 (DP 35283) from Recreation Reserve to Local Purpose (Drainage) Reserve for one month.

(c) Appoint Tim Baker, David East and Julie Gorman to the Hearing Panel for the consideration and deliberation of public submissions to the proposed reserve change of classification and forward their recommendation(s) back to the Community Board.

13. BURWOOD ROAD AND CLARE PARK ACCESS ROAD - PROPOSED PARKING RESTRICTIONS

The Board considered a report seeking its approval for the installation of parking restrictions and road markings in Burwood Road and the Clare Park access road, in the vicinity of Windsor School.

The Board **resolved** to

(a) **Revoke the following:**

(i) All existing parking restrictions on the eastern side of Burwood Road commencing at its intersection with Helmsdale Street and extending in a southerly direction to a point 11 metres north of its intersection with Clarevale Street.

(ii) All existing parking restrictions on the eastern side of Burwood Road commencing at a point 10 metres south of its intersection with Clarevale Street and extending in a southerly direction for a distance of 38 metres.

(iii) All existing parking restrictions on the western side of Burwood Road commencing at a point 11 metres south of its intersection with Newhaven Street and extending in a southerly direction for a distance of 332 metres.

(iv) All existing parking restrictions on the northern side of the Clare Park access way commencing at its intersection with Burwood Road and extending in a westerly direction for a distance of 204 metres.

(v) All existing parking restrictions on the southern side of the Clare Park accessway commencing at its intersection with Burwood Road and extending in a westerly direction for a distance of 204 metres.

13 Cont'd

(b) **Approve the following Parking Restrictions:**

(i) That the stopping of vehicles be restricted to a maximum period of three minutes between the hours of 8.15am to 9.15am and 2.30pm to 3.30pm on school days, on the eastern side of Burwood Road commencing at a point 116 metres north of its intersection with Clarevale Street and extending in a northerly direction for a distance of 50 metres.

(ii) That the stopping of vehicles be restricted to a maximum period of three minutes between the hours of 8.15am to 9.15am and 2.30pm to 3.30pm on school days, on the western side of Burwood Road commencing at a point 60 metres south of its intersection with Newhaven Street and extending in a southerly direction for a distance of 102 metres.

(iii) That parking limit lines be installed on both sides of Burwood Road from Clarevale Street to Clare Park access road.

(c) **Approve the following No Stopping Restrictions:**

(i) That the stopping of vehicles be prohibited on the eastern side of Burwood Road commencing at a point 26 metres south of its intersection with Helmsdale Street and extending in a southerly direction for a distance of eight metres.

(ii) That the stopping of vehicles be prohibited on the eastern side of Burwood Road commencing at a point 48 metres south of its intersection with Helmsdale Street and extending in a southerly direction for a distance of four metres.

(iii) That the stopping of vehicles be prohibited on the eastern side of Burwood Road commencing at a point 51 metres north of its intersection with Clarevale Street and extending in a northerly direction for a distance of 65 metres.

(iv) That the stopping of vehicles be prohibited on the eastern side of Burwood Road commencing at a point 166 metres north of its intersection with Clarevale Street and extending in a northerly direction for a distance of four metres.

(v) That the stopping of vehicles be prohibited on the eastern side of Burwood road commencing at a point 187 metres north of its intersection with Clarevale Street and extending in a northerly direction for a distance of eight metres.

(vi) That the stopping of vehicles be prohibited on the western side of Burwood Road commencing at a point 34 metres south of its intersection with Newhaven Street and extending in a southerly direction for a distance of four metres.

(vii) That the stopping of vehicles be prohibited on the western side of Burwood Road commencing at a point 52 metres south of its intersection with Newhaven Street and extending in a southerly direction for a distance of eight metres.

(viii) That the stopping of vehicles be prohibited on the western side of Burwood Road commencing at a point 162 metres south of its intersection with Newhaven Street and extending in a southerly direction for a distance of 61 metres (Windsor School Crossing).

(ix) That the stopping of vehicles be prohibited on the western side of Burwood Road commencing at a point 333 metres south of its intersection with Newhaven Street and extending in a southerly direction for a distance of 10 metres.

(x) That the stopping of vehicles be prohibited at any time on the northern side of the Clare Park vehicle access way commencing at its intersection with Burwood Road and extending in a westerly direction for a distance of 204 metres.

(xi) That the stopping of vehicles be prohibited at any time on the southern side of the Clare Park vehicle access way commencing at its intersection with Burwood Road and extending in a westerly direction for a distance of 204 metres.

13 Cont'd

(d) **Approve the following Bus Stops:**

(i) That a bus stop be installed on the eastern side of Burwood Road commencing at a point 34 metres south of its intersection with Helmsdale Street and extending in a southerly direction for a distance of 14 metres.

(ii) That a bus stop be installed on the eastern side of Burwood Road commencing at a point 10 metres south of its intersection with Clarevale Street and extending in a southerly direction for a distance of 21 metres.

(iii) That a bus stop be installed on the eastern side of Burwood Road commencing at a point 170 metres north of its intersection with Clarevale Street and extending in a northerly direction for a distance of 17 metres.

(iv) That a bus stop be installed on the western side of Burwood Road commencing at a point 38 metres south of its intersection with Newhaven Street and extending in a southerly direction for a distance of 14 metres.

(v) That a bus stop be installed on the western side of Burwood Road commencing at a point 319 metres south of its intersection with Newhaven Street and extending in a southerly direction for a distance of 14 metres.

14. WAITIKIRI SUBDIVISION STAGE 3 - PROPOSED ROAD NAMING

The Board considered a report seeking its approval of a new road name in the Waitikiri subdivision.

The Board **resolved to** approve the name 'Waitikiri Square' in Stage 3 of the Waitikiri subdivision.

15. BURWOOD/PEGASUS COMMUNITY BOARD 2012/13 DISCRETIONARY RESPONSE FUND – APPLICATION - WINDSOR SCHOOL

The Board considered an application for funding from its 2012/13 Discretionary Response Fund from Windsor School who sought $5,000 for the Windsor On Air project.

The Board **resolved** that the application from Windsor School for the Windsor On Air project, be declined.

16. BURWOOD/PEGASUS COMMUNITY BOARD 2012/13 DISCRETIONARY RESPONSE FUND - APPLICATION – SHIRLEY TENNIS CLUB

The Board considered an application for funding from its 2012/13 Discretionary Response Fund from the Shirley Tennis Club for $920.

The Board **resolved** to approve a grant of $400 from its 2012/13 Discretionary Response Fund to the Shirley Tennis Club towards the cost of replacing its honours board.

The Board recorded its thanks to the Shirley/Papanui Community Board for its increased level of funding contribution towards this project.

17. BURWOOD/PEGASUS YOUTH DEVELOPMENT FUNDING SCHEME – APPLICATIONS – BEN JORDAN KAHI AND JACK JOSEPH WILLIAMSON, KANE JACOB ORMANDY DEVLIN AND SALEM COOK, AND DANA DAWSON

The Board considered six applications for funding assistance totalling $1,700, from its 2012/13 Youth Development Fund.

17 Cont'd

The Board **resolved** to:

(a) Approve a grant of $500 to Ben Kahi to attend the Sister City Leadership Programme to Europe and the Middle East from 6 to 28 January 2013.

(b) Approve a grant of $250 to Jack Williamson to attend the Middleton Grange Language/Mission Trip to South America from 22 September to 11 October 2012.

(c) Approve a grant of $150 to Kane Jacob Ormandy to attend the National Senior Secondary School Rugby League Tournament in Auckland from 3 to 7 September 2012 representing Aranui High School.

(d) Approve a grant of $200 per person to Devlin and Salem Cook to represent Canterbury at the Ten Pin Bowling Nationals in Tauranga from 2 to 6 October 2012.

(e) Approve a grant of $400 to Dana Dawson to represent New Zealand at the Indo Pacific Trampolining Championships in Sydney, Australia from 13 to 21 October 2012.

18. RESOLUTION TO EXCLUDE THE PUBLIC

The Board **resolved** that the resolution set out on page 40 of the agenda in relation to the following, be adopted:

- Purchase of Properties – 1/132 Wainoni Road and 169 Hampshire Street.

The meeting concluded at 4.54pm.

CONFIRMED THIS 1ST DAY OF OCTOBER 2012

LINDA STEWART
CHAIRPERSON

ATTACHMENT TO CLAUSE 1

1 : 1354

uracy of this plan and the measurements shown
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FENDALTON/WAIMAIRI COMMUNITY BOARD
3 SEPTEMBER 2012

Report of a meeting of the Fendalton/Waimairi Community Board held on Monday 3 September 2012 at 4pm in the Boardroom, Fendalton Service Centre, corner Jeffreys and Clyde Roads.

PRESENT: Cheryl Colley (Acting Chairperson), Sally Buck, Faimeh Burke, David Cartwright, Jamie Gough and David Halstead.

APOLOGIES: An apology for absence was received and accepted from Val Carter.

The Board reports that:

PART A – MATTERS REQUIRING A COUNCIL DECISION

1. PAPANUI ROAD RIGHT TURN SIGNAL REQUEST AT BEALEY AVENUE/PAPANUI ROAD/ VICTORIA STREET INTERSECTION

This item was considered by the Council at its meeting on 27 September 2012.

PART B - REPORTS FOR INFORMATION

2. DEPUTATIONS BY APPOINTMENT

Nil.

3. PRESENTATION OF PETITIONS

Nil.

4. NOTICES OF MOTION

Nil.

5. CORRESPONDENCE

6. BRIEFINGS

6.1 JAMES WEBB – COMMUNITY SERVICES UNIT, PLACES AND SPACES MANAGER

James Webb, Community Services Unit - Places and Spaces Manager was unable to attend this meeting.

6 Cont'd

6.2 **MATT PRATT – CERA RELATIONSHIP MANAGER**

Matt Pratt, CERA Relationship Manager for the Ward was in attendance and spoke to his presentation regarding his role and the initiatives being undertaken between all stakeholders in the rebuilding of Christchurch.

6.3 **STRENGTHENING COMMUNITIES TEAM - UPDATE**

Gary Watson presented his apologies. Maryanne Lomax, Sol Smith and Ken Howat were in attendance and updated the Board on the progress of various projects progress within the ward.

The Chair thanked staff for the comprehensive update and expressed the Board's enthusiasm for this type of feedback on work carried out and feedback from groups within the ward.

6.4 **SOL SMITH – LOCAL STAFF/CERA LIAISON MEETING UPDATE**

Sol Smith, Strengthening Communities Adviser was in attendance and updated the Board on the local staff/CERA liaison meetings.

6.5 **SEAN LEWIS – PAPANUI ROAD RIGHT TURN SIGNAL UPDATE**

Sean Lewis, Team Leader Traffic Systems was in attendance to answer questions surrounding u-turns raised by the Board at its previous meeting in regard to the Papanui Road Right Turn Signal report. Refer clause 1 for a decision on this matter.

7. COMMUNITY BOARD ADVISER'S UPDATE

The Board **received** information on the following:

- The Board **decided** to contribute to the Council's submission on the Draft Proposed Canterbury Land and Water Regional Plan and that Cheryl Colley, as acting Chairperson, approve the submission on the Board's behalf to meet the defined timescale.

8. ELECTED MEMBERS' INFORMATION EXCHANGE

Nil.

PART C - REPORT ON DELEGATED DECISIONS TAKEN BY THE BOARD

9. CONFIRMATION OF MEETING MINUTES –14 AUGUST 2012

The Board **resolved** that the minutes of its ordinary meeting of Tuesday 14 August 2012, be confirmed.

10. APPLICATION TO THE BOARD'S YOUTH DEVELOPMENT SCHEME – MUSHTABA RAFYEE

The Board's approval was sought for an application for funding from its 2012/13 Youth Development Scheme for Mushtaba Rafyee.

The Board **resolved** to allocate $150 from its 2012/13 Youth Development Scheme to Mushtaba Rafyee towards the cost of competing at the New Zealand Secondary Schools Premier Football Tournament.

11. APPLICATION TO THE BOARD'S YOUTH DEVELOPMENT SCHEME – MONIKA DOMBAY

The Board's approval was sought for an application for funding from its 2012/13 Youth Development Scheme for Monika Dombay.

The Board **resolved** to allocate $250 from its 2012/13 Youth Development Scheme to Monika Dombay towards the cost of attending the Australian Salsa Solo Championships.

The meeting concluded at 5.18pm.

CONFIRMED THIS 18TH DAY OF SEPTEMBER 2012

VAL CARTER
CHAIRPERSON

HAGLEY/FERRYMEAD COMMUNITY BOARD
5 SEPTEMBER 2012

Report of a meeting of the Hagley/Ferrymead Community Board held on Wednesday 5 September 2012 at 3pm in the Board Room, Woolston Club, 43 Hargood Street, Woolston, Christchurch.

PRESENT: Bob Todd (Chairperson), Islay McLeod (Deputy Chairperson), Tim Carter, David Cox, Yani Johanson, Brenda Lowe-Johnson, Nathan Ryan

Yani Johanson arrived at 3.02pm and was absent for Clause 9.

Brenda Lowe-Johnson arrived at 3.42pm and was absent for Clauses 1, 2, 3, 4, 5, 9, 10, 11, 12 and part of Clause 6.

PART B - REPORTS FOR INFORMATION

1. DEPUTATIONS BY APPOINTMENT

1.1 BRIDGET LANGE

The Board **received** a deputation from Bridget Lange, Relationship Manager, Canterbury Earthquake Recovery Authority introducing herself and giving a presentation on her role and the Community Resilience Team.

The Chairperson thanked Bridget Lange for her presentation to the Board.

1.2 CONNIE ROWLANDS

The Board **received** a deputation from Connie Rowlands thanking the Board for the grant she received from the 2011/12 Youth Development Scheme, enabling her to represent Linwood College for six months as an ambassador at Twynham Comprehensive School in Christchurch, Dorset, England.

The Chairperson thanked Connie Rowlands for her deputation to the Board.

2. PRESENTATION OF PETITIONS

Nil.

3. NOTICES OF MOTION

Nil.

4. CORRESPONDENCE

Nil.

5. BRIEFINGS

Nil.

6. COMMUNITY BOARD ADVISER'S UPDATE

- The Board **received** information from the Community Board Adviser on Board related activities including upcoming meetings, events, 2012/13 Discretionary Response and Youth Development Fund balances and current consultations.

- The Board **received** the minutes of the Hagley/Ferrymead Small Grants Fund Assessment Committee meeting held on 22 August 2012 to allocate the 2012/13 Small Grants Fund.

- The Board **received** an update on the Botanic Gardens Visitors Centre Project.

- The Board **received** a memorandum in response to its request for information regarding temporary use and appearance of cleared Council land.

- Board members discussed the August 2012 Update of Current Projects and the inclusion of these updates in meeting agendas. Board members expressed concern at the short notice for the Stronger Christchurch Infrastructure Rebuild launch of the forward schedule of works, that the launch is being held in advance of Community Boards receiving information, and **requested** that the Chief Executive be advised of the concerns. Board members were advised that a briefing with the Board will be scheduled in the near future.

7. QUESTIONS UNDER STANDING ORDERS

Nil.

8. BOARD MEMBERS' INFORMATION EXCHANGE

- The Board Chairperson advised Board members of correspondence he received from the Canterbury Railway Society regarding use of land at Ferrymead Reserve, and that staff had been requested to respond on the matter.

- Board members discussed the temporary customer services facilities on the Linwood Service Centre site, and **decided** to request an explanation regarding length of time it took to establish temporary customer service facilities on the site, and why the portable building on the site was installed without disabled access.

- The Board **decided** to write to Hon Gerry Brownlee, Earthquake Recovery Minister, to advise of the Board's wish to be engaged and involved in decisions relating to the implementation of the Christchurch Central Recovery Plan including the development of the East Frame family playground, and to express the Board's support of the retention of the pool at the former Centennial Recreation and Sports Centre.

- Board members were advised of the Community, Recreation and Culture Committee recommendation to the Council for reports to be provided by December 2012 on the top 27 significant projects list, which includes the Linwood Library, Service Centre and Community Hub, the Sumner Library, Museum and Community Hub and Volunteer libraries.

- Brenda Lowe-Johnson updated Board members on her work as a Committee member for the Mayors Welfare Earthquake Relief Fund.

PART C – REPORT ON DELEGATED DECISIONS TAKEN BY THE BOARD

9. CONFIRMATION OF MEETING MINUTES – 15 AUGUST 2012

It was **resolved** on the motion of Islay McLeod, seconded by Nathan Ryan, that the minutes of the Board's ordinary meeting of 15 August 2012 be confirmed.

10. ELY STREET – PROPOSED NO STOPPING RESTRICTIONS

The Board considered a report seeking approval to install stopping restrictions on Ely Street.

It was **resolved** on the motion of Tim Carter, seconded by David Cox, that the Board:

(a) Revoke any existing parking or stopping restrictions on the north side of Ely Street commencing at the intersection with Madras Street and extending in a easterly direction for a distance of 21 metres.

(b) Revoke any existing parking or stopping restrictions on the south side of Ely Street commencing at the intersection with Madras Street and extending in a easterly direction for a distance of 21 metres.

Approve the following:

(c) That the stopping of vehicles be prohibited on the south side of Ely Street commencing at the intersection with Madras Street and extending in a easterly direction for a distance of 21 metres.

(d) That the stopping of vehicles be prohibited on the north side of Ely Street commencing at the intersection with Madras Street and extending in a easterly direction for a distance of 21 metres.

11. BRIDLE PATH ROAD – PROPOSED P3 PARKING RESTRICTION

The Board considered a report seeking approval to install a three minute time limited parking restriction on the western side of Bridle Path Road outside Heathcote Valley School.

It was **resolved** on the motion of Bob Todd, seconded by Tim Carter, that the Board:

(a) Revoke any parking or stopping restrictions on the west side of Bridle Path Road commencing 109 metres south of its intersection with Rollin Street and extending in a southerly direction for a distance of 42 metres.

(b) Approve that the parking of vehicles be restricted to a maximum period of three minutes on the western side of Bridle Path Road commencing at a point 109 metres south from its intersection with Rollin Street and extending in a southerly direction for a distance of 42 metres. This restriction is to apply from 8.15am to 9.15am and 2.30pm to 3.30pm on school days.

12. APPLICATION TO HAGLEY/FERRYMEAD COMMUNITY BOARD 2012/13 DISCRETIONARY RESPONSE FUND

The Board considered a report seeking approval of an application for funding to the Hagley/Ferrymead Community Board 2012/13 Discretionary Response Fund from Redcliffs Primary School.

It was **resolved** on the motion of Islay McLeod, seconded by Yani Johanson, that the Hagley/Ferrymead Community Board make a grant of $1,500 from the 2012/13 Discretionary Response Fund to Redcliffs School towards traffic management and security for the 2012 Redcliffs School Fair.

The Board Chairperson thanked Board members and staff for their attendance and contributions and declared the meeting closed at 4.05pm.

CONFIRMED THIS 19TH DAY OF SEPTEMBER 2012

BOB TODD
CHAIRPERSON

HAGLEY/FERRYMEAD COMMUNITY BO
19 SEPTEMBER 2012

Report of a meeting of the Hagley/Ferrymead Community Board held on Wednesday 19 September 2012 at 3pm in the Board Room, Woolston Club, 43 Hargood Street, Woolston, Christchurch.

PRESENT: Bob Todd (Chairperson), Islay McLeod (Deputy Chairperson), Tim Carter, David Cox, Yani Johanson, Brenda Lowe-Johnson and Nathan Ryan.

APOLOGIES Nil.

PART A - MATTERS REQUIRING A COUNCIL DECISION

1. WALTHAM ROAD – SHAKESPEARE TO BROUGHAM STREET INTERSECTION – PROPOSED CYCLE LANE AND NO STOPPING RESTRICTION

General Manager responsible:	General Manager City Environment Group, DDI 941 8608
Officer responsible:	Unit Manager, Transport and Greenspace
Author:	Mark Millar, Senior Traffic Engineer - Community

PURPOSE OF REPORT

1. The purpose of this report is to present the Hagley/Ferrymead Community Board's recommendation to the Council that the stopping of vehicles be prohibited at any time on the east side of Waltham Road, and that a cycle lane be installed on the east side of Waltham Road from Shakespeare Road to Brougham Street.

EXECUTIVE SUMMARY

2. Following the Spreydon/Heathcote Community Board meeting of 19 July 2011 where a report was presented to gain approval for a section of no stopping restrictions (refer **Attachment 4**) Council staff have further investigated the provision of cycle facilities at this intersection as resolved by the Community Board at that meeting.

3. An intersection traffic signal upgrade at the Waltham Road/Brougham Street intersection was undertaken in November 2010 which involved the alteration of south bound lanes to provide two right turn lanes from Waltham Road on to Brougham Street. The alterations were to address traffic volumes and congestion issues at this intersection. Subsequent monitoring and feedback found that motorists were struggling to understand the layout changes, which resulted in safety concerns due to motorists making last minute lane changes and cutting across traffic. There were also increased concerns for cyclists' safety as a result of lane alterations and the lane layout at the intersection.

4. The Council, in conjunction with the New Zealand Transport Agency (NZTA), have continued to work together to agree on the pavement marking changes required to improve the safety and the operation of the Waltham Road intersection at Brougham Street (southbound traffic). The pavement markings were revised and new markings (refer **Attachment 1** Existing Layout) were installed on 14 May 2012 as detailed in a memo to the Spreydon/Heathcote Community Board (refer **Attachment 5**). Delays in the installation of these markings were due to earthquake damage on this section of road preventing this work from being undertaken prior to the completion of all the repair works. As a result of these changes, safety has been improved with a reduction in congestion and vehicle movements at this intersection and the provision of better guidance and advanced notice to drivers in the form of lane arrows.

5. The new road markings (refer **Attachment 1**) were installed to make traffic management at this intersection clearer and easier to understand. Motorists are provided with prior warning regarding the lane shifts and this should ensure more appropriate vehicle lane changes. The No Stopping shown on this attachment was not installed.

1 Cont'd

6. This report relates to the resolution of sections of No Stopping restrictions, an on road cycle lane facility and parking space limit line marking. Renewal of existing parking restrictions will also be covered in the resolutions (refer **Attachment 2** Proposed Layout and **Attachment 3** Proposed Parking Layout Marking).

7. The proposed No Stopping restrictions (broken yellow lines) are deemed essential for improving safety and efficiency at this intersection and on the approach to the intersection. This will allow greater forward visibility to the intersection layout and also provide motorists with the opportunity to move into the correct lane before getting to the intersection. The removal of 10 parking spaces allows for the appropriate approach lane layout and will reduce the number of sudden lane change movements at the intersection. The No Stopping restrictions have been limited as much as possible without compromising safety. Parking is a secondary priority on the carriageway and traffic flow is paramount on an arterial route. Following the installation of the new lane markings in May, the approach lanes and the intersection has functioned effectively, and the only complaints received have been about parked vehicles blocking the lane for cyclists and motorists using the left hand lane.

8. The proposed layout will also provide an on-road cycle facility which will help increase safety for these vulnerable road users. The No Stopping restrictions will provide additional safety for cyclists, as they remove the conflict and friction caused by parked cars in the taper area. Previously the taper area was not marked with No Stopping lines, and motorists constantly parked their vehicles in this area. The installation of the No Stopping lines as proposed will help motorists to be aware that they can not park in this location, and will assist with enforcement at this location.

9. The installation of the proposed 1.5 metre wide cycle lane on the carriageway leading up to the intersection means the other four lanes will be a minimum width of three metres. To date the three lanes already marked at three metres in width have had minimal impact on lane capacity or the overall capacity of south bound traffic on the Waltham Road approach to Brougham Street. A positive result of the narrower lanes has been that traffic is now slower in off peak periods when there are less vehicles going through the intersection. Therefore a very small compromise for other traffic, to achieve improved cycle safety, is more than justified.

10. Investigation of off-road cycle facilities, as resolved by the Spreydon/Heathcote Community Board, was considered in the cycle safety audit undertaken by Via Strada in conjunction with Christchurch City Council staff (refer **Attachment 6**).

11. The safety audit found that the installation of an off-road cycle facility at this location would be unsafe as there is no provision for cyclists to enter and exit the footpath safely. This option would also require cyclists to dismount before crossing Brougham Street at the pedestrian crossing point. This would be a potential safety hazard, as many cyclists would not dismount unless the signals were red when arriving at the intersection. Motorists turning left would not expect a cyclist to ride across Brougham Street mid way through the green signal phase. This would also cause significant delays to cyclists waiting for the pedestrian signal.

12. Consideration was also given to the fact that off-road facilities are generally used by less confident cyclists who would be crossing as pedestrians on the pedestrian signal. As Waltham Road is a major arterial road and a heavy vehicle route, we do not want to encourage less confident cyclists to use this route by installing off road facilities.

13. The overall road environment is suited to confident cyclists who wish to use on road facilities to ensure the quickest and most direct route. Therefore an on road facility was deemed most appropriate in this situation. The proposal includes the installation of an advanced stop box (ASB) at the Brougham Street intersection.

14. Both the Spreydon/Heathcote and Hagley/Ferrymead Community Boards were sent update memos dated 9 May 2012 (refer **Attachment 7** and **Attachment 8**) when staff realised that the area of the proposal was located in Hagley/Ferrymead Ward and bordering Spreydon/Heathcote Ward. A seminar was held on 16 May 2012 with the Hagley/Ferrymead Community Board to provide the necessary history and background for the proposal.

15. The Traffic and Parking Amendment Bylaw 2012 came into effect on 1 July 2012 and this provides the Council with the delegated authority to resolve cycle lanes. This is the first cycle lane proposal to utilise the amended bylaw.

1 Cont'd

16. Community consultation on the project was carried out via leaflet to occupiers, owners, interested groups and organisations including the relevant Community Boards during July 2012 and included a drop-in information meeting on site.

17. Twenty two responses were received. Sixteen (72.7 per cent) supported or were generally in support of the consultation plan, four (18.2 per cent) did not support the proposal and two (9.1 per cent) did not indicate a position. Key issues raised were concerns about inappropriate parking and parking loss, the viability of a cycle lane on this busy route, the need to link the lane to other cycle facilities and suggestions for alternative location of the lane itself. Full details of the consultation fulfilment can be found from paragraph 32 below.

FINANCIAL IMPLICATIONS

18. The estimated cost of this proposal is approximately $3,600. From this, $500 will be spent for the installation of the cycle lane and No Stopping lines and association parking limit lines, and $3,100 for the green cycle lane surfacing. This will be funded from the 2012/13 new road marking budget. NZTA has funded $6000 to complete the lane change layout in which was complete in May 2012.

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

19. Not applicable.

LEGAL CONSIDERATIONS

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

20. Part 1, Clause 5 of the Christchurch City Council Traffic and Parking Bylaw 2008 provides Community Boards and Council with the authority to install parking restrictions by resolution.

21. Clause 13 of the Christchurch City Council Traffic and Parking Bylaw 2008 provides Council with the authority to install Roads or Traffic Lanes Restricted to Specific Classes of Vehicles by resolution.

22. The installation of any parking restriction signs and/or markings must comply with the Land Transport Rule: Traffic Control Devices 2004.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

23. 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?

24. As above.

ALIGNMENT WITH STRATEGIES

25. The recommendations align with the Council Strategies including the Road Safety Strategy 2004, the Safer Christchurch Strategy 2005 and the Council Cycling Strategy 2004. The Council Cycling Strategy 2004 recognises within its policies provision for a cycle network for Christchurch through the National Cycle Design Guide. The Guide determines that in developing an attractive and safe cycle network the cycle routes within must amongst other criteria be connected. The Strategies network plan rules include that the network consist of a series of linked cycle routes that meet cyclists needs which again includes continuity. In the Strategies Key Principles, intersection treatments are identified as a priority, and again the Christchurch City Council along with the Chief Executive Officer has reiterated the need to fill in the network gaps as one of the highest priorities.

1 Cont'd

26. There are cycle lanes installed along the southern length of Waltham Road from Brougham Street for its entirety to link with the Centaurus Road facilities and again on Waltham Road at the northern section, the railway over bridge, linking with the Moorhouse Avenue cycle facilities. It is expected that any traffic management upgrades, such as this proposed on the middle section, will need to include provision for cycling.

27. Under the City Plan Volume 2 it is required that cycle needs are considered in traffic management and transport networks. 7.4 Objective: Cyclists - Provision for the safe movement of cyclists and actively encouraging cycling as a means of transport. Essentially upgrades to the city's roading environment must therefore consider the needs of cyclists. This section of Waltham Road is specifically identified in both the Strategies Cycle Network Plan and the cycle network plan in Volume 3 of the City Plan, reinforcing the expectation that any works consider provision for cycling.

28. In the 'Attitudes to Cycling' and 'Cycling Communications Exploration' marketing research undertaken in 2007 cycle network fragmentation was identified in the key findings as a significant inhibitor or barrier to cycling. These research studies included quantitative and qualitative results with 87 percent of a representative survey of Christchurch residents stating that cycle lanes on main roads are important.

29. The current usage along Waltham Road at this link is in the medium range of 150 to 300 cyclists per day with recent peak evening south bound approach counts registering 54 cyclists in the one and one half hours. The Christchurch City Council's strategy for the future is looking to increase cycling levels largely through the provision of an encouraging and continuous cycle network. We recommend this and any other roading works to be consistent with this approach.

Do the recommendations align with the Council's strategies?

30. As above.

CONSULTATION FULFILMENT

31. The officer in charge of parking enforcement and NZTA agree with the recommendation here in.

32. Community consultation on the project team's preferred option was undertaken from 6 July to 27 July 2012.

33. Leaflets were delivered to 80 properties in the area and posted to absentee property owners. They were also sent to other key stakeholders including Community Boards, community and sports groups, schools and churches.

34. An informal drop-in session, on site in Waltham Road, was held on Tuesday 17 July 2012 and attended by two people. The following matters were raised: questioned the viability of a cycle lane on this busy road, a request to extend the cycle lane back to the centre of town, and parking loss for businesses and Waltham Courts (Council owned housing units). Related issues about parking over driveways were followed up by a Traffic Engineer with the submitter and the proposed changes as a result of this are detailed below.

35. Twenty two written responses were received. Sixteen supported or were generally in support of the consultation plan and proposal, four did not support the proposal, and two did not indicate their position regarding the proposal.

36. Of those supporting the proposal two requested that the cycle lane be extended to Moorhouse Avenue. This is outside the scope of this project and the comments have been passed on to the Council cycle representative. There was a positive comment about the need to get cyclists off the footpath in this area and other support for the improvements to safety and need to generally improve cycle safety overall.

37. The response to those in opposition to the proposal is that the aim of the cycle lane is to assist cyclists and help motorists be aware of cyclists on the approach to the Waltham Road/Brougham Street intersection.

1 Cont'd

38. The following response was made to concerns about parking loss: parking is a secondary priority on the carriageway, and traffic flow is paramount on an arterial route. As a result of this proposal, legal parking will be increased by four parking spaces at 204 and 206 Waltham Road outside the businesses on the corner of Shakespeare and Waltham Roads.

39. Currently, visitors to Waltham Courts obstruct the lane if they park in the section of proposed No Stopping on the approach to the Brougham Street intersection. This was previously not marked with No Stopping lines on the section of taper, which resulted in undesirable parking behaviour by motorists visiting Waltham Courts. The recent intersection layout changes that have greatly reduced congestion and traffic movements at this intersection have, however, resulted in a need to increase the taper length on the approach to the intersection. This increase in taper length has required the removal of 10 parking spaces.

40. In support of the proposal, a Waltham Courts resident raised concerns about the current obstruction caused by 'inconsiderate visitors' to Waltham Courts, and expressed the opinion that 'on street parking is not necessary along this section of Waltham Road, as long as appropriate pick up and drop off points are provided'. These are available on-site within the two existing Waltham Courts car parks, one off Waltham Road and one off Brougham Street. There is also on street parking available on Brougham Street frontage and at the north end of the Waltham Road frontage.

41. Two submitters questioned the location of the proposed cycle lane in relation to the carriageway and parked cars, with suggestions to consider off-road installation and location of the cycle lane between the parked cars and the footpath. An off-road option was considered but was not viable in this location due to entry and exit danger/safety risks, particularly at Brougham Street.

42. Cycle lanes between vehicles and kerb lines (footpaths) are not permitted within current Council standards, therefore this option will not be considered viable until all issues have been thoroughly investigated and the option is within the Infrastructure Design Standards (IDS) of Council.

43. The proposed cycle lane has been designed to the existing standard of 1.8 metres wide against parked cars and 1.5 metres against the kerb line with No Stopping proposed along the kerb line section and area of taper. The advanced stop box (ASB) is proposed at the Brougham Street intersection in accordance with current standards.

44. Spokes Canterbury supports the proposal, and "appreciates the effort to rectify the long-standing problems encountered at this busy intersection". Their request to install perpendicular parking limit line marking at the end of the car parking section/start of the taper section, to help prevent motorists parking over and blocking part of the cycle lane, is now addressed in this proposal. The proposed No Stopping along the taper section also now allows for this to be enforced more readily.

45. The following changes are proposed as a result of consultation feedback:

    (a) Parking space limit lines be installed along the frontage of businesses at property entrances and at the start of the taper section on the approach to the Brougham Street intersection.

    (b) A short section of No Stopping lines be installed immediately in front (south) of the existing Bus Stop to prevent frequent problems encountered by buses drivers when exiting the Bus Stop. This is due to vehicles parking in a space that is to small to park in without affecting the Bus Stop or the entrance to the adjacent business.

    (c) White triangle type marking be installed in the parking spaces where the length of the space is to short to allow parking without blocking or partially blocking business entrances.

    (d) Ensure the Council's Housing Officer, Housing Operations Team appropriately advises all residents and their visitors at Waltham Courts of the need to use the on site car parks instead of parking on the road illegally once the No Stopping is installed.

1 Cont'd

46. All submitters have been sent a letter informing them of when the report is to be presented to the Community Board and Council, and a copy of the drawings for Council approval and summary of consultation feedback and response.

STAFF RECOMMENDATION

That the Council:

Revoke the following on Waltham Road:

(a) That the current restrictions on the east side of Waltham Road commencing from its intersection with Brougham Street and extending in a northerly direction to its intersection of Shakespeare Road be revoked.

Approve the following on Waltham Road:

(b) That the stopping of vehicles be prohibited at any time on the east side of Waltham Road, commencing at its intersection with Brougham Street and extending in a northerly direction for a distance of 115 metres.

(c) That the stopping of vehicles be prohibited at any time on the east side of Waltham Road, commencing at its intersection with Shakespeare Road and extending in a southerly direction for a distance of 14 metres.

(d) That the parking of vehicles be restricted to a maximum period of 10 minutes on the east side of Waltham Road, commencing at a point 14 metres south of its intersection with Shakespeare Road, and extending in a southerly direction for a distance of 31 metres. This restriction is to apply at any time.

(e) That a bus stop be installed on the east side of Waltham Road, commencing at a point 60 metres south of its intersection with Shakespeare Road, and extending in a southerly direction for a distance of 14 metres

(f) That the stopping of vehicles be prohibited at any time on the east side of Waltham Road, commencing at its point 74 metres south of its intersection with Shakespeare Road and extending in a southerly direction for a distance of 4 metres.

(g) That a cycle lane be installed on the east side of Waltham Road commencing from its intersection with Shakespeare Road and extending in a southerly direction to it intersection with Brougham Street.

BOARD RECOMMENDATION

It was **decided** on the motion of Islay McLeod, seconded by Brenda Lowe-Johnson, that the Board recommend to the Council that the staff recommendation be adopted.

PART B - REPORTS FOR INFORMATION

2. DEPUTATIONS BY APPOINTMENT

2.1 ANGLICAN CARE'S SOCIAL JUSTICE UNIT AND TE WHARE ROIMATA – INNER CITY EAST LOW-COST RENTAL PROJECT

The Board **received** a deputation from Tessa Laing from the Social Justice Unit of Christchurch Anglican Life and Raylee Kane from Te Whare Roimata on a draft proposal for an Inner City East Low-cost Rental Project. The two organisations and others are working with landowners in the inner city east on a proposal to the Government and the Council to ensure the return of low cost private accommodation lost in the earthquakes. Supporting documentation was provided.

2 **Cont'd**

The Board **decided** on the motion of Tim Carter, seconded by Islay McLeod, to support the concept, and recommend that the Community, Recreation and Culture Committee consider the project.

The Chairperson thanked Tessa Laing and Raylee Kane for their deputation to the Board.

2.2 CHRISTCHURCH CENTRAL POLICE

Inspector Derek Erasmus of the Christchurch Central Police updated the Board on police matters in the Hagley/Ferrymead ward. The update included information on alcohol related issues, graffiti and the Phillipstown Neighbourhood Policing Team. Board members were advised of the recent Police restructure, and the appointment of an Area Commander for Christchurch, North Canterbury and Selwyn.

The Chairperson thanked Inspector Erasmus for his deputation, and expressed the Board's appreciation of his attendance at Board meetings and the information and assistance he has provided.

3. PRESENTATION OF PETITIONS

Nil.

4. NOTICES OF MOTION

Nil.

5. CORRESPONDENCE

Nil.

6. BRIEFINGS

6.1 REVIEW OF CENTRAL CITY LIVING ZONES

Council staff briefed the Board on the review of the Central City Living Zones (including the Special Amenity Areas overlays), required by the Canterbury Earthquake Recovery Authority under the Statutory Directions of the Christchurch Central Recovery Plan.

7. COMMUNITY BOARD ADVISER'S UPDATE

- The Board **received** information from the Community Board Adviser on Board related activities including upcoming meetings, events, and current consultations.

- The Board **received** a memorandum from staff advising of an upgrade of the playground at Woodham Park, made possible by a donation from the Rotary Club of Christchurch Sunrise, in conjunction with Park Supplies Company Ltd and Matta Products Ltd. The Board **decided** to write to the Rotary Club of Christchurch Sunrise and the two private companies to acknowledge and thank them for their donation.

- The Board **received** information about a Local Government New Zealand training opportunity "A Practical Guide to Consultation" being hosted by the Waimakariri District Council on 1 November 2012.

- The Board **received** a memorandum from the Stronger Christchurch Infrastructure Rebuild Team advising of tree removals and relocations in association with the installation of new below ground pump stations.

8. QUESTIONS UNDER STANDING ORDERS

Nil.

9. BOARD MEMBERS' INFORMATION EXCHANGE

- Board members discussed the Ministry of Education proposals for future of Christchurch Education, and concerns relating to the proposed closures and mergers in the ward. The Board **decided** to seek further information on the proposals, and to discuss further at the next Board meeting.

- Board members discussed the Christchurch Central Recovery Plan and projects underway, and **decided** to write to the Chief Executive, Christchurch City Council to follow up on the earlier request for assistance in enabling the Board to understand their role in local decision making.

PART C – REPORT ON DELEGATED DECISIONS TAKEN BY THE BOARD

10. CONFIRMATION OF MEETING MINUTES – 5 SEPTEMBER 2012

It was **resolved** on the motion of Tim Carter, seconded by Nathan Ryan, that the minutes of the Board's ordinary meeting of 5 September 2012 be confirmed.

11. RADLEY STREET PROPOSED NO STOPPING RESTRICTION

The Board considered a report seeking approval for a no stopping restriction on Radley Street.

It was **resolved** on the motion of Tim Carter, seconded by David Cox, that the Board:

(a) Revoke all parking restrictions on the eastern side of Radley Street commencing at its intersection with Garlands Road and extending in a northerly direction for a distance of 54 metres.

Approve the following:

(b) Approve that the stopping of vehicles be prohibited at any time on the eastern side of Radley Street commencing at its intersection with Garlands Road and extending in a northerly direction for a distance of 54 metres.

12. RESOLUTION TO EXCLUDE THE PUBLIC

The Board **resolved** on the motion of Bob Todd, seconded by David Cox, that the public be excluded from the following parts of the meeting, namely item 13.

The public were excluded from the meeting 4.39pm.

The open section of the meeting resumed at 4.59pm.

The Board Chairperson thanked Board members and staff for their attendance and contributions and declared the meeting closed at 5pm.

CONFIRMED THIS 3rd DAY OF OCTOBER 2012

BOB TODD
CHAIRPERSON

Attachment 1

VIASTRADA TRAFFIC ENGINEERING AND PLANNING	PO BOX 22 458, CHRISTCHURCH 8142 03 366 7605 WWW.VIASTRADA.CO.NZ	Christchurch City Council	WALTHAM ROAD - BROUGHAM STREET INTERSECTION	Date 02-2012	SCALE (A3) 1: 400
			WALTHAM ROAD - APPROACH LANES	Drawn by R Houghton	Drawing No 592-1-02

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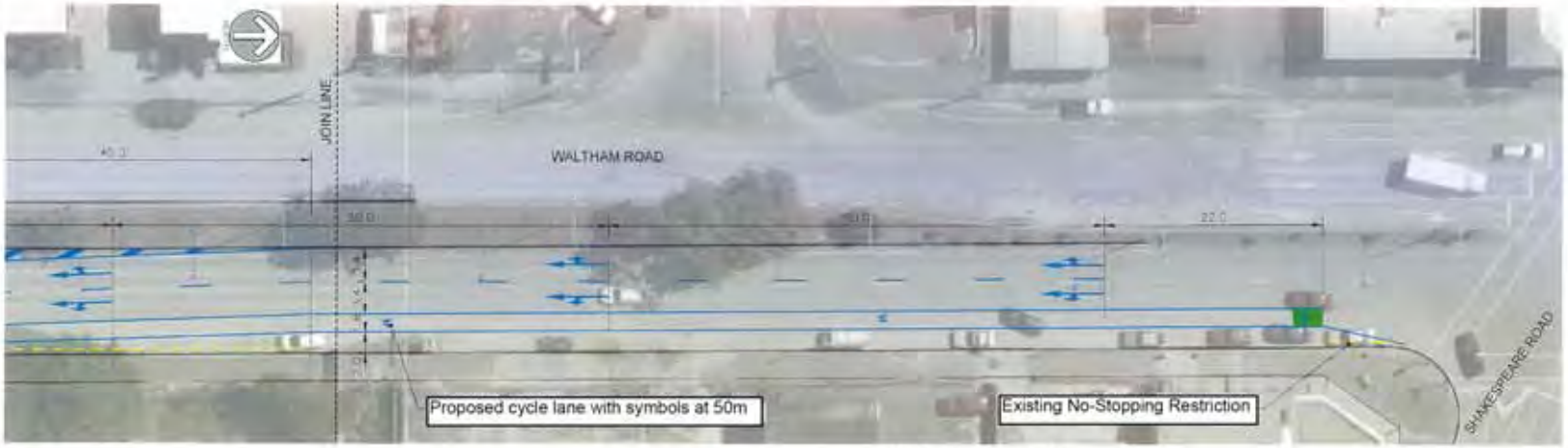
R:\PROJECTS\401 TO 600\576 TO 600\592 CCC CSRS NOV 2009\592 - 1 WALTHAM BROUGHAM AUDIT\592 - 1 WALTHAM BROUGHAM INITIAL ROAD MARKINGS.DWG



Attachment 2

VIASTRADA	Christchurch City Council	Waltham Road – Brougham Street Intersection – Plan for Council Approval	06-2012	Scale (A3) 1:400
		Waltham Road – Approach Lanes	R Houghton	592-1-01D

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ATTACHMENT 3 TO CLAUSE 1

Christchurch City Council

Waltham Road - Shakespeare Rd - Brougham St
Proposed Parking Layout Markings
For Council Approval

Attachment 3

Original Plan Size: A4
ISSUE. 1 20/08/12
TG123201 VMI

ATTACHMENT 4

STANDARD COUNCIL/COMMUNITY BOARD/COMMITTEE REPORT

Title of Report:		**Waltham Road at Brougham Street Intersection – Proposed No Stopping Restriction**					
Meeting of:		Spreydon/Heathcote Community Board					
Date of Meeting:		12 July 2011					
Date Required by Democracy Services:		28 June 2011					
Typed by:		Sonia Pollard					
Community Board Consultation:		**Needed:**	Y	**Complete:**	Y		
Open:	Y	**Public excluded:**	N	**Section:**		**Reason:**	

Attachments: Two

Description of Attachments:
1. Plan detailing current layout
2. Proposed layout plan

Confirmation of Statutory Compliance

In accordance with Section 76 of the Local Government Act 2002, this report is approved as:

(a) Containing sufficient information about the options and their benefits and costs, bearing in mind the significance of the decisions; and,
(b) Is based on adequate knowledge about, and adequate consideration of, the views and preferences of affected and interested parties bearing in mind the significance of the decision.

	Name and title of signatories	Signature	Date
Prepared by	Sonia Pollard Traffic Engineer - Transport		19 May 2011
Approved by Team Leader	Steffan Thomas Traffic Operations Team Leader		19 May 2011
Approved by Finance Manager	Peter Langbein		20 May 2011
Approved by Acting Unit Manager	Paul Burden Transport & Greenspace Unit		3 June 2011
Approved by General Manager	Jane Parfitt City Environment Group		7 June 2011

FOR INFORMATION

WALTHAM ROAD AT BROUGHAM STREET INTERSECTION – PROPOSED NO STOPPING RESTRICTION

General Manager responsible:	General Manager City Environment, DDI 941-8608
Officer responsible:	Road Corridor Operations Manager
Author:	Sonia Pollard, Traffic Engineer

PURPOSE OF REPORT

1. The purpose of this report is to seek the Board's recommendation to Council that the stopping of vehicles be prohibited at any time on the east side of Waltham Road.

EXECUTIVE SUMMARY

2. Council in conjunction with NZTA are looking to improve safety on Waltham Road at its intersection with Brougham Street. To improve safety we need to reduce the number of vehicle movements at this intersection and to provide better guidance and advanced notice to drivers.

3. A intersection signal upgrade was undertaken in November 2010 (see attachment 1), which involved the installation of two right turn lanes. This was in response to traffic volumes at this intersection. Subsequent monitoring and feedback has found that motorists are struggling to understand the layout changes, which has resulted in safety concerns due to motorists making last minute lane changes and cutting across traffic.

4. The new road markings as shown in the plan attached will make traffic management at this intersection clearer and easier to understand. Motorists will be provided with more prior warning regarding the lane changes and this should ensure more fluid lane changes.

5. The no stopping restriction (broken yellow lines) requested as part of the new road marking layout is essential to improve safety at this intersection as it will allow greater visibility for drivers up to the intersection and it will provide motorists the opportunity to move into the correct lane earlier. The subsequent effect resulting from the removal of parking will be to reduce the number of vehicle movements near the intersection and improve sight distances which will in turn reduce the potential for conflict. The new layout will also provide more road space for cyclists and help increase safety for these vulnerable road users.

6. This is a safety issue therefore no consultation has been undertaken. Properties at 180 Waltham Road are owned by the Christchurch City Council and 188 Waltham Road has off street parking available.

FINANCIAL IMPLICATIONS

7. The estimated cost of this proposal is approximately $6000 to be funded by NZTA.

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

8. N/A

LEGAL CONSIDERATIONS

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

9. Part 1, Clause 5 of the Christchurch City Council Traffic and Parking Bylaw 2008 provides Council with the authority to install parking restrictions by resolution.

10. The installation of any parking restriction signs and/ or markings must comply with the Land Transport Rule: Traffic Control Devices 2004.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

11. 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?

12. As above.

FOR INFORMATION

ALIGNMENT WITH STRATEGIES

13. The recommendations align with the Council Strategies including the Road Safety Strategy 2004 and the Safer Christchurch Strategy 2005.

Do the recommendations align with the Council's Strategies?

14. As above.

CONSULTATION FULFILMENT

15. The officer in charge of parking enforcement and NZTA agree with this recommendation. No further consultation has been carried out as this is deemed to be a safety issue.

STAFF RECOMMENDATION

It is recommended that the Spreydon/ Heathcote Board recommends that the Council:

Revoke the following on Waltham Road:

(a) That the current restrictions on the east side of Waltham Road commencing from its intersection with Brougham Street and extending in a northerly direction for a distance of 163 metres be revoked.

Approve the following on Waltham Road:

(b) That the stopping of vehicles be prohibited at any time on the east side of Waltham Road commencing from its intersection with Brougham Street and extending in a northerly direction for a distance of 163 metres.

FOR INFORMATION

ATTACHMENT 5

Christchurch City Council
City Environment Group

Memorandum

Date: 10 December 2011

From: **MARK MILLAR / SONIA POLLARD**

To: **SPREYDON / HEATHCOTE COMMUNITY BOARD**

cc: **Jenny Hughey** – Community Board Adviser (for distribution)

Attachments: Opus drawing 6/237/4/7604

FOR INFORMATION

WALTHAM ROAD AT BROUGHAM STREET INTERSECTION – PAVEMENT MARKING

Purpose of this Memo:
The purpose of this Memo is to update and keep the Community Board informed of developments regarding the layout of the intersection of Waltham Road at Brougham Street.

Information
The Council in conjunction with NZTA are continuing to work together to agree on the pavement marking changes required to improve safety and the operation of the Waltham Road intersection at Brougham Street (southbound traffic).

Following the Community Board meeting of 19th July, where a report was presented to gain approval for no stopping restrictions, Council staff have further investigated the provision of cycle facilities at this intersection as requested by the Community Board.

The new proposed plans for Waltham Road at Brougham Street includes the installation of a cycle lane. The process for installing special vehicle lanes, including cycle lanes, is the subject of a report which goes to Council on the 15th December. The new report for the proposed changes to Waltham Road at Brougham Street will need to await the Council resolutions.

In the meantime, Council and NZTA staff have agreed on a proposal for interim lane markings which will improve safety at this intersection (please see the attached plan). The markings do not require a board resolution and this memo is to ensure that the board is kept informed.

Conclusion:

Transport & Greenspace Unit • Civic Offices • 53 Hereford Street • PO Box 73014 • Christchurch 8154
Telephone (03) 941 5289 • Fax (03) 941 8864 • Email mark.millar@ccc.govt.nz

The new lane marking changes (as per the attached plan) are programmed to be installed within the next few weeks. This includes making the left hand lane - the east lane - wider to provide more space for cyclists than at present and gain overall improvements until the Board and the Council review the report on the installation of a cycle lane on Waltham Road.

Mark Millar
SENIOR TRAFFIC ENGINEER

Sonia Pollard
TRAFFIC ENGINEER

Approval:

Name	Position	Signature	Date
Steffan Thomas	Team Leader Traffic Operations		12 December 2011
Paul Burden	Operations Manager Road Corridor		13 December 2011
Alan Beuzenberg	Unit Manager Transport & Greenspace		13 December 2011
Jane Parfitt	General Manager City Environment Group		21 December 2011

FOR INFORMATION

Transport & Greenspace Unit • Civic Offices • 53 Hereford Street • PO Box 73014 • Christchurch 8154
Telephone (03) 941 5289 • Fax (03) 941 8864 • Email mark.millar@ccc.govt.nz
Trim: 11/605106

Attachment 6

10 Bishop Street, St. Albans
PO Box 22 458, Christchurch 8142, New Zealand
T: 03 366 7605 E: info@viastrada.co.nz

VIASTRADA
TRAFFIC ENGINEERING AND PLANNING

26 July 2011

Sonia Pollard

CCC Traffic Operations
PO Box 73014
Christchurch City Council

(by email)

Dear Sonia,

Re: Cycle safety review of the Waltham Street north approach to Brougham Street

We have reviewed the A3 Opus drawings (Current, Options 1 to 3 and Final) provided and make the following comments and observations.

We have been asked to audit the Final plan, with the inclusion of the Advance Stop Box at the front of the shared left turn and through lane plus the inclusion of a shared path option alongside Waltham Road leading to the intersection, as requested by the community board.

This section of Waltham Road forms part of a well used commuter route between the southeastern suburbs and the city and a important recreational link between the city and the Rapaki mountain bike track, arguably the most popular recreational mountain bike ride in Christchurch.

There is currently no provision for cyclists on the south approach to Brougham Street. The two approach lanes are 4.3m and 3.6m wide with a 2.6m wide parking lane. The four lanes immediately at the intersection has a 3.95 left turn lane with three 3.25m lanes. Cyclists are exposed in the live traffic lane for a distance of 90m. They can use the parking lane if unoccupied or if parking discipline is good and cars are parked at 2m from the kerb, leaving 1.6m for cycling.

The proposed layout is considered very unsafe for people who cycle as there is no provision on the road in the way of cycle lane markings, to separate cyclists from motorized traffic. In cross section there is space available for riders on the road and in long section the length of exposure can be removed or at least significantly reduced.

The treatment of the painted flush median on the approach to the two right turn lanes should also be checked and consideration given to the required right turn queuing length. This is the key driver to the selection of appropriate lane markings. The 'Final' markings make the right turn lanes short and deter drivers from entering them early. If this is the objective, then this layout will achieve this outcome.

ViaStrada can provide you with a concept layout for a safe lane marking plan on this approach for $550 + GST. It would be useful to confirm the project brief, queue length expectations for the double right turn bay and a base plan if you have it.

The following table identifies specific safety areas and makes recommendations to resolve these safety issues.

Table 1 Safety observations and recommendations

Item	Observation	Recommendation
1	**Intersection lane width distribution** The proposal has a 3.35 shared through / left turn lane with three 3.25m lanes, this totals 13.1m and there is 13.7m available	**Intersection lane width redistribution** Redistribute the lane widths to provide a cycle lane against the kerb.
2	**Approach lane distribution** The proposal has three 3.5m lanes on the through lane approaches, with no provision for cyclists.	**Approach lane redistribution** Redistribute the lane widths on the two through lanes and parking lane to provide a cycle lane between the parking lane and live traffic lane.
3	**Live lane exposure** The proposal has an exposure length of 155m where cyclists are required to cycle in the live traffic lane.	**Live lane protection** The redistribution of traffic lanes in item 2 can address this exposure in the live lane issue.
4	**Advance Stop Box inclusion** The suggested ASB can be connected to a kerb side cycle lane with the recommended redistributed lane widths,	**Advance Stop Box** Include a kerb side cycle lane
5	**Advance Stop Box** If the ASB is included ahead of the shared left turn and through lane.	**Advance Stop Box markings** Ensure it is marked as per MOTSAM Part 2 figure 3.34.

The suggestion that cyclists may use a shared footpath is only worthy of consideration if the cyclists using this route are inexperienced and will accept this level of disruption and delay to their commute and if they are likely to turn left to travel along Brougham Street. Through cyclists would also be expected to dismount and walk across the crosswalk as the ASB is only available to them when Waltham Road traffic is stopped. As this is not the case the footpath option is not ideal and is not supported. It would need to have signs and legislation to allow its use, and it is unlikely that it will ever be used by cyclists.

Please call me directly if you have any queries.

Yours faithfully

Warren Lloyd
ViaStrada
M: (027) 2929 830

ATTACHMENT 7

Christchurch City Council
Capital Programme Group

Memorandum

Date: 9 May 2012

From: **PHILIPPA UPTON**

To: **SPREYDON HEATHCOTE COMMUNITY BOARD**

cc: **Jenny Hughey**– Community Board Adviser (for distribution)

Attachments:
1. 592-1-02: Waltham Road/Brougham Street - intersection. Waltham Road approach lanes showing initial road marking including proposed no stopping.
2. 59–1-01B: Waltham Road/Brougham Street - intersection Waltham Road - approach lanes showing proposed cycle lane and no stopping road marking.

FOR INFORMATION

WALTHAM ROAD/ BROUGHAM STREET INTERSECTION IMPROVEMENTS, AND ON-ROAD CYCLE LANE PROPOSAL

Purpose of this Memo:
This memo is to advise the Board that staff previously understood the Waltham/Brougham intersection safety improvements were in the Spreydon/Heathcote Ward. However it has been confirmed that this section of the road is actually covered by Hagley/Ferrymead, as the Ward boundary follows the middle of Waltham Road south to Brougham Street, then east along the middle of Brougham Street. The proposal is confined to the eastern side of Waltham Road.

Background:
It is understood the Spreydon/Heathcote Board has had prior input into this proposal and resolved that staff investigate cycle lane facilities in the area. Following extensive negotiations with NZTA it is now proposed to install an on-road cycle lane on the eastern side of Waltham Road between Shakespeare Road and Brougham Street. This will require a No Stopping resolution and public consultation prior to submission for a Council decision following Community Board recommendation.

Information requested:
Community consultation is planned for July 2012. The Traffic and Parking Amendment Bylaw 2012 was resolved in April and comes into effect on 1 July 2012. The Special Consultative Procedure will no longer be required for special vehicle lanes, including cycle lanes. Therefore this will be the first proposal to utilise the new procedure, and the proposal

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Telephone (03) 941 • Fax (03) 941 • Email

ATTACHMENT 7 TO CLAUSE 1 CONT'D

will be submitted to the Hagley/Ferrymead Board as a Part A report for recommendation to the Council.

At a seminar on 16 May 2012 Senior Traffic Engineer Mark Millar will update the Hagley Ferrymead Board on the background to the project and progress to date. He will explain what has been agreed with NZTA to find a workable long term solution to meet the proposal objectives.

The Spreydon/Heathcote Community Board will continue to be involved in the decision-making process including an opportunity to submit feedback during the consultation period. A joint seminar will be arranged if that is necessary and appropriate. The report to Hagley/Ferrymead (then the Council) will contain the details of any Spreydon/Heathcote Community Board feedback.

Conclusion:
We understand there has been strong interest in the need for cycle facilities at this location and look forward to receiving input to this proposal from your Board.

Philippa Upton
CONSULTATION LEADER

Approval:

Name	Position	Signature	Date
Steffan Tomas	Traffic Operations Team Leader		9 May 2012
Paul Burden	Road Corridor Operations Manager		9 May 2012
Alan Beuzenberg	Unit Manager Transport and Greenspace		13 May 2012
Mark Christison on Behalf of Jane Parfitt	General Manager City Environment Group		14 May 2012

FOR INFORMATION

ATTACHMENT 8

Christchurch City Council
Capital Programme Group

Memorandum

Date: 9 May 2012

From: **PHILIPPA UPTON**

To: **HAGLEY/ FERRYMEAD COMMUNITY BOARD**

cc: **Jo Daly** – Community Board Adviser (for distribution)

Attachments:

1. 592 -1-02: Waltham Road/Brougham Street - intersection. Waltham Road - approach lanes showing initial road marking including proposed no stopping.
2. 59 –1-01B: Waltham Road/Brougham Street - intersection Waltham Road - approach lanes showing proposed cycle lane and no stopping road marking.

WALTHAM ROAD/ BROUGHAM STREET INTERSECTION IMPROVEMENTS, AND ON-ROAD CYCLE LANE PROPOSAL

Purpose of this Memo

This memo is to advise the Board that the south bound (eastern side) of Waltham Road at the Brougham Street intersection was changed in 2010 to install two right turn lanes into Brougham Street to improve traffic flows. Further improvements as a consequence of this change are also required to improve safety for motorists and cyclists using the intersection.

Background

Staff previously understood the Waltham/Brougham intersection safety improvements were in the Spreydon/Heathcote Ward. However it has been confirmed that this section of the road is actually covered by Hagley/Ferrymead, as the Ward boundary follows the middle of Waltham Road south to Brougham Street then east along the middle of Brougham Street. The proposal is confined to the eastern side of Waltham Road.

This proposal has been generated by the initial changes made to the lane layout implemented by the New Zealand Transport Authority (NZTA) in conjunction with the CCC Traffic Signals Team in 2010. The objective of this proposal is to improve safety for motorists and cyclists who have struggled with the lane layout changes. We initially felt the layout was appropriate and that motorists and cyclists were using the layout incorrectly due to habit.

Following a lengthy settling down and monitoring period the Council approached NZTA requesting a review of the approach leading up to the new lane layout changes (two right turn lanes, two straight-through lanes with one having a left turn lane also). NZTA agreed that the further improvements were appropriate and therefore will be paying for the improvements. These further changes are now due to be installed in mid May after being delayed due to carriageway damage and repair requirements. The complete block on the east side of Waltham Road between Shakespeare Road and Brougham Street will now have a new asphalt pavement laid.

FOR INFORMATION

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Trim: 12/288156

ATTACHMENT 8 TO CLAUSE 1 CONT'D

The proposal requires an extension to the existing No Stopping road marking, and allowances have been made to install a cycle lane as resolved by the Spreydon/Heathcote Board because traffic using this section of road enters that Ward immediately after passing through the Brougham Street intersection.

The proposed installation of an on-road cycle lane on the eastern side of Waltham Road between Shakespeare Road and Brougham Street will require a No Stopping resolution and public consultation prior to submission for a Council decision following the Community Board recommendation.

Community consultation is planned for July 2012. The Traffic and Parking Amendment Bylaw 2012 was resolved in April 2012 and comes into affect on 1 July 2012. The Special Consultative Procedure will no longer be required for special vehicle lanes including cycle lanes. This will be the first proposal to utilise the new procedure, and the proposal will be submitted to the Hagley/Ferrymead Board as a Part A report for recommendation to the Council.

At a seminar on 16 May, Senior Traffic Engineer Mark Millar will update the Hagley/Ferrymead Board on the background to the project and progress to date. He will explain what has been agreed with NZTA to find a workable long term solution to meet the proposal objectives.

Conclusion:
The Spreydon/Heathcote Community Board will receive a memo advising of the Hagley/Ferrymead Community Boards role in the decision making process, and informing them of the opportunity they will have for further input. This will include an opportunity to submit feedback during the consultation period. The report to the Hagley/Ferrymead Community Board (then the Council) will contain the details of the Spreydon/Heathcote Community Board feedback.

We look forward to working with the Hagley/Ferrymead Community Board on this proposal.

Philippa Upton
CONSULTATION LEADER

Approval:

Name	Position	Signature	Date
Steffan Thomas	Traffic Operations Team Leader		9 May 2012
Paul Burden	Road Corridor Operations Manager		9 May 2012
Alan Beuzenberg	Unit Manager Transport and Greenspace		13 May 2012
Mark Christison on behalf of Jane Parfitt	General Manager City Environment Group		14 May 2012

FOR INFORMATION

CLAUSE 11 - COUNCIL 11. 10. 2012

REPORT BY THE CHAIRPERSON OF THE HAGLEY/FERRYMEAD COMMUNITY BOARD

3 OCTOBER 2012

PART A – MATTERS REQUIRING A COUNCIL DECISION

1. DRAFT SUMNER VILLAGE CENTRE MASTER PLAN

General Manager responsible:	General Manager Strategy and Planning, DDI 941 8281
Officer responsible:	Programme Manager District Plan
Author:	Miranda Charles, Policy Planner

PURPOSE OF REPORT

1. This report presents Hagley/Ferrymead Community Board endorsement and recommendation to the Council of the draft Sumner Village Centre Master Plan (refer **Attachment 1** circulated under separate cover) for public consultation.

EXECUTIVE SUMMARY

2. The recent earthquakes have caused significant damage to a number of suburban commercial centres across Christchurch. At its meeting on 23 June 2011 the City Council approved a programme of work including Master Plans and Case Management for identified suburban centres.

3. Because of the extent of damage in the Sumner Village Centre, and because the community had already initiated a community-based master plan for the wider Sumner suburb, the Council approved staff support for a *community-led* master planning exercise to assist the rebuild and recovery of Sumner Village Centre. Sumner is the only community-led master planning approach in the Suburban Centres Programme.

4. Preparation of the draft Master Plan has involved considerable involvement and participation from community leaders, in the form of a Joint Advisory Group, and the wider Sumner community. The draft Master Plan sets out a Vision for the rebuild and recovery of the centre, including a spatial plan, projects, and an implementation plan.

5. Key changes proposed in the draft Master Plan include improvements to support the connection between the beach and the Village Centre, by highlighting gateways to the Village Centre (through redevelopment suggestions for landmark sites), improving visual and physical connections, introducing a network of lanes and courtyards, and by creating more opportunities for commercial activity through mixed-use development. Other key changes, which are designed to help improve the economic performance and social resilience of the Village Centre, include:

   - Improvements to the built character, form and function of the Village Centre, including the comprehensive redevelopment of sites for increased built density
   - New opportunities for open space for a range of activities (i.e. flexible space)
   - The redevelopment of community facilities
   - New and improved opportunities for off-street car parking
   - Improvements to streetscape amenity, pedestrian and cycle safety
   - Use of environmental measures to increase sustainability values.

6. This report presents the draft Sumner Village Centre Master Plan (refer **Attachment 1** circulated under separate cover) and requests that the Community Board recommend to the Council that it be approved for public consultation.

1 Cont'd

FINANCIAL IMPLICATIONS

7. Preparation of the Plan within the Strategy and Planning Group's budget was confirmed through the 2012/13 Annual Plan process. Any hearings would fall within this plan preparation budget. Preparatory implementation work is proposed in the coming financial year, with the majority of funding for implementation of the Plan to be considered through the Long Term Plan process in 2013.

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

8. Yes, funding for preparation of the Plan has been provided within the Strategy and Planning Group's 2012/13 budget.

LEGAL CONSIDERATIONS

9. There are no immediate legal considerations. Staff have met with officials from the Canterbury Earthquake Recovery Authority (CERA) and will continue to do so to ensure that the work on the Plan is informed by and is consistent with the Recovery Strategy and Recovery Plans. There is currently no requirement under *S19 Development of Recovery Plans* of the Canterbury Earthquake Recovery Act 2011 for recovery plans for commercial centres outside the Central City.

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

10. Yes, as above.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

11. The Draft Master Plan was not anticipated by the LTCCP or Activity Management Plans because it is a response to natural disaster and reflects the Council's land use planning functions. However, provision has been made for the Suburban Centre Programme through the Annual Plan process.

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

12. Yes – the Annual Plan 2011/12 includes a revised level of service: the recovery of Suburban Centres is supported by urban design and planning initiatives.

ALIGNMENT WITH STRATEGIES

13. The master plans being developed through the suburban centres programme are consistent with the Urban Development Strategy objectives and its implementation tool Proposed Change 1 to the Regional Policy Statement. They recognise the current hierarchy of commercial centres, and are consistent with the vision of enabling the central city to be the pre-eminent business, social and cultural heart of the City. The master plans are also consistent with District Plan objectives for improving the amenity, design and layout of suburban centres and enabling suburban centres to meet people's needs for goods and services.

14. The Recovery Strategy for Greater Christchurch was approved by the Minister for Canterbury Earthquake Recovery on 31 May 2012. The Recovery Strategy's goals and priorities include reference to suburban centres. The Canterbury Earthquake Recovery Act requires that certain plans and documents should not be inconsistent with a Recovery Strategy. Whilst the Act does not specifically refer to suburban centre master plans, the Draft Master Plan is consistent with the Recovery Strategy.

1 Cont'd

Do the recommendations align with the Council's strategies?

15. Yes, see above. The proposals within the draft Master Plan, if adopted, would also require further investigation for zoning changes in the City Plan.

CONSULTATION FULFILMENT

16. There has been extensive information gathering in the preparation of the draft Sumner Village Centre Master Plan, and there has been a considerable amount of involvement from the Joint Advisory Group for Sumner. Other stakeholders, elected members and Sumner residents have also been involved in the preparation of the Draft Master Plan. Further detail is provided in paragraph 25. Approval of the draft Master Plan will enable a further formal stage of public consultation to be undertaken.

STAFF RECOMMENDATION

It is recommended that the Council:

(a) Endorse the content of the draft Sumner Village Centre Master Plan (**Attachment 1**) and approve it for public consultation.

(b) In 2013, receive a consultation report on submissions and consider and recommend to the Community Board whether to conduct hearings prior to adopting the final version of the Plan.

BOARD CONSIDERATION

Staff outlined the process taken to develop the draft Master Plan, advised Board members of the proposed consultation programme, and responded to questions from Board members regarding components of the draft Master Plan.

The Board **decided** on the motion of Bob Todd, seconded by Islay McLeod to record its appreciation to the Joint Advisory Group and associated staff for the time and effort associated with the development of the draft Master Plan, with particular regard to the Community Board representatives David Cox and Nathan Ryan.

BOARD RECOMMENDATION

It was **decided** on the motion of Islay McLeod, seconded by Tim Carter, that the Board recommend to the Council that the staff recommendation be adopted.

1 Cont'd

BACKGROUND

17. The series of earthquakes that has occurred across the region since September 2010 has caused significant damage to Sumner Village Centre with the loss of buildings, businesses, services and facilities that support the residents living around this centre.

18. In Sumner Village Centre, approximately 55% of floor space in the Business 1 and 2 zones has been damaged and/or abandoned as a result of the earthquakes. Another 1765m^2 of floorspace adjacent to Sumner Village Centre that was used for commercial or community uses is located in the Port Hills Red Zone and has been abandoned. Several commercial operations located on Living 3 zoned land remain unoccupied as a result of Detailed Engineering Evaluations.

19. In March 2011, a group of community leaders came together to form the Sumner Urban Design Group (SUDG) to prepare a community-based plan for the wider Sumner suburb, taking in the area from Taylors Mistake to Redcliffs. In the months that followed, the SUDG facilitated a series of community design workshops, meetings and discussion forums to produce a draft document comprising four chapters. One of these chapters addressed the Sumner commercial shopping centre.

20. Because of the extent of damage in the Centre, and because the community had already initiated a community-based plan for Sumner, the Council approved staff support for a 'community-led' master planning exercise at its meeting on 23 June 2011. The intention of the master planning exercise is to assist the rebuild and recovery of the Sumner Village Centre in a comprehensive and co-ordinated fashion.

21. Sumner is the first and currently the only 'community-led' master planning approach in the Suburban Centres Programme. This approach has involved the establishment of a Joint Advisory Group for Sumner, comprised of six representatives from the Sumner community, two members of the Hagley/Ferrymead Community Board and two Council staff members. The Joint Advisory Group (JAG) was approved by the Community Board on 1 February 2012. **Attachment 2** contains the Terms of Reference and membership details of the Joint Advisory Group.

THE OBJECTIVES

22. The overall objectives for the draft Master Plan are two fold:

    - to facilitate the recovery of the centre, and
    - to create a platform for long term regeneration.

23. In order to achieve this the draft Master Plan sets out a Vision for the centre. This is accompanied by a spatial plan identifying various redevelopment concepts, and an implementation plan detailing the actions needed to give effect to the proposals. Through this it is hoped to build community and investor confidence in the future of the centre.

24. A summary document will be prepared prior to consultation.

MASTER PLAN PROCESS

25. Council officers have worked with the JAG, property owners, local businesses and the local community in the preparation of the draft Master Plan. This has included the following four stages:

    - **Project Set Up** – comprising meetings with community leaders, the establishment of the JAG, information gathering, and site visits;

1 Cont'd

- **Community Engagement** – 'ideas gathering' workshops held with property owners, business owners, community groups, youth, residents, Board Members, Councillors and Members of Parliament between 16-28 April 2012. Over 100 people shared their likes, dislikes, concerns and aspirations for the Village Centre. One or more JAG members were in attendance throughout this workshop series.

- **Inquiry by Design** – Council staff participated in a Council-led one day technical design workshop on 9 May 2012. Through an integrated and iterative process, planners, landscape architects, urban designers, engineers, recreation advisers, community engagement and resource consent staff took base information for the centre and the ideas shared during the community engagement sessions and developed, tested and refined options to generate the initial concepts for the draft Master Plan.

- **Documentation** – this stage focused on development of the Draft Master Plan. Analysis of the community comments has been undertaken and further technical evaluation of the concepts has occurred. The concepts have been translated into actions and an implementation plan has been developed. Preliminary concepts were discussed with JAG, the Community Board and Councillors at three workshops held between 17-24 July, and further refinements were made as a result of these discussions.

26. The Draft Master Plan can now be considered for public consultation. Council staff anticipate that the consultation period will run during the full month of November. Depending on whether or not submissions are formally heard, a report proposing adoption of the Final Master Plan is anticipated for early-mid 2013.

KEY THEMES AND PROPOSALS

27. From the initial consultation with the community and key stakeholders a number of themes emerged highlighting their concerns and aspirations.

Key concerns are:

- The poor connection between the beach and the Village Centre
- The appearance of certain buildings and landscape plantings
- An uninspiring street environment, and a lack of street trees and public toilets
- Lack of activities (e.g. festivals and events), particularly for youth
- Traffic speeds, and pedestrian and cycle safety
- Location and/or number of car park spaces
- Loss of community facilities
- District Plan restrictions on commercial activity, and the lack of commercial office space
- Visual and physical impact that minimum floor levels (for flood risk management) could have on the street, and the look and feel of the Village Centre
- A perceived drop in visitor numbers as a result of:
    - the presence of shipping containers along the cliff edge
    - uneven road surfaces, from Ferrymead
    - limited recreation activities in the hills (walking, cycling and running)
    - the (temporary) closure of Evans Pass.

28. Future aspirations for the centre include addressing the above issues and:

- Strengthening Sumner's boutique business character
- Better building design and character
- Improvements to cycle infrastructure
- More opportunities for commercial growth and mixed-use development
- More public art
- More spaces for socialising, outdoor entertainment, and a weekend market

1 Cont'd

- Consideration/protection of views to the hills and the coastline
- The incorporation of sustainability principles into the urban fabric.

Generally, the desire is for an improved version of the pre-quake Village.

29. In response, the key elements of the draft Sumner Village Centre Master Plan are:

- Improving the movement network
- Lanes and courtyard connections
- Supporting the community heart
- Strengthening the retail core
- Redeveloping the RSA and Surf Life Saving Club
- Improving the built and natural character
- Achieving recovery together.

30. These key elements appear in the Draft Master Plan in the form of:

- Outline plans and concept drawings for comprehensive redevelopment of five blocks within the centre, including changes to the road network
- A streetscape upgrade proposal comprised of improvements to the pedestrian environment, traffic management and parking arrangements
- A proposal for built form design guide to enhance the character and identity of the Village Centre
- Provision of an ongoing 'case management' facility to property owners, support for the Sumner Business Association and other collaborative opportunities.

31. A copy of the draft Master Plan (including appendices) is included as an attachment to this report. This provides full details of the issues and proposals for the centre and outlines the options that have been considered as part of the master-planning process. Once the content has been approved, finishing touches and final graphic design will be completed prior to publication and distribution.

32. It is not currently proposed that a request be made to CERA for this Master Plan to become a formal recovery plan. Further consideration can be given to the potential use of the CERA legislation following evaluation of the feedback on the draft consultation plan.

CONSULTATION

33. As outlined in paragraphs 16 and 25 above, considerable consultation has been undertaken with the local communities during the preparation of the draft Master Plan. This focussed primarily on understanding the concerns that the community would like to see addressed by the Master Plan. A further final round of consultation is proposed, to provide the community and stakeholders with another opportunity to engage in the process and comment on the formal proposals of the draft plans.

34. The consultation period needs to allow sufficient opportunity for the community and stakeholders to consider the draft proposals. For Sumner Village Centre a four week consultation period through the month of November 2012 is proposed.

35. Copies of the full Master Plan documentation will be made available on the Council's web site, with hard copies also provided for reference in the local Service Centres and Libraries. Copies of the summary version will be circulated to local household and businesses. Other relevant stakeholders will also be provided with copies. Two drop in sessions will be held in the centre during this consultation period, where staff will be available to answer questions.

1 Cont'd

36. Following this, officers will analyse the responses and prepare a consultation report on submissions on the draft Master Plan for the Council to consider, in conjunction with the Hagley/Ferrymead Community Board. At this time, a decision will be sought on whether to conduct hearings, prior to adopting the final Master Plan.

ATTACHMENT 2 TO CLAUSE 1

SUMNER VILLAGE CENTRE MASTER PLAN

JOINT ADVISORY GROUP TERMS OF REFERENCE

BACKGROUND

On 23 June 2011, the Council approved staff support for a 'community-led' master plan for the commercial centre of Sumner. This masterplan was approved as part of the Council's Suburban Centres Programme, a work-stream designed to guide the renewal of earthquake damaged commercial areas and sites within established Business 1 and Business 2 Zones.

A Joint Advisory Group has been established to facilitate a collaborative approach between the Sumner community and the Christchurch City Council for the preparation of a Sumner Village Centre Masterplan. The Joint Advisory Team is comprised of representatives of the Hagley-Ferrymead Community Board, the Sumner community, and the Christchurch City Council.

This Terms of Reference clarifies the overall goal, roles and responsibilities of the Joint Advisory Group.

The Sumner Village Centre Masterplan will articulate the community's aspirations and establish a 'future blueprint' for that centre. Generally speaking, the masterplan for Sumner Village Centre should aim to create a safe, prosperous, resilient and vibrant Village Centre which benefits residents, visitors, commercial property and business owners in Sumner.

Both the draft and the final masterplan will be presented to the Hagley-Ferrymead Community Board prior to its presentation to Council.

PROJECT SCOPE

Council support for a community-led masterplan for Sumner has been approved as part of the Suburban Centres Programme. This work-stream is designed to guide the physical renewal of earthquake damaged commercial areas within established Business 1 and Business 2 Zones.

The area within Sumner's Business 1 and Business 2 zones is the focus of this project and will comprise the specific study area, otherwise known as the 'Sumner Village Centre' (see attached 'glow map'). Appropriate consideration will also be given to adjacent non-business zoned sites which are currently occupied by commercial operators, and to physical linkages and interrelationships between the study area and its natural and physical surrounds. General consideration will also be given to elements which relate to the project and which impact community and economic development and wellbeing.

GOAL OF THE JOINT ADVISORY GROUP

Working together, the Joint Advisory Group will operate in an open and collaborative manner to help Council Officers prepare a 'community-led' masterplan for Sumner Village Centre, which can be submitted to the Christchurch City Council for adoption.

ROLES AND RESPONSIBILITIES OF THE JOINT ADVISORY GROUP

The Joint Advisory Group will:

- Operate within the project scope as per the Council decision on 23 June 2011;
- Provide overall guidance and support to the Council staff project team;
- Provide feedback on documentation relating to the project, it's timeline, and arrangements for any media communications;
- Provide a channel of communication between the project and the wider community, and raise the profile of the project with stakeholder interest groups;

ATTACHMENT 2 TO CLAUSE 1 CONT'D

- Assist the core Council project team to reach key milestones;

- Review any early project findings and/or recommendations of the Core Project Team, and receive updates about public feedback including submissions on the draft masterplan; and

- Review and provide feedback on the draft and final versions of the Sumner Village Centre Masterplan prior to its presentation to the Hagley-Ferrymead Community Board and Council.

MEETING CODE OF CONDUCT

Members of the Joint Advisory Group will:

- Respect everyone's right to have input;
- Respect an individual, group or an organisation's right to have different objectives;
- Debate the issues impartially;
- Work as a team to achieve the goal of the Sumner Village Centre Masterplan;
- Not use the project to further their own personal/group/organisations objectives in a way that undermines the project;
- Adhere to protocols and processes recommended by Council's communication staff about communicating with the media;
- Contribute to meeting record keeping by agreeing to the accuracy of Joint Advisory Group meeting minutes;
- Accept that non-appearance by any member of the Joint Advisory Group three or more times in a row excludes that member Joint Advisory Group and is deemed to be a resignation; and
- Not disclose confidential information[1] unless:
  a) members have discussed and agreed that the information is ready to be disseminated to other stakeholders and the wider public; and/or
  b) members are required to release the information by any statutory or regulatory obligation, body or authority;

DECISION MAKING

Decisions will be made on a majority basis.

Whilst having strong regard to the views of the Joint Advisory Group, the Christchurch City Council will be the final decision maker in relation to the Sumner Village Centre Masterplan.

CHANGES TO MEMBERSHIP

Should a member of the Joint Advisory Group for whatever reason be unable to continue their participation on the Joint Advisory Group, the Chair of the Joint Advisory Group will liaise with the Chair of the Hagley-Ferrymead Community Board over any recommendation to replace, and/or a process to replace, that member.

[1] Examples, which are not exclusive, are rock fall hazards, land zoning information, and access through Evans Pass.

ATTACHMENT 2 TO CLAUSE 1 CONT'D

CURRENT MEMBERSHIP

As at 08 February 2012, the members of the Joint Advisory Group for the Sumner Village Centre Masterplan are:

• Archer, Humphrey	Sumner Community Centre (SCC)
• Banbury, Bruce	Sumner Urban Design Group (SUDG)
• Capocaccia, Max	Sumner Urban Design Group (SUDG)
• Charles, Miranda	Christchurch City Council (CCC)
• Cox, David (JAG Chairman)	Hagley Ferrymead Community Board (HFCB)
• Michael, Tanya	Sumner Business Association
• Ridgen, Jenny[2]	Christchurch City Council (CCC)
• Ryan, Nathan	Hagley Ferrymead Community Board (HFCB)
• Stewart, Bob	Sumner Business Association (SBA)
• Wright, Darren	Sumner Residents Association (SRA)

[2] From 1 July 2012, Brigitte de Ronde (Programme Manager, District Planning) replaced Jenny Ridgen on the Joint Advisory Group.

Christchurch City Council

CHRISTCHURCH CITY COUNCIL
AGENDA

THURSDAY 11 OCTOBER 2012

ATTACHMENT 1 TO CLAUSE 11
HAGLEY/FERRYMEAD COMMUNITY BOARD
3 OCTOBER 2012
DRAFT SUMNER VILLAGE MASTER PLAN

Suburban Centres Programme

Draft Sumner Village Centre

Master Plan

A plan for rebuild and recovery

Christchurch City Council

Mayor's foreword

Generations of Christchurch residents and visitors have, over the years, enjoyed Sumner's seaside ambience and wonderful character. Many people today have fond memories and associations with Sumner – a Sunday drive to Sumner for an ice cream, a swim at Sumner beach, clamber around Cave Rock, or a walk along the Esplanade; or perhaps taking in a movie at the historic Hollywood picture theatre.

Sumner's beginnings as a borough, separate from the city, saw it develop a distinctly spirited identity and character. Although amalgamation with the city occurred in 1945, this legacy lives on, today, in Sumner's tight-knit community.

The 22 February 2011 earthquake dealt a heavy blow to this suburb. Several well-known and loved landmarks were lost, people's homes were affected, businesses were left without premises. The containers that were put up around the base of Sumner's cliffs have now become an all too familiar landmark.

Not to be defeated, the community has been very involved in the development of this community-led Draft Master Plan for the recovery and rebuild of their village centre. Leadership and guidance, first from the Sumner Urban Design Group, then from the Joint Advisory Group has facilitated a collaborative approach to the project, enabling the community voice to really come through in the Draft Master Plan's vision and actions.

I am sure the community will have plenty to say about this draft and I very much look forward to hearing their comments.

Bob Parker
Mayor of Christchurch

Foreword of the Hagley / Ferrymead Community Board

This Draft Sumner Village Centre Master Plan is unique; it is the Council's first community-led Master Plan. It has been developed by an enthusiastic community and a dedicated Joint Advisory Group, comprising community representatives, two Hagley / Ferrymead Community Board members and Council staff.

On behalf of the Board, I congratulate those involved on their commitment, vision and their efforts to get this Draft Master Plan to this stage – ready now for all those who work, live and spend time in Sumner to have the opportunity to continue their input.

This Draft Master Plan reflects and embraces the things people said they value about Sumner's unique seaside environment and its Village Centre. Careful thought has been given to improving the connection between the Village Centre and the seafront and how Sumner's natural, social and built heritage can be reflected in the design of streets, public spaces and buildings. No doubt, this will help to ensure Sumner's unique character and identity is embraced and celebrated by current and future generations.

The Hagley / Ferrymead Community Board encourages you to comment on the Draft Sumner Village Centre Master Plan, which will be a key driver for the rebuild and recovery of a very special area in Christchurch.

Bob Todd OBE JP
Chairperson, Hagley / Ferrymead Community Board

Foreword of the Joint Advisory Group for Sumner

Sumner is a delightful seaside suburb, blessed with a wonderful natural environment and a charming Village Centre. However, following the earthquakes of 2010 and 2011, there is no doubt that Sumner's greatest asset is the local community.

Sumner's strong community spirit was evident immediately after the devastating events of 22 February 2011. People quickly came together to support each other, and to plan for Sumner's recovery and rebuild. The effects of the earthquakes on Sumner created an opportunity for local people to get involved in the rebuild and recovery of their centre; and resulted in the Council agreeing to support Sumner in a community-led master planning process.

A Joint Advisory Group was formed to provide guidance and support to the project team as it worked with the community to develop a Draft Master Plan. This collaborative approach has enabled the community to have more of a say in the way the Draft Master Plan has been prepared and the way that the Village Centre could look and feel in the future.

The Joint Advisory Group is very proud of the work that has gone into the Draft Master Plan.

The strength of this Draft Master Plan is that it will progressively deliver a Village Centre that is a reflection of an engaged, energetic and outspoken community – a centre that connects with, and is inspired by, its coastal location, proud history and local people.

On behalf of the Joint Advisory Group I encourage you to comment on the Draft Sumner Village Centre Master Plan. We look forward to receiving your comments.

David Cox
Chairman, Joint Advisory Group for Sumner

Following the work undertaken by the Sumner Urban Design Group in 2011, this is the first opportunity the community has had to comment on the Draft Sumner Village Centre Master Plan.

The prompt delivery of the Draft Master Plan will allow funding opportunities to be explored through the Christchurch City Council's Annual Plan and Long Term Plan, as well as other methods.

How to make a submission

A submission form and information about how you can make a submissions is included at the back of this document.

Please make sure that your comments arrive before the consultation period closes **at 5pm on Wednesday 12 December 2012**.

Disclaimer: There is no binding commitment on the Christchurch City Council to proceed with any prospective project detailed in this document. The Council spending priorities are reviewed frequently, including through the Council's Long Term Plan (LTP) process. All decisions as to whether or not a Council-funded project will commence remain with the Council.

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Figure 1. Part of the Sumner Village Centre in 2012

Executive Summary

This Draft Master Plan presents a future vision and goals for the redevelopment of Sumner Village Centre. It has been prepared in response to the damage caused to the centre in the 2010 and 2011 earthquakes. It forms part of the Council's *Suburban Centres Programme* and has been prepared under the guidance and support of the *Joint Advisory Group for Sumner* as a community-led master plan.

The purpose of the Draft Sumner Village Centre Master Plan is to guide decision-making in regard to private investment and public expenditure, particularly relating to the development of land, buildings and transport infrastructure. The implementation of the Master Plan's goals and actions will help the Sumner become stronger and more resilient in the face of future uncertainties.

Numerous meetings, discussion forums and design sessions have taken place over the past year with a large and diverse number of people and community groups, about the rebuild and recovery of Sumner's Village Centre. The community requested that the Draft Master Plan address:

- Stronger connections between Sumner Village Centre and the beach.
- Provision of community facilities and services, including a new community centre, library and public toilets.
- Protection of the Village's boutique business character created by small, independent retailers.
- Better guidelines for the design and appearance of new buildings, and stronger emphasis on environmental values.
- More spaces for people of all ages to meet and gather, and more formal and informal community events.
- Better opportunities for mixed-use development (i.e. buildings with retail on the ground floor and commercial/residential above).
- More attractive and pedestrian friendly streets, with more street trees, and lower traffic speeds through the heart of the Village.
- Better infrastructure for cycling and public transport, and improved arrangements for car parking.
- Re-established road access between Sumner and Lyttelton through Evans Pass, particularly as part of a tourist/cycle route.

This Draft Master Plan presents six project in response to the issues, ideas and aspirations that people have shared with the Council. These projects relate to:

1. Improving the movement network and streetscape amenity.
2. Creating lanes and courtyard connections.
3. Supporting the community heart.
4. Strengthening the retail core.
5. Redeveloping the Sumner Surf Life Saving Club and RSA.
6. Improving the built and natural character.
7. Achieving recovery together.

In addition to these projects, implementation actions are identified to support the Sumner community through the redevelopment and rebuild process. Implementation of this Draft Master Plan cannot be achieved by the Council alone and earthquake recovery requires

participation from all sectors of the community, including property and business owners, community groups, other government and non-government agencies, and residents living in and beyond Sumner.

To ensure the Council is on the right track with this Draft Master Plan, consultation is now open. Once public submissions have been received, the Draft Master Plan will be amended, finalised and adopted, paving the way for the Master Plan's implementation.

Figure 2. Sumner and the wider City network

P1.1	Marriner Street-west & Wakefield Avenue Enhancements	P2.3	Anchor Development
P1.2.1	The Esplanade Streetscape Enhancements	P3.1	Sumner Mall Redevelopment & Road Extension
P1.2.2	The Esplanade Road Closure	P3.2	Anchor Development
P1.2.3	The Esplanade Play Area	P4.1	Redevelopment Of Community Facilities
P1.3.1	Burgess Street Shared Space Street	P4.2	Courtyard Connections
P1.3.2	Burgess Street Viewing Platform	P4.3A	Off-Street Car Parking Provision
P1.4.1	Marriner Street Shared Space Street	P4.3B	Off-Street Car Parking Provision
P1.4.2	Marriner Street Viewing Platform	P5	Redevelopment Of The Surf Club & RSA
P2.1	Laneways & Courtyards		

Figure 3. Overall Concept Plan for the redevelopment of Sumner Village Centre

1.0 Introduction

Sumner was severely affected by the 2010 and 2011 Canterbury earthquakes. While much of the Village Centre has remained intact, key buildings and a considerable amount of the infrastructure were destroyed. The impacts of rock fall, road closures, and the loss of residential properties and recreation opportunities has had a significant impact on the economic, cultural and social wellbeing of the community.

This Draft Master Plan has been prepared in response to the damage caused by the earthquakes as part of the Christchurch City Council's *Suburban Centres Programme*. It has been prepared under the guidance and support of the *Joint Advisory Group for Sumner* and is referred to as a *community-led master plan.* (see Appendix 1 for more information). It is the Council's only community-led master plan in the Suburban Centres Programme.

Through the preparation of this Draft Master Plan, the Council believes that Sumner will again become an enjoyable, attractive and prosperous centre for leisure, business, shopping and dining; as well as a stronger and more resilient community in the face of future uncertainties.

Figures 4 and 5. Sumner Village Centre post earthquake, 2012

1.1 Overview: What is a master plan?

A master plan is a development blueprint which helps to articulate a community's vision for the future of an area. It provides direction to stakeholders including residents, property and business owners, community groups and other agencies who can influence that vision.

Master plans guide the decisions made by these stakeholders regarding private and public expenditure, the provision of community services and the development of land, buildings and transport infrastructure. In developing a master plan blueprint, the following attributes of a centre and its context are considered:

- the role the centre should play in the city's wider development context;
- the design and development of land, buildings and the spaces between them;
- the provision of transport infrastructure for convenient access, safe passage and community resilience;

- the provision of Council community facilities, services and infrastructure appropriate to the centre;
- the way that people and businesses work together, or can work together, for mutually beneficial outcomes;
- the protection of natural and physical assets and features which support the basic day-to-day needs of people and/or hold cultural and/or historic significance; and
- the expression of community identity and sense of place.

1.2 Draft Sumner Village Centre Master Plan: contents

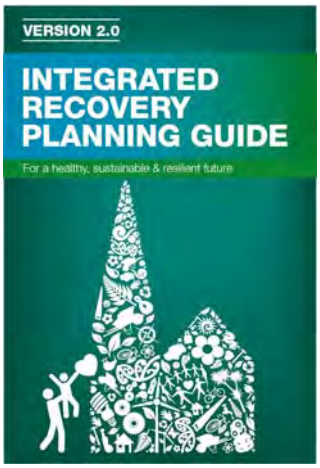
The Draft Master Plan identifies ways to strengthen the valued qualities of the Village Centre pre-earthquakes, and to optimise opportunities which have arisen as a result of the earthquakes. It presents a vision and goals for the future redevelopment of the Village Centre, and a prioritised action plan containing both physical and non-physical projects and actions.

These projects and actions are designed to respond, as far as practical, to the expectations and aspirations identified by the community and other stakeholders. Funding for Council-led actions and projects contained in this Draft Master Plan will be sought through the Council's Annual Plan and Long Term Plan processes.

1.3 Early Master Plan buildings blocks

Early building blocks for this Draft Master Plan were provided by the *Sumner Urban Design Group* (See Appendix One for more information about the Urban Design Group). The Council has also drawn on earlier planning documents relevant to the Sumner Village Centre, including the Sumner Concept Plan prepared by Lucas Associates in 1995 and the Draft Moncks Bay to Scarborough Beach Parks Master Plan prepared by the Council in 2009.

In addition, this Draft Master Plan incorporates input from a number of diverse individuals, groups and agencies, including local residents, property and business owners, youth, community groups, the New Zealand Historic Places Trust and a number of other stakeholder groups.



1.4 Master Plan framework

The framework for the development and implementation of the Draft Master Plan follows five themes which are based on the *Integrated Recovery Planning Guide* that was prepared, post-earthquakes, by the Canterbury District Health Board and the Council. These themes are:

- Economy and business.
- Movement.
- Natural environment.
- Community wellbeing/culture and heritage.
- Built environment.

The themes address different components of what makes a great commercial centre and are broadly aligned with the Earthquake Recovery Strategy prepared by the Christchurch Earthquake Recovery Authority (CERA).

1.5 Earthquake Recovery Strategy and the Canterbury Earthquake Recovery Act 2011

The Canterbury Earthquake Recovery Act 2011 does not require the Council to prepare plans for the recovery of suburban centres. However, any Council-adopted master plan must be consistent with the Earthquake Recovery Strategy prepared by CERA.

While it is the responsibility of the Council to oversee the roll-out of this Master Plan, there may be instances where it is requested that CERA powers are used. An example could be the need to change the District Plan and/or simplify or streamline resource management processes and decision making.

Appendix 2 contains more information about the Recovery Strategy, and the broader strategic planning context in which this Draft Master Plan sits.

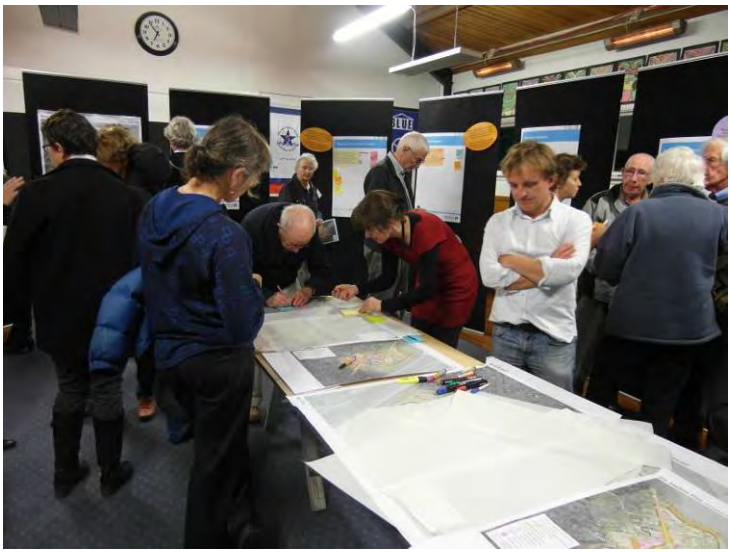


Figure 6. Participants at a community drop-in session held by Council, April 2012

2.0 Sumner suburb: a brief introduction

Sumner is a coastal suburb located at the south eastern edge of Christchurch City. It is home to approximately 4,000 residents (or just over 1,600 households). Residential subdivisions associated with Sumner include Clifton, Richmond and Scarborough hills, Taylors Mistake and Sumnervale. Sumner's natural setting, against the coast and Port Hills, makes a strong contribution to the character and appeal of the suburb.

Sumner is a relatively affluent community, with a slightly older population. With respect to residential development, Sumner is a mixed neighbourhood with examples of traditional housing typologies of single family homes on their own section, as well as medium-high density housing (for example, townhouses and apartments).

Figure 7. Sumner's movement network and surrounding context

2.1 Heritage and history

Sumner is nestled into a valley, separated from adjacent suburbs by rugged volcanic ridges and hillsides, rocky outcrops and cliffs that descend into the sea. The area has a mix of indigenous and exotic coastal vegetation, that lends a distinct character to the area[1]. Rocky outcrops are an identifiable Sumner feature, as is the beach. The beach is backed by a combination of dune systems, rip rap[2] and the sea wall. The use of local stone and distinctive planting contributes to the unique landscape of Sumner and several natural features are protected objects in the Christchurch District Plan.[3]

Figure 8. Sand hills being levelled and the new protective wall being reinforced at the Scarborough end of Sumner beach, 1931
Source: The Press

Sumner and Te Rae Kura (Redcliffs) is of immense cultural and historical importance to tangata whenua[4], being a place of significant settlement and food gathering for over 600 years[5]. In addition, its cultural heritage landscape is of great importance and the area includes well known wahi taonga landmarks, archaeological and waahi tapu sites[6]. Such features and landmarks provide an important contextual history to Sumner's Village Centre and surrounding residential areas. (Refer to the Figure 11. Site Analysis for archaeological sites in proximity to Sumner Village Centre).

European settlement in Sumner began in the 19th Century, when it was surveyed and named in 1849 in honour of John Bird Sumner, Archbishop of Canterbury and president of the Canterbury Association that founded Christchurch. Land sales were initially slow in the suburb until a road was built around the base of the Port Hills. The extension of the city tramway in 1888 saw a surge in Sumner's popularity, as recreation users and day trippers from Christchurch enjoyed Sumner as a beach resort. Sumner's popularity surged again when the tram line was electrified in 1907. The Sumner Borough Council (established in 1891) remained independent from the City of Christchurch until amalgamation took place in 1945.

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[1] For instance, Ngaio, Norfolk Island Pines, Pohutakawa, and Agave species.
[2] A rip rap describes the use of rock or other material to help secure shorelines.
[3] · Selected Norfolk Island Pines, part of the sea wall and Cave Rock / Tuawera.
[4] Including Te Ngai Tuahuriri Runanga, Te Hapu o Ngati Wheke, and wider Ngai Tahu Whanui.
[5] By Waitaha, Ngati Mamoe and Ngai Tahu.
[6] Including but not limited to Tuawera, Rapanui, and Te Ana o Hineraki.

Figure 9. Sumner tram line, Clifton Bay, 1913
Source: 'Sir George Grey Special Collections, Auckland Libraries, 35-R374'

2.2 Commercial context

The Village Centre's role includes serving the day-to-day needs of residents, as well as the leisure and lifestyle interests of visitors. This is reflected in Sumner's business composition which is more than 50 per cent food-based (cafes/bars/restaurants/take-away shops). Approximately 35 per cent of the tradeable floorspace in Sumner Village Centre is retail (clothing, footwear and personal items). In 2010, the total amount of tradeable floorspace in Sumner Village Centre was 2,072 square metres.

Many existing commercial buildings in Sumner Village Centre have small floor plates (for example, 50-150 square metres) making them suitable for smaller retail shops and cafes. These smaller floor plates add to the look and feel of Sumner Village Centre. Land and buildings in Sumner Village Centre are more expensive relative to other parts of Christchurch due to the location's desirability and the higher quality of building construction that has occurred there in recent years.

Approximately 60 per cent of turnover is thought to be generated by residents/visitors from outside of Sumner. Sumner residents spend, on average, approximately 15 per cent of their annual household expenditure within Sumner – mostly on food and beverage. Residents travel out of the area for the majority of their shopping, and for employment, which is consistent with the role and function of Sumner Village Centre as a smaller district centre.

Appendix 3 contains a commercial analysis for Sumner Village Centre.

2.3 Land use context

In terms of the District Plan, Sumner Village Centre comprises of the following land-use zones, which are shown in Figure 10;

- Business 1 Zone (Local Centre/District Centre Fringe);
- Business 2 (District Centre Core) Zone; and
- Living 3 (Medium-Density Residential) Zone.

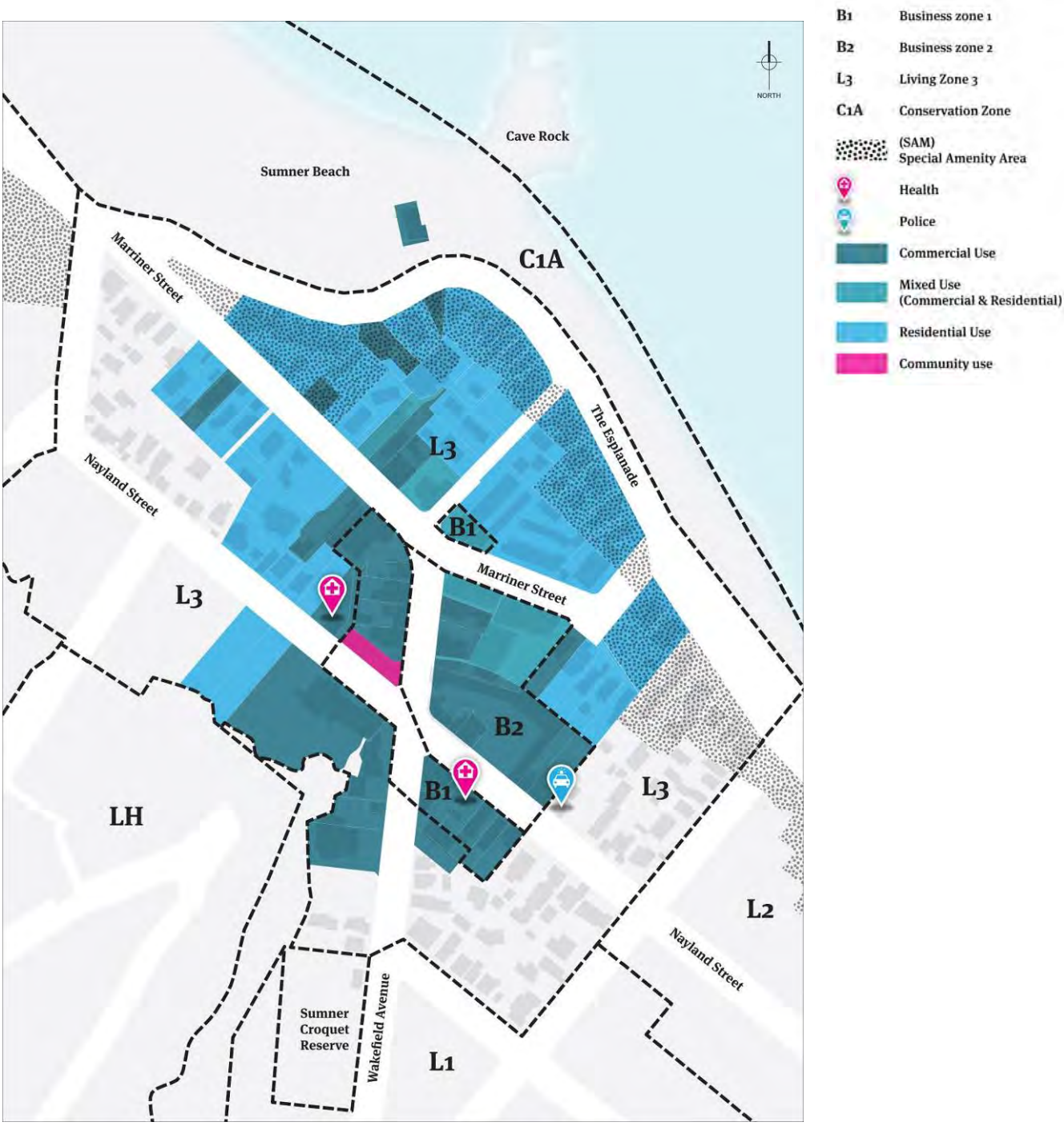


Figure 10. Sumner Village Centre land use zonings

The Business 1 and 2 zones (B1 and B2) are designed to meet the daily convenience shopping needs of their immediate catchment. The B1 zone is typically characterised by blocks of small and often older commercial buildings. The B2 zone is generally occupied by larger scale buildings, often a supermarket and/or community facilities. The Living 3 zone (L3) aims to provide for medium density residential development. (Appendix 4 has more information about relevant District Plan provisions for the Village Centre).

In Sumner Village Centre, several commercial activities are located on L3 land, and have been established by the operator either by Resource Consent or Existing Use Rights.

2.2 The movement network

Sumner is an important transport hub. The main road through Sumner is along Marriner Street and Wakefield Avenue. Marriner Street and Wakefield Avenue are classified as *minor arterial* roads under the Christchurch District Plan. These streets are part of a dangerous goods and over-dimension route for vehicles travelling through Evans Pass to and from the Port of Lyttelton.

Sumner's popularity as a visitor destination and beach resort for all of Christchurch results in traffic peaks, especially during summer. Peak demand is primarily along the Esplanade and directly outside of Sumner's shops and businesses. While vehicle traffic is projected to increase over time as a result of a general increase to vehicle numbers, it is vital that Sumner is accessible by a range of transport modes.

Sumner is served by a bus service (Route Number 3, Sumner-Airport-Sumner), which runs approximately every 20 to 30 minutes. Three stops are located in the Sumner Village Centre. Prior to the earthquakes, an express bus service operated at peak commuting times. With respect to cycle ways, there are marked on-street cycle lanes on Marriner Street, west of its intersection with Wakefield Avenue.

Figures 11 and 12. Approach to Sumner Village from the city, and Sumner street environment

The site analysis in the figure below illustrates Sumner's movement network, and other attributes.

Figure 13. Sumner Village Centre site analysis

2.3 Recreation

Pre-earthquake, Sumner was a significant recreation destination for Greater Christchurch, as well as providing extensive recreation opportunities to meet local needs. In addition to surfing, swimming and walking, Sumner was highly utilised as a circuit for road cyclists and mountain bikers, with Sumner Village Centre providing a meeting and refreshment point.

Annually, Sumner is showcased by an international multi-sport event - the Speight's Coast to Coast whose finish-line is located on Sumner beach adjacent to Cave Rock.

2.4 Tourism

Sumner is an appealing destination for residents from all over Christchurch as well as regional and international visitors due its landscape amenity, mix of businesses (especially hospitality uses) and its range of leisure and recreational activities. A range of visitor accommodation is offered throughout the suburb in the form of tourist motels/apartments, bed and breakfast stays, and home holiday rentals. There is local interest to grow and develop Sumner's tourism potential.

2.6 Pre-quake built character

The bulk, height and style of the buildings within the Village Centre is a reflection of the subdivision pattern, with many of the sites having relatively small scale developments built on them. Many buildings are built to the pavement edge and have a combination of verandas, retail windows at the ground floor and other architectural detailing. This reinforces Sumner's small scale and niche business identity. Some recent commercial development is of a larger scale and floor area, and contrasts with the general character of the Village Centre. (See Appendix 8 for a more detailed analysis of Sumner's pre-earthquake built character).

Figure 14. Verandas on Wakefield Avenue

2.7 Earthquake effects on Sumner Village Centre

Numerous buildings have been demolished or abandoned as a result of damage sustained from the earthquakes (see Figure 15 below). The earthquakes have also caused significant and continuing collapse of the cliffs to the west of the Village Centre and are now in the Port Hills Red Zone. These cliffs are visible from various locations in Sumner Village Centre. Non-residential buildings within the Port Hills Red Zone adjacent to Sumner Village Centre area had a combined gross floor space of approximately 1765 square metres.

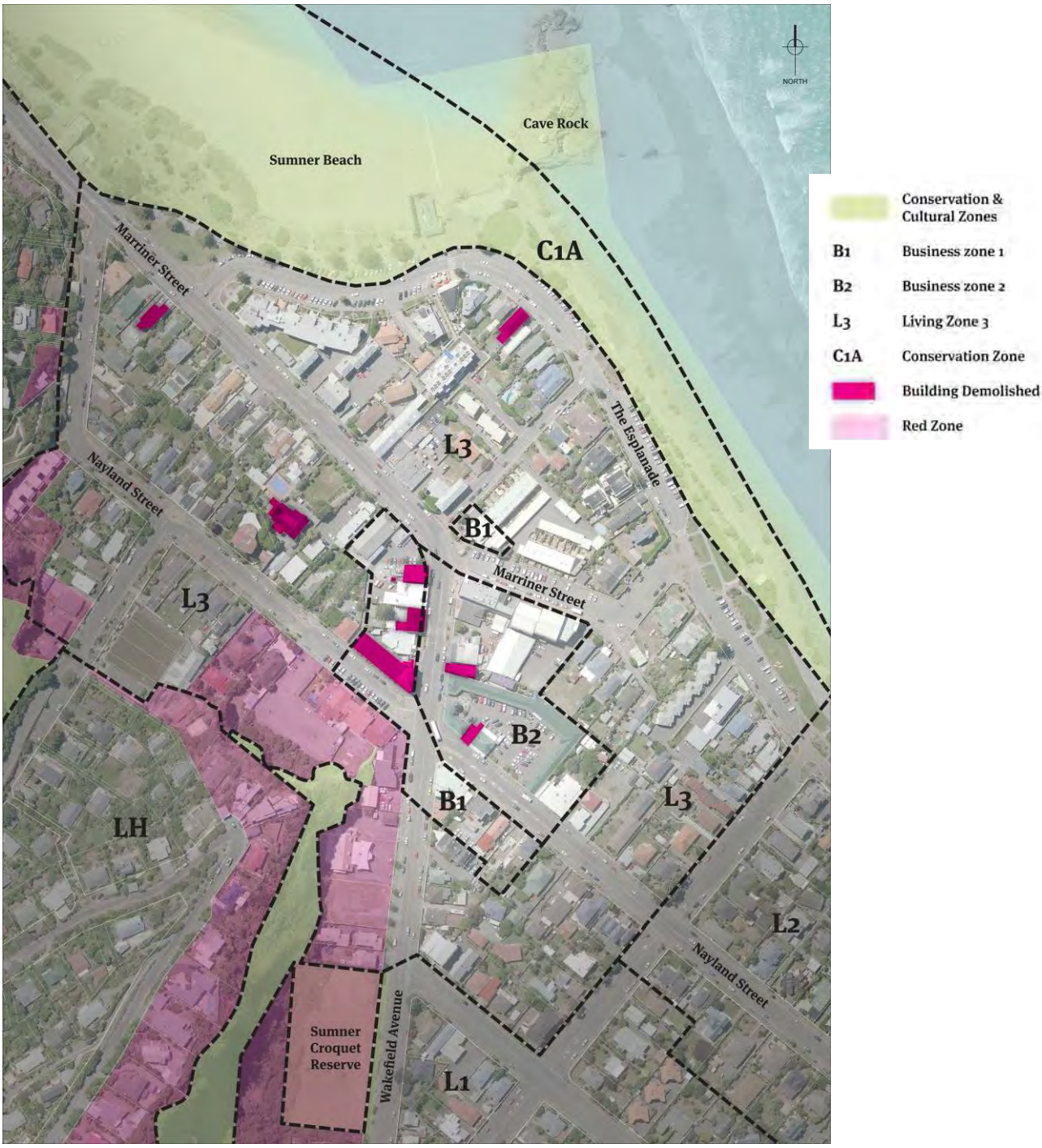


Figure 15. Demolished buildings and the Red Zone

Property damage and land instability, especially in Sumner's hill suburbs, has had a knock-on effect on Sumner's population. It is estimated that Sumner experienced a population loss of approximately 4.5 per cent in the months that followed the February 2011 earthquake (190 people). While the extent of the impact of the earthquakes on visitor frequency and/or volume to Sumner Village Centre is currently unknown, anecdotal evidence from several businesses suggest that business turnover has fallen since the earthquakes. The poor quality of the main road to Sumner, the presence of shipping containers along unstable cliff faces and the temporary closure of Evans Pass are often cited as reasons for a fall in visitors.

Immediately following the 22 February 2011 earthquake, the Sumner Community Group[7] formed. This group has facilitated community networking opportunities – which has helped build community resilience. However, the earthquakes have, and could, continue to take a toll on the health and wellbeing of individuals and families.

This Draft Master Plan seeks to protect the valued qualities of Sumner Village Centre, and ensure it is not only rebuilt, but it becomes stronger and more resilient in the face of future uncertainties.

Figure 16. The Ruptured Duck Restaurant in Sumner Village Centre post-2010 earthquake (now demolished)

Figure 17. Sumner Library (closed) and demolished shops along Wakefield Avenue, 2012

[7] The Sumner Community Group merged with the Sumner Residents Association in October 2011.

Figure 18. Sumner Museum and Community Centre, 2011

Figure 19. Cave Rock fenced off, 2012

3.0 The process to achieve the Draft Master Plan

The process for preparing this Draft Master Plan has been strongly influenced by the work and efforts of the Sumner Urban Design Group (SUDG) in conjunction with other Sumner community groups and the wider community, during 2011. The development of the master planning for this centre has followed the steps shown in the figure below:

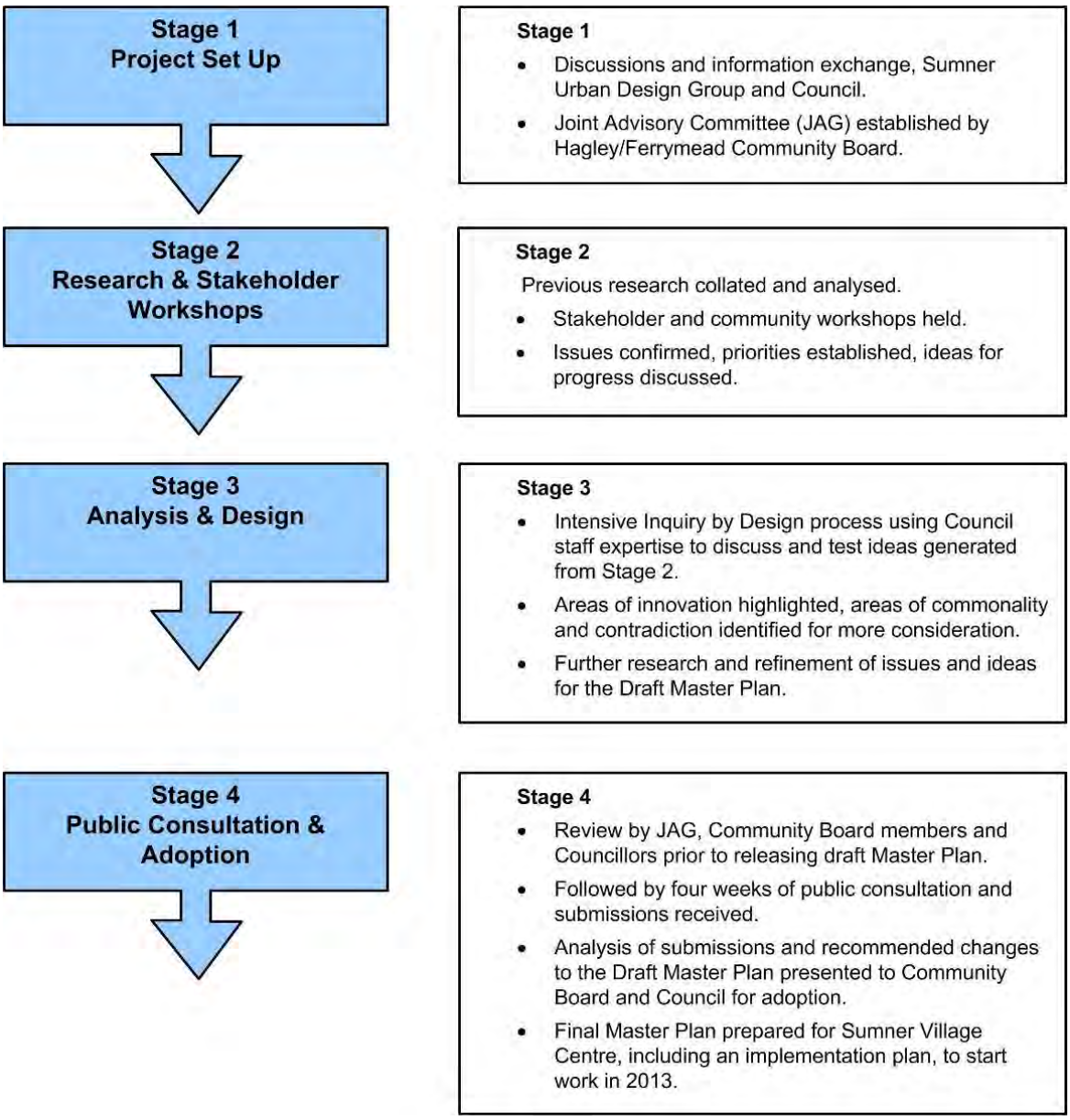


Figure 20. Master Plan Process Diagram

It is possible during Stage 4 that the Community Board and the Council may consider there is a need to conduct hearings, before adopting a final Master Plan.

3.1 Community engagement for the Draft Master Plan

As part of Stage 2, the Council held five stakeholder workshops and two public drop-in sessions over two weeks in April 2012. The purpose of these sessions was to build on the information previously collected by the Sumner Urban Design Group, to provide the

community with an opportunity to identify any concerns, aspirations and priorities facing Sumner Village Centre and to hear from people who had not participated in the 2011 Sumner Urban Design Group workshops. The sessions were attended by property and business owners, community groups, politicians, youth, residents and agency representatives, and participation exceeded 100 people.

Figures 21 and 22. Stakeholders and residents at the community meeting in April 2012

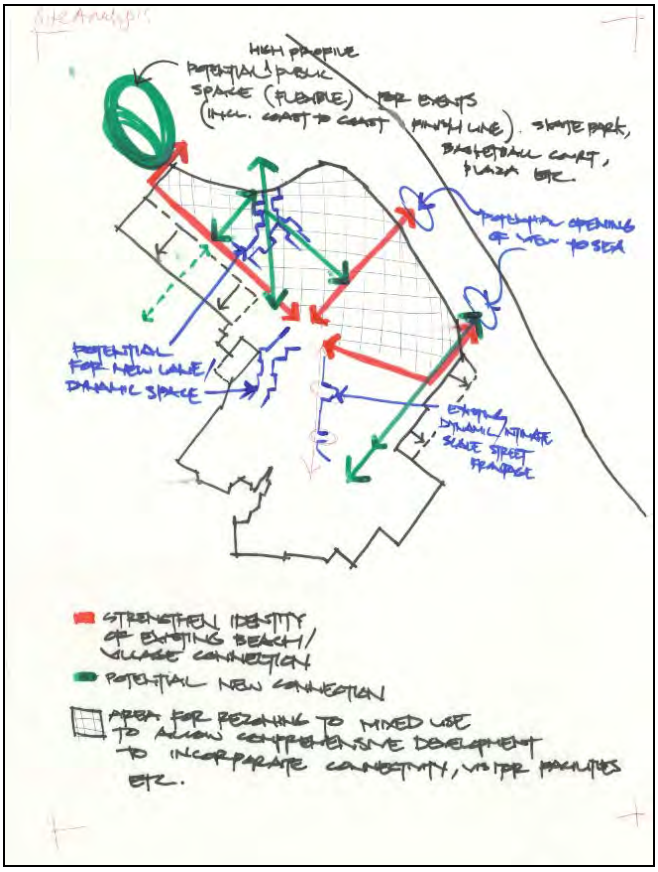


Figure 23. Early concept sketch from a stakeholder workshop

The stakeholder and community meetings have helped identify Sumner Village Centre's strengths and the challenges it is facing. These in turn, along with various technical considerations, have helped inform the preparation of a draft vision, goals and projects as part of the Draft Master Plan.

3.2 Strengths and challenges

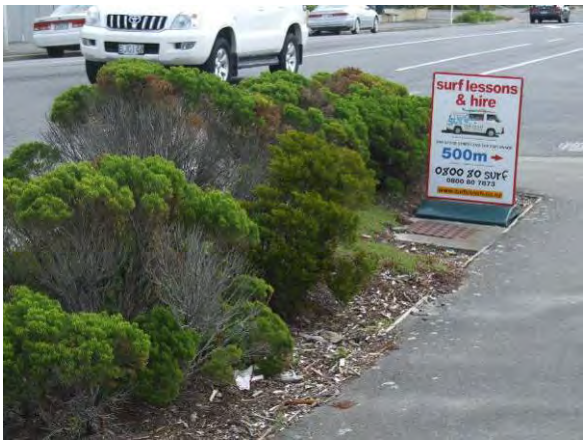
The qualities that people like about Sumner Village Centre include:

- The Village's intimate and relaxed atmosphere, and sense of uniqueness.
- Small independent businesses and shops, and low scale buildings.
- Opportunities for entertainment, culture, learning and interaction provided by the Community Centre, Sumner Museum, library and FUSE youth café.
- The diversity and buzz that Sumner's visitors brought to Sumner Village.
- The natural beauty of the coast and hills.

Figures 23 and 24. Nayland Street shops and the Esplanade, Sumner Beach

In contrast to the positive elements of Sumner Village Centre, the qualities that people do not like include:

- Poor connection between the Village Centre and the beach.
- Appearance of certain buildings and certain landscape plantings.
- Uninspiring street environment, and a lack of street trees and public toilets.
- Lack of activities (for example, festivals and events), particularly for youth.
- Lack of formal and informal outdoor space for social interaction, and or events.



Figures 25-28. Poor quality spaces and landscape elements

In addition to these qualities, people in Sumner are concerned about the following issues:

- Pedestrian safety, and vehicle traffic speeds through the Village Centre.
- Insufficient car parking and/or car park location.
- Cycle safety, and public transport (shelters and service frequency).
- Zoning restrictions on commercial activity, and a lack of commercial office space for small businesses.
- Impact of requirements for minimum floor levels (for flood management) and the street.
- Effect of the earthquakes on:
    - road access, particularly on Evans Pass;
    - visitor perceptions of safety (i.e. shipping containers along the cliffs); and
    - the loss of community facilities.

More information about the likes, dislikes, wants, and concerns that were shared at the stakeholder workshops and public drop-in sessions, is contained in a Summary Table in Appendix 5.

3.3 Key considerations

There is a strong desire amongst the community to seize the opportunities that the rebuild offers to strengthen the Village character, improve the amenity and vibrancy and build on existing activity to ensure a strong Village Centre for the long-term. The most fundamental challenge that was identified for the preparation of this Draft Master Plan, is the poor connection between Sumner Village Centre and the beach. Addressing this challenge has, therefore, been the principle focus in preparing this Draft Master Plan.

Before describing each Draft Master Plan project, a discussion of information constraints and assumptions relevant to the Draft Master Plan follows in the next section.

Figure 29. Sumner Bay Motel and associated activity

4.0 Information constraints and assumptions

Some information that has a bearing on the contents of the Draft Master Plan is not available at this time, including:

- Future status of Evans Pass and Sumner Road;
- Future status of Sumner Community Centre and Library;
- Proposed Christchurch Coastal Pathway;
- Red Zone land; and
- Natural hazards risks.

In response to some of the knowledge gaps, certain assumptions have been made in the preparation of this Draft Master Plan. These are stated below.

4.1 Road access: Evans Pass / Sumner Road and Shag Rock Reserve

At the time of writing, Evans Pass / Sumner Road remains closed to traffic due to slope instability and rock fall risk along the route. Road access between Redcliffs and Sumner, in proximity to Shag Rock Reserve (also locally referred to as Peacock's Gallop) is also vulnerable as a result of cliff instability. Council staff are currently analysing options for the future of both roadways. The Draft Master Plan has been prepared on the following assumptions:
(1) Evans Pass will be re-opened to all vehicles in the future;
(2) pre-quake road designations for road function and road widths between Lyttelton and Sumner will continue to apply; and
(3) road access between Redcliffs and Sumner will be maintained.

4.2 Sumner Community Centre and Library

The Sumner Community Centre and Library is part of the Council's Facilities Rebuild Plan Programme (see Appendix 2 for more information). A decision around the future of these facilities will be made as part of this programme. At the time of writing, the Council's Community, Recreation and Culture Committee has approved a proposal that a Sumner Library, Museum and Community Hub should be one of 27 'significant projects' to be prioritised for funding, further investigation and, where possible, repairs or rebuilding. The top 27 list was due to go to a full Council meeting for consideration at the end of September. If elected members give the green light to this hub being one of the Council's significant projects, work will continue as a priority to determine how this might progress.

While this Draft Master Plan has been prepared on the assumption that there will be a new, Council-funded community centre and library located in Sumner, sometime in the future, it has not made the assumptions as to whether these facilities would be replaced like-for-like i.e. as the facilities were prior to the earthquakes with respect to scale and / or function.

4.3 Proposed Christchurch Coastal Pathway

The Council has approved funding for a feasibility study of a proposed Christchurch Coastal Pathway between Ferrymead and Sumner. This is to be achieved in partnership with the community based Christchurch Coastal Pathway Group. This will be followed by phase 2 of the Ferry Road / Main Road Master Plan. (See Appendix 2 for more information).

4.4 Red Zone land

During the preparation of this Draft Master Plan, CERA released decisions on many areas within the Port Hills White Zone and land within and proximate to the Sumner Village Centre was confirmed as Red Zone. At the time of writing, the full implications of the zoning decision and what the next steps might entail are unknown.

This Draft Master Plan has made the assumption that Red Zone land proximate to the Sumner Village Centre on Nayland Street may be suitable for car parking, subject to the feasibility of measures for cliff stabilisation. The contents of this Draft Master Plan may need to be reviewed if this land is unavailable or unsuitable for that proposition.

Figure 30. Containers placed for protection against rock fall along Wakefield Avenue

4.5 Natural hazard risks

As is the case for many towns and cities across New Zealand, Sumner is at risk from the effects of natural hazards, including earthquakes, slope instability, flooding, tsunami and sea-level rise (see Appendix 6 for more information). This Draft Master Plan is based on the following assumptions in respect to these natural hazard risks:

- With the exception of CERA Red Zone decisions on/adjacent to the Port Hills, the retreat of settlement areas in and around Sumner Village Centre from natural hazard risks will not take place in the foreseeable future;
- Requirements for minimum floor levels in buildings in flood prone areas of Sumner Village Centre, under the New Zealand Building Code and the Christchurch District Plan, provide adequate risk mitigation; and
- Commercial uses on the ground floor of buildings are preferable to residential uses in flood prone areas.

4.6 Implications of information constraints

Given the preparation of the Draft Master Plan has taken place against a backdrop of some uncertainty, its contents may need to be reviewed or amended in the short to medium term to keep apace with:
(a) the release of new information; and/or
(b) to remain consistent with new decisions and/or policies that are introduced by either the national or regional agencies, or by this Council.

5.0 Vision for Sumner Village Centre

Based on feedback from the community, the following vision has been developed to reflect aspirations for Sumner – how it might look and function over the next 10 to 15 years.

Sumner Village Centre is renowned for its beautiful natural setting.

Residents and visitors love to relax in a diverse mix of eateries and bars; and to linger in its charming shops, courtyards and lanes.

Sumner's lifestyle, creativity, heritage, culture and community spirit, are reflected and celebrated through its buildings and landscaping.

Community events and festivals attract people from across the city and bring vibrancy to Sumner's Village Centre.

Figure 31. An artist's impression of Sumner Village Centre

6.0 Goals for Sumner Village Centre

To help achieve the vision, the following goals have been prepared for Sumner Village Centre. These are based on community input, as outlined in Section 3 of this Draft Master Plan. Each goal aligns with the five themes of integrated recovery planning.

Natural environment

- A high amenity landscape is achieved within the Sumner Village Centre.
- Environmental design principles are incorporated into all aspects of the built form and the open space network.
- The identity and character of Sumner's natural environment are recognised and incorporated into the urban fabric.

Community wellbeing, culture and heritage

- Community services and facilities are provided appropriate to the scale and needs of the Sumner community.
- A range of fun, safe activities and events is available for all people to enjoy.
- A network of simple and flexible open spaces is available for people to play, gather and socialise.

Movement

- Connections between Sumner Village Centre and the beach are strengthened and enhanced.
- Walking, cycling and public transport is increasingly used by visitors and residents, to move to and around Sumner Village Centre.
- Parking arrangements are designed to add value to the amenity and economy of the Village Centre and to meet the different needs of users.
- The road from the Port to the city through Sumner Village Centre and its designation for hazardous goods and oversize vehicles is retained, recognising its importance to the regional economy and its role as a lifeline route.

Economy and business

- Further development of Sumner's charming and inviting atmosphere, with its diverse range of eateries and bars, occurs in a consolidated manner.
- The Village Centre's reputation as a relaxed, year-round boutique business and retail destination is strengthened while its general appeal to residents is retained.
- The role of recreation in supporting Sumner's economy is recognised and reinforced.
- Mixed-use development in Sumner Village Centre occurs at a sustainable rate of uptake.

Built environment

- Sumner's Village Centre is accessible for all users.
- The character and identity of the Village Centre is reinforced through positive design elements and features.
- The area's natural and cultural heritage is brought to life through interpretation and design.

Figure 32. Draft Master Plan goals

7.0 Draft Sumner Village Centre Master Plan, overall concept

P1.1	Marriner Street-west & Wakefield Avenue Enhancements	P2.3	Anchor Development
P1.2.1	The Esplanade Streetscape Enhancements	P3.1	Sumner Mall Redevelopment & Road Extension
P1.2.2	The Esplanade Road Closure	P3.2	Anchor Development
P1.2.3	The Esplanade Play Area	P4.1	Redevelopment Of Community Facilities
P1.3.1	Burgess Street Shared Space Street	P4.2	Courtyard Connections
P1.3.2	Burgess Street Viewing Platform	P4.3A	Off-Street Car Parking Provision
P1.4.1	Marriner Street Shared Space Street	P4.3B	Off-Street Car Parking Provision
P1.4.2	Marriner Street Viewing Platform	P5	Redevelopment Of The Surf Club & RSA
P2.1	Laneways & Courtyards		

Figure 33. Concept plan for the redevelopment of Sumner Village Centre

Figure 34. Concept plan perspective for the redevelopment of Sumner Village Centre

8.0 Individual projects

The Council-led 'Inquiry by Design' process (Stage 3) focused on developing projects that would respond to the concerns, ideas and aspirations of the Sumner community for the Village Centre. A range of spatial and non-spatial projects have been prepared, to address one or more of the Draft Master Plan goals identified in Section 6.

This Draft Master Plan presents six projects in response to the issues, ideas and aspirations that people have shared with the Council. The final project relates to partnering for recovery. A high degree of interaction and support is needed between projects to gain the most value from them. The seven projects are:

1. Improving the movement network and streetscape amenity (P1).
2. Creating lanes and courtyard connections (P2).
3. Supporting the community heart (P3).
4. Strengthening the retail core (P4).
5. Redeveloping the RSA and Surf Life Saving Club (P5).
6. Improving the built and natural character (P6).
7. Achieving recovery together (R)

Projects P1 to P4 and 'R' each contain a number of sub-projects.

8.1 Projects and staging

The Project Map and Staging Plan, shown in the Figure below, shows the spatial projects (P1-P5) and provides a general overview of the potential sequencing of projects.

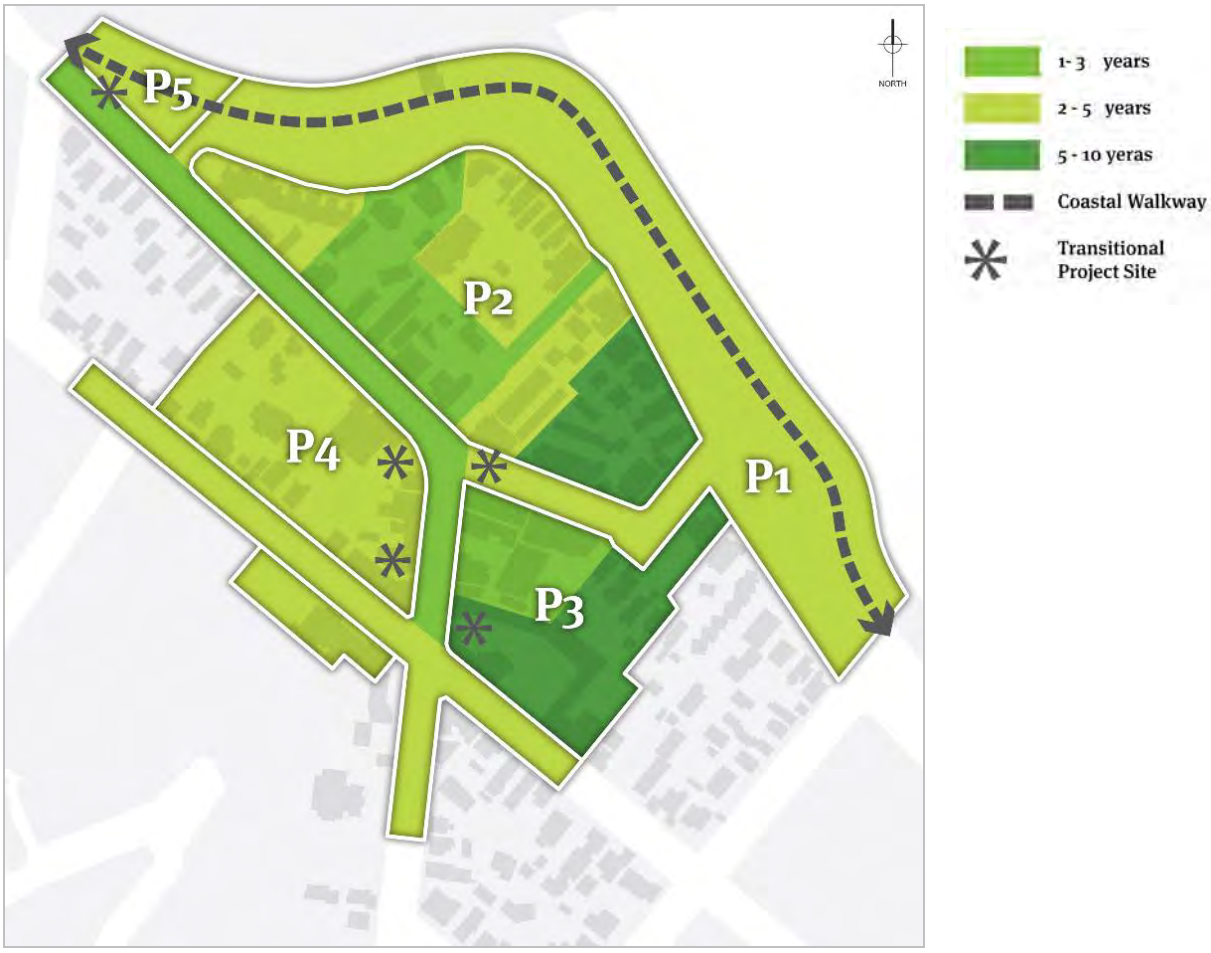


Figure 35. Project staging plan

The Implementation Table contained in Section 9.4 provides further detail about project staging.

8.2 Project principles and rationale

All of the project concepts are based on a set of generic or site-specific principles, with a design rationale. The generic principles are:

- Collaboration between the Council, property owners, the Sumner Business Association and / or other stakeholders;
- Creating a stronger visual and physical connection between the Village Centre and the beach;
- Improving the amenity, character and identity of Sumner Village Centre;
- Improving the walk-ability of Sumner Village Centre;
- Improving sustainable transport links to ensure Sumner's accessibility to all users, and community resilience;
- Retention of property access;
- Retention of on-street car parking;
- Retention of existing buildings, subject to building safety and the results of Detailed Engineering Evaluations;
- Opportunities for open space, for a range of activities;
- Opportunities for art in public places; and

- Enabling sustainable commercial growth, through a gradual increase in mixed-use development[8].

The overall rationale for the Draft Master Plan projects and concepts is explained in the figure below.

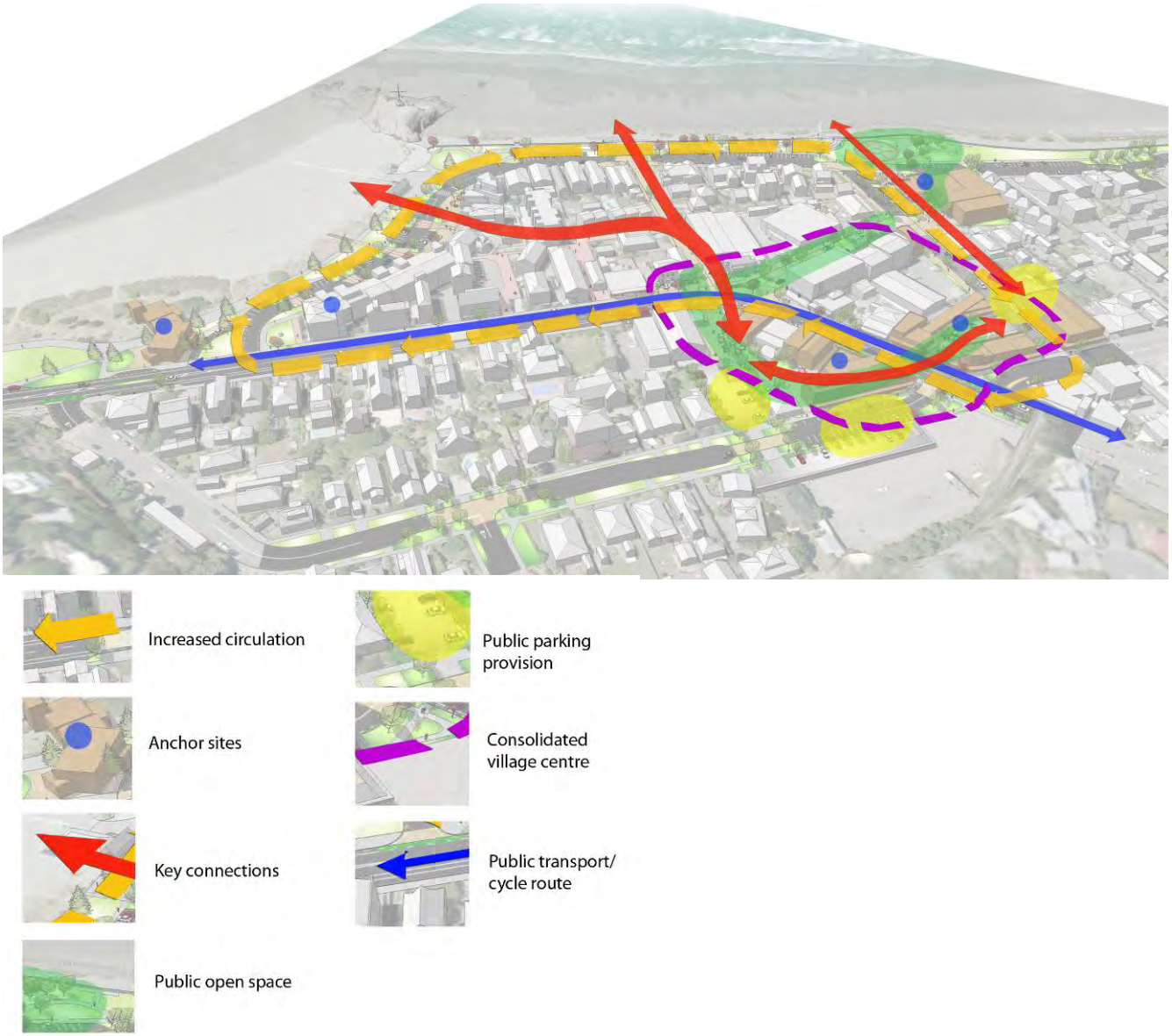


Figure 36. Rationale for Draft Master Plan projects and concepts

The options presented in the next section of the Draft Master Plan, are concepts only. They have been developed by Council staff to provide the property and business owners, and the wider community, with ideas and a starting point for discussion.

[8] In the context of this Draft Master Plan, mixed-use development is ideally comprised of ground floor commercial uses for retail and/or hospitality purposes, and above ground residential uses. Provision for some small scale above-ground office activity may also be appropriate within Sumner Village Centre.

Project 1: Improving the movement network and streetscape amenity (P1)

The project responds to local aspirations for improvements to the function, safety, connectivity, quality and amenity of the street and movement network. The project involves four key areas over two implementation stages / timings as follows:

- Marriner Street-west and Wakefield Avenue (P1.1).
- The Esplanade (P1.2).
- Burgess Street (P1.3).
- Marriner Street-east (P1.4).

P1.1 Marriner Street -west and Wakefield Avenue enhancements

Site description

The main street in Sumner, Marriner Street-west / Wakefield Avenue, is classified as a minor arterial route in the Christchurch District Plan, and designated as a New Zealand Transport Authority (NZTA) over-dimension route and a dangerous goods route through Evans Pass to the Port of Lyttelton. This status influences the potential range of streetscape improvements that can be developed, as minimum dimensions for the street corridor must be maintained. However, the street also provides one of the key public spaces within the Village Centre, and is the primary retail street. The quality and amenity of the street environment is relatively low, with emphasis on traffic movement rather than the street as a place for people.

Figures 37 and 37. The low quality and amenity of the Sumner street environment

Project description

The purpose of this project is to create a more pedestrian friendly main street environment, without restricting private vehicle or public transport access. It provides for design changes that slow traffic and signal to drivers that they are entering a pedestrian and cycle friendly zone. While continuing to provide for separation between different road users, the boundaries between these spaces will be softened through the continuity of paving material and narrowing of the street at key locations – to provide a more coherent and human scaled environment. In addition, more space is provided for tree and amenity planting, for sheltered seating areas and meeting spaces.

The scheme for Marriner Street-west / Wakefield Avenue incorporates the following actions:

- Footpath widening, particularly on the sunny side of the street, and improved street lighting;
- Relocation of bus stops to improve the public space around the intersections of Burgess Street and Marriner Street -east;
- Street paving, highlighting gateways and the Village Centre;
- Installation of cycle lanes to better connect existing on-road lanes, and to improve cycle access to the Port Hills;
- Cycle parking that is easily accessible and visible from the street;
- Prioritised on-street parking for mobility impaired and short-term shopper parking / on-street loading;
- Removal of unnecessary street furniture to reduce clutter, including the rationalisation of rubbish bins;
- Installation of signage within the Village Centre to improve way finding; and
- Integration of public art with new street furniture.

Figure 39. Perspective of Sumner Village Centre looking east towards Marriner Street

Two options are proposed for the paving treatment through the Village Centre, on Wakefield Avenue:

- Option 1 limits the extent of paving to around the intersection with Marriner and Burgess streets - identifying the key movement and activity area through the Village to the beach.
- Option 2, the more expensive of the two options, extends the paving to create a slow core right through the Village Centre.

The Council will be consulting on people's preferred paving option. The options are illustrated in Figures 41 and 42 below.

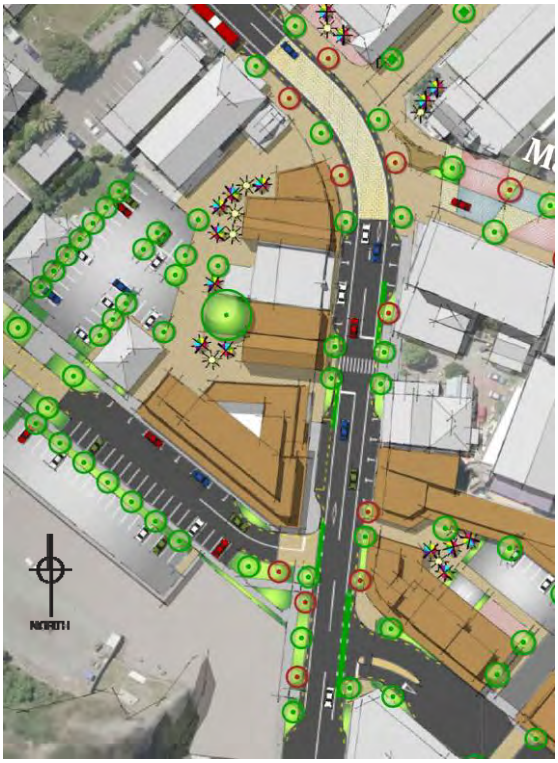


Figure 40. Option 1 – plan view for the design of Marriner Street / Wakefield Avenue

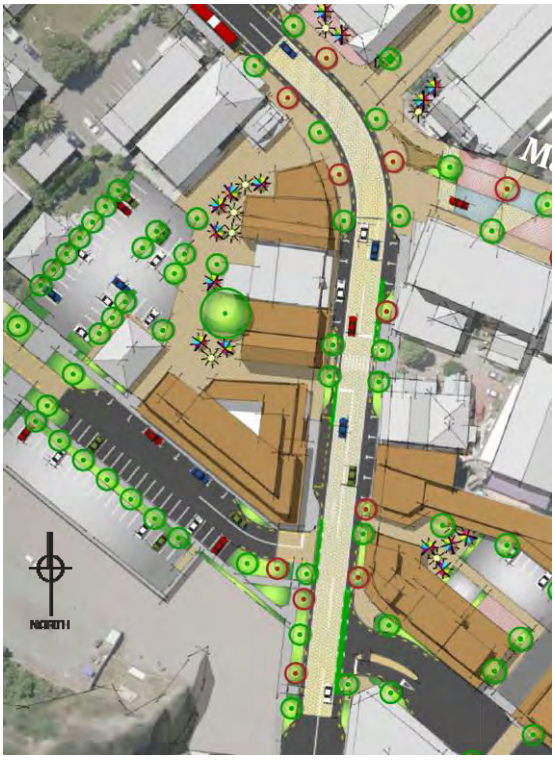


Figure 41. Option 2 – plan view for the design of Marriner Street / Wakefield Avenue with increased extent of paved area

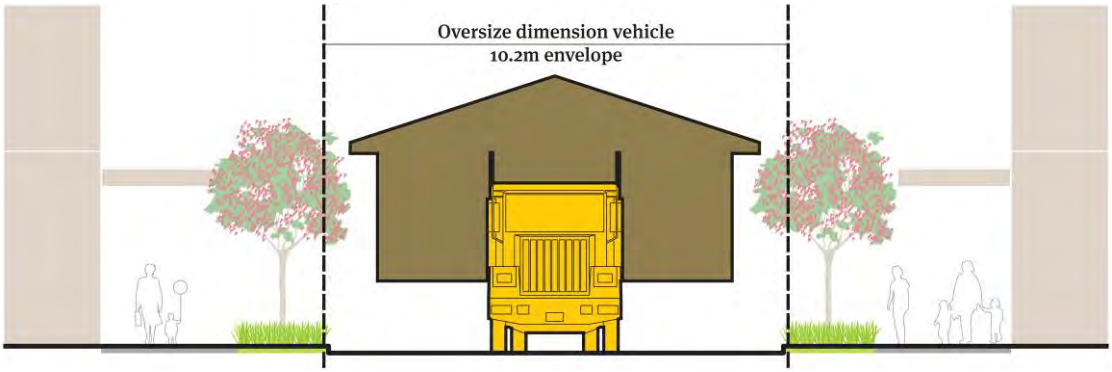


Figure 42. Wakefield Avenue / Marriner Street over dimension route with proposed street landscaping

Rationale

Marriner Street-west / Wakefield Avenue has the potential to become a more attractive and welcoming feature, that builds on the character of Sumner and encourages people to stop and linger. In addition, it is the key connection between all of the smaller streets and lanes that access the Village Centre and the beach. The potential limitations of the dangerous goods and over dimension route can be overcome through a considered design approach, to provide for an increased level of amenity throughout the Village Centre.

The re-routing of heavy goods traffic from Wakefield Avenue onto Nayland Street was evaluated during the preparation of this Draft Master Plan, but set aside because of the following factors:

- The negative effects of re-routing trucks and heavy vehicles along a residential street, including potential adverse effects of noise, dust, vibration and safety;
- The need for wide vehicle sweep paths, and the effect of wider kerb radii on pedestrian crossing points; and
- Truck waiting times at intersections, with respect to road-user safety and economic efficiency.

Principles

In addition to the generic principles identified in Section 8.3, this project has been guided by the following principles:

- Improving public space around intersections;
- Improving cycle safety and cycle infrastructure;
- Improving public transport infrastructure
- Improving accessibility for mobility impaired and short-term shopper parking demand;
- De-clutter the streetscape through rationalisation of street furniture; and
- Improving way finding through better signage.

Figure 43. Existing poor quality bus facilities

Next Steps:

1. Secure funding through the Council's Long Term Plan.
2. Finalise road layout and design including details of street furniture, signage, cycle lane position, cycle parking and public seating.
3. Work with stakeholders over public transport infrastructure improvements and repositioning of the bus stop at Wakefield Avenue / Marriner Street intersection.
4. Undertake public consultation.
5. Undertake construction.

P1.2 The Esplanade

Site description

The Esplanade is the key visitor route in Sumner, providing access to the beach and a significant amount of on-street parking. The beach and sea wall, including large areas of Esplanade reserve, abut the north eastern edge of the street. The south western side of the street has a predominance of residential activity from apartments to standalone housing. Planting throughout the area is mixed, but has a distinct coastal feel derived from the tree species and amenity planting. Cave Rock / Tuawera, war memorial lamp stands, and Norfolk Island Pines are located on or adjacent to the Esplanade, and are protected objects in the District Plan.

Figures 44 and 45. The corner of the Esplanade / Marriner Street-west, and a section of the sea wall at the Esplanade

Project description

This project is comprised of three sub-projects, as follows:

- Esplanade streetscape enhancements (P1.2.1).
- Closing off the Esplanade between Marriner Street-east and Stoke Street (P1.2.2).
- Open space enhancements and play area (P1.2.3).

P1.2.1 Esplanade streetscape enhancements

This sub-project is for the redesign of the Esplanade to provide a higher level of amenity, better pedestrian facilities, opportunities to create a stronger connection between the street and adjacent land use activities, while retaining a generous amount of on-street parking which is especially important for high summertime demand.

Figure 46. An artist's impression of the Esplanade looking south-east towards Sumner Village Centre

P1.2.2 Closing off the Esplanade between Marriner Street-east and Stoke Streets

This sub-project involves the creation of a series of courtyard-style parking areas, through road narrowing and by closing off the Esplanade between Marriner Street-east and Stoke Street, to create a cul de sac. This configuration is designed to draw visitor traffic through the Village Centre. The remainder of the Esplanade is accessible via Nayland and Stoke streets.

Figure 47. Perspective of courtyard style parking areas with the Esplanade road closure, looking towards Cave Rock and showing a new play area (pink)

P1.2.3 Open space enhancements and play area

This sub-project involves the creation of additional public open space, that results from the redesign of the Esplanade in conjunction with a proposed Christchurch Coastal Pathway. A variety of activities could be investigated alongside this sub-project, including opportunity for a highly visible and accessible play area (for example, skate park or public art project) on the Village side of the sea wall.

Rationale

Over the years, improvements have been made to the Esplanade to increase the amenity and sense of connection to the beach. However, the emphasis has remained on the Esplanade as a vehicle route and for car parking. The intention of this project is to provide for a better balance of pedestrian access, open space and coastal amenity, while still providing for vehicle parking and access for both visitors and residents. It is also intended to support opportunities (economic, recreational and social) that may arise should the proposed Christchurch Coastal Pathway be approved for further funding and detailed design.

With respect to the Esplanade a range of options were considered to even further increase pedestrian access, open space and coastal amenity. However, emphasis had been placed on the need to retain an adequate amount of on-street parking. The limited alternate sites and spaces available within the Village Centre for car parking, combined with the prohibitive cost of establishing a car park building, resulted in the retention of some on-street parking along the Esplanade.

Principles

In addition to the generic principles identified in section 8.3, this project has been guided by the following principles:

- Opportunity to connect to the proposed Christchurch Coastal Pathway, if further funding is approved; and
- Redirection of traffic through the Village Centre.

Next steps:

1. Dependent upon feasibility studies and funding of the proposed Christchurch Coastal Pathway, identify opportunities for project integration.
2. Secure funding thorough the Council's Long Term Plan.
3. Further develop the concepts for the road layout and design, and opportunities for recreational activities and open space.
4. Finalise the road layout and design.
5. Undertake public consultation.
6. Undertake construction.

P1.3: Burgess Street concept

Site description

Burgess Street is a narrow, predominantly residential street that is the most direct visual and physical connection between the Village Centre and the beach. Commercial activity is present on the east side of Burgess Street at its intersection with Marriner Street west, attracting social activity. The ground floor of the premise on the opposite corner of Burgess Street is currently vacant. The street has a relatively low level of amenity, but there are significant opportunities for improvement.

Figure 48. Burgess Street looking south

Project description

There are two sub-projects for Burgess Street as follows:

- Shared space street (P1.3.1).
- Viewing platform (P1.3.2).

P1.3.1 Shared space street

It is proposed that Burgess Street provides flexible, shared spaces that allow for all forms of traffic movement in a slow speed environment[9]. The project would involve the redesign the street as a single shared space with no separation between vehicles and pedestrians to emphasise the visual and physical connection from the Village Centre to the Esplanade and the sea. Landscaping will enhance streetscape amenity.

Figure 49. An artist's impression of Burgess Street shared space, looking towards the beach

[9] In shared space streets kerbs, traffic signs and road surface markings are removed to create ambiguity over who has right of way, encouraging drivers to reduce their speeds.

Figure 50. Perspective of the Burgess Street concept, between Marriner Street and the Esplanade

P1.3.2 Viewing platform

Physical and visual connections between the Village Centre and the beach via Burgess Street would greatly be enhanced by viewing platforms as shown the figure below. The platform has potential has informal meeting or gathering points, and / or other uses such as performance space for buskers.

Figure 51. An artist's impression of the viewing platform incorporating the sea wall at the end of Burgess and Marriner streets

P1.4 Marriner Street-east concept

Site description

In contrast with Burgess Street, Marriner Street-east is a very wide, vehicle dominated street with a mix of land use activity at its edges. A popular cafe is located on the south side of the street approximately mid-block, and attracts social activity. As is the case with Burgess Street, Marriner Street-east has a relatively low level of amenity, but presents significant opportunities for improvement.

Figure 52. Marriner Street looking east

Project description

This project has two sub-projects:

- Shared space street and weekend street market (P1.4.1)
- Viewing platform (P1.4.2)

P1.4.1 Shared space street and weekend street market

As for Burgess Street, it is proposed that Marriner Street-east provides flexible, shared spaces that allow for all forms of traffic movement in a slow speed environment. The project would involve a comprehensive redesign that transforms the street into a large, flexible courtyard space. Two-way traffic and parking on the north side of the street would be retained, allowing for a wider space on the south side of the street for spill-over from adjacent cafes and for pedestrian use. The introduction of street trees, rain gardens[10], landscaped areas and opportunities for performance space would further enhance the space, and help create a slow speed traffic environment.

Shared space streets retain the use of these streets as movement corridors while allowing for more use of the space for other purposes, such as a weekend market space. Low impact urban design measures, such as permeable paving and rain gardens, can be used to introduce sustainability features into the urban fabric and to increase Sumner's environmental values.

[10] Rain gardens improve water quality by intercepting storm water runoff, slowing the rate of runoff, reducing its volume, and filtering pollutants through soils and plants.

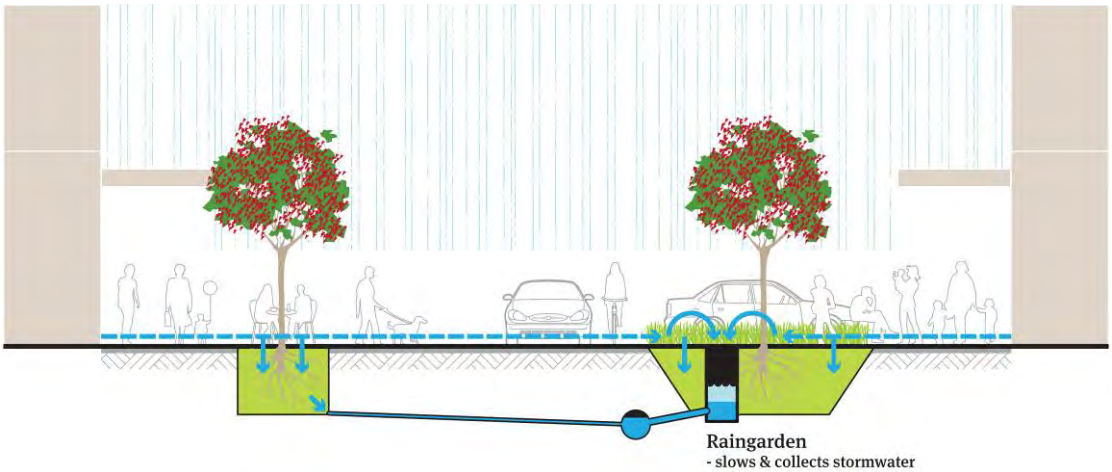


Figure 53. Rain garden cross section

Figure 54. Perspective of Marriner Street looking west

Figure 55. Cross section of Marriner Street a) open to vehicles; and b) market day

P1.4.2 Viewing platform

As for Burgess Street, physical and visual connections between the Village Centre and the beach would greatly be enhanced on Marriner Street-east with the installation of viewing platforms at the seawall (see Figure 52). These platforms have good potential for other uses such as performance space for buskers and / or informal meeting points for social interaction.

Rationale

While Sumner, as a whole, offers a wide range of open space opportunities, they are more limited within the Village Centre. The street space within the Centre is generally underutilised while small spaces, such as the corner of Marriner Street and Wakefield Avenue, are of relatively low amenity. There is a significant opportunity to improve the quality and versatility of these spaces, and subsequently the range of activities that can take place in them, while keeping them open for vehicle movement. In addition to developing better quality spaces, there is great opportunity to increase the vitality and activity at the edges of these spaces (for example, through a mix of commercial and residential activities), which would potentially strengthen Sumner's economic and social base.

Principles

In addition to the generic principles identified in section 8.3, this project has been guided by the following principles:

- Use of low impact urban design measures to give expression to sustainability values; and
- In the case of Marriner Street-east, creating opportunities for new developments on anchor sites.

Next steps:

1. Secure funding thorough the Council's Long Term Plan.
2. Further develop the concepts for road layout and design for Burgess and Marriner Street based on Project Staging plan (see Figure 36).
3. Finalise road layout and design.
4. Undertake public consultation.
5. Undertake construction.

Project 2: Creating lanes and courtyard connections (P2)

The project responds to local aspirations for stronger connections between the Village Centre and the beach, for intimate and intriguing spaces that reflect Sumner's charming character, and opportunities for more mixed-use development to increase Sumner's appeal to visitors.

Site description

With extensive street frontage onto the Esplanade and overlooking the beach, these two, predominantly residential blocks, are highly inconsistent in terms of the built form, access arrangements, building density and quality. Small private lanes, rights of way, parking areas, informal and underutilised spaces are scattered throughout the blocks. Great potential exists to connect these spaces (formally or informally) to create a network of intimate lanes and courtyards.

Adjacent to Marriner Street-west, leading into Sumner Village from the City, the blocks have a more commercial flavour, with a range of hospitality and convenience retail activities in amongst the residential units (for example, the Thirsty Marriner and Joe's Garage). A number of these activities are not currently operating due to earthquake damage (for example, Sumner Night and Day, Sumner Seafoods and Deli-licious Cafe). These activities provide an entry point into the blocks, leading to the spaces within, and on through to the Esplanade.

Figures 56 and 57. Existing pedestrian and vehicle access provide opportunities to develop within the blocks

Project description

The following three sub-projects are included in this project area:

- Laneways and courtyards (P2.1)
- Mixed-use development for new commercial opportunities (P2.2)
- Anchor development at the Esplanade and Marriner Street-west intersection (P2.3)

P2.1 Laneways and courtyards

This sub-project focuses on developing better connections between Sumner Village Centre and the beach, through two, predominantly residential, blocks adjacent to the Esplanade and separated by Burgess Street. The project identifies existing opportunities, utilising predominantly private space for reconnection and improvement through the use of private lanes, walkways and courtyard areas. While both blocks have opportunities for improved internal connections, the block west of Burgess Street is a higher priority.

Figures 58. Plan view of potential lanes and courtyard spaces (pink)

P2.2 Mixed-use development for new commercial opportunities

Mixed-use development[11] at the edges of the lanes and courtyards, established through a change to the District Plan, would (a) further support their success in connecting the Village Centre to the beach; (b) enliven internal spaces; (c) improve natural surveillance; (d) present new opportunities for commercial development; and (e) create a point of difference to attract visitors.

To an extent, ground floor commercial uses are a more suitable activity (than residential uses) for areas prone to flooding as is the case for areas within Sumner Village Centre. The commercial analysis prepared for Sumner Village Centre supports some incremental commercial growth through mixed-use development, subject to the requirements of the District Plan (for more information see Appendix 4). Introducing opportunities for mixed-use development in this part of Sumner Village Centre would require a change to the District Plan.

[11] For instance, buildings with retail on the ground floor and commercial/residential above.

Figure 59. An artist's impression into the block from the Esplanade looking east

P2.3 Anchor development at the Esplanade and Marriner Street-west intersection

The Cave Rock Apartments at 11 Marriner Street, at the intersection of the Esplanade, are a significant gateway and landmark site for Sumner Village Centre. The apartments which front the Esplanade is currently being demolished. The site's redevelopment provides an exciting opportunity to activate the corner of Esplanade-Marriner Street-west with a vibrant commercial activity (for example, a hospitality or retail business). As the land-use zoning is currently for residential uses, this sub-project could be established either by a zoning change in the District Plan, or by way of a resource consent.

Figure 60. An artist's impression the corner of Marriner Street-east and the Esplanade

Rationale

The improved connections, both visual and physical, are intended to create an environment that encourages more pedestrian movement, greater use of the Village Centre by visitors and creates interesting and versatile spaces for people to linger in. The project also identifies an opportunity to increase mixed-use development associated with these connections, through a District Plan change. Given Sumner's economic profile and Christchurch's wider commercial context, these opportunities would need to be incremental and take place over time, so that any conversion of residential zoning for mixed-use development occurred at an appropriate pace.

The proposed pedestrian lanes are located where they will be well-connected and will be designed in line with Crime Prevention through Environmental Design (CPTED) principles[12], for the safety of people and property. Artwork would also help enliven and create interest in these spaces.

Figure 61. An artist's impression of a courtyard concept

Principles

In addition to the generic principles identified in section 8.3, this project has been guided by the following principles:

[12] Crime Prevention Through Environmental Design is a multi-disciplinary approach which uses features and elements in the built environment to reduce or deter criminal activity.

- Creation of intriguing and vibrant new spaces to enhance the character and amenity of Sumner Village Centre;
- Incorporation of CPTED principles; and
- Creation of a gateway project that captures the character and identity of Sumner.

Next steps

1. Investigate nature and extent of current mixed-use activity along existing private lanes, walkways and courtyard areas.
2. Organise meetings with property owners to work through concepts, options and staging.
3. Investigate issues associated with a District Plan change for mixed-use zoning within the block and, if suitable, initiate a Plan Change.
4. Finalise the zoning, the concept and staging, and details of any public-private partnerships that may be necessary.
5. Undertake construction.

Project 3: Strengthening the retail core (P3)

The project responds to local aspirations for open space amenity, new commercial opportunities, better connections between the Village Centre and the beach and increased visitor spending. This is intended as a longer term project, as the economic viability and redevelopment potential of the area increases.

Site descriptions

The block contains a mix of single storey retail activities and services that are well utilised by the community. There are multiple landowners and variations in land parcel size. For the most part, businesses within the block have continued to operate. One commercial building within the block has been demolished as a result of earthquake damage and another premises remains closed.

Work undertaken by the Sumner Urban Design Group supported the redevelopment of this block to better complement the activities and use of the Village Centre for residents and visitors. The existing block layout has resulted in a series of underutilised, low amenity spaces dominated by car parking and business service areas. This area of the Village Centre is widely recognised within the Sumner community as in need of improvement.

Figures 62 and 63. Well utilised but low amenity spaces within Sumner Mall

Description of the project

The following three sub-projects are included in this project area:

- Comprehensive redevelopment of Sumner Mall for new road extension (P3.1).
- Anchor development the Esplanade and Marriner Street-east corner (P3.2).

P3.1 Comprehensive redevelopment of Sumner Mall for new road extension

The proposals for this sub-project draw on the existing qualities of the Village Centre that the Sumner community values, such as the quirky informal open spaces, accessible car parking and convenience shopping; and identify opportunities to strengthen these values. They also address other, longer term objectives such as increasing the connection between

the Village Centre and the sea. This is intended as a longer term project, as economic viability and redevelopment opportunities with the Village Centre increase.

The sub-project involves a comprehensive redevelopment of the Sumner Mall shopping area, containing the supermarket, pharmacy, fish and chip shop, various restaurants, retailers and others. The project includes the redesign and extension of Marriner Street-east from the Esplanade through to Nayland Street. This would entail the removal and relocation of several existing buildings, including the supermarket and the former Montessori Pre-School. It may be more practical for this to occur when the buildings come to the end of their life span.

The purpose of this project is to create a stronger physical and visual connection between the beach and the Village Centre. This connection has the potential to draw more visitors from the beach towards the Village Centre and bring significant benefits to Sumner businesses, especially Sumner Mall. The reconfiguration of buildings on the site could result in an overall increase to the Mall's gross floorspace (including the supermarket).

Figure 64. An artist's impression looking through Sumner Mall to Marriner Street

P3.2 Anchor development the Esplanade and Marriner Street-east corner

The redevelopment of Sumner Mall and a new road extension would be associated with the redevelopment of 58 Esplanade; an important site for connecting the beach with the Village Centre. This sub-project involves the establishment of mixed-use development on this site so that a lively ground floor activity (for example, hospitality or retail use) could be established in association with above-ground floor residential uses. The project would optimise the concept of the road extension through the Sumner Mall site (P3.1), and would be an activity anchor for the redevelopment of Marriner Street-east for more versatile and vibrant uses (P1.4).

Figure 65. Concept for an anchor development at Marriner Street-east / Esplanade corner

Rationale

A comprehensive redevelopment of the block would enable the rationalisation of commercial floor area and car parking; and increase opportunities for social interaction by improving the overall amenity of the block. On-site car parking would be rationalised into more distinct areas, allowing the remaining space to be utilised for more functional and engaging spaces for people (with appropriate seating, landscaping and lighting) to be created.

Improved visual and physical connections between the block and other parts of the Village Centre would further reinforce the commercial opportunity of the block and draw more visitors from the Esplanade towards the Village Centre, especially Sumner Mall. Seating, landscaping and lighting combined with intensification of commercial uses, will help create a more identifiable character and pleasant atmosphere for the Village Centre.

In conjunction with mixed-use development opportunities along Marriner Street – which would be redesigned to incorporate more formalised car parking and landscaping – the connection to the beach would be strengthened and the overall quality of the local environment enhanced.

Principles

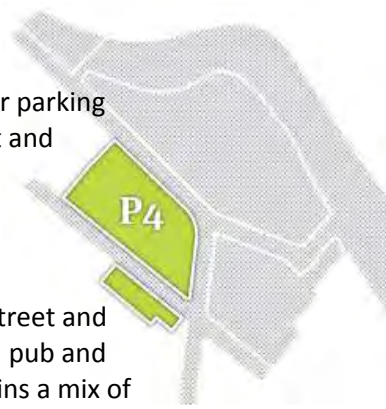
In addition to the generic principles identified in section 8.3, this project has been guided by the following principles:

- Comprehensive redevelopment of buildings and increased built density;
- Creating additional commercial opportunities, and associated spending by Sumner's visitors;
- Maintaining a strong street frontage through the scale and location of buildings; and
- Reducing the visual dominance of existing off-street car parking by reorganising car parking areas.

Next steps

1. Organise meetings with property owners to work through the concept and options.
2. Work through the potential staging and associated issues including potential changes to the District Plan.
3. Finalise the concept and staging.
4. Secure funding through the Council's Long Term Plan to purchase of land for new road.
5. Initiate legal processes for the construction of a new road.
6. Undertake consultation, detailed design and construction.

Project 4: Supporting the heart of Sumner community (P4)



The project responds to local aspirations for community facilities, open space, car parking and the commercial advantages associated with improved pedestrian movement and connections.

Site description

The heart of the project area is the block bounded by Nayland Street, Marriner Street and Wakefield Avenue, but it also stretches south to incorporate part of 'The Marine' pub and backpackers site and adjacent Red Zoned residential property. The 'heart' contains a mix of retail, community and service activities bounded by residential properties to the west. Much of the southern block, bounded by Nayland Street and Wakefield Avenue – 'The Marine' site - has a highly uncertain future due to cliff collapse and rockfall.

Several commercial buildings within the block have been demolished. The Council-owned Sumner Library building remains closed pending a Council decision on its demolition or repair (this building is in the Council's Facilities Rebuild Plan Programme). Prior to the earthquakes, all of the buildings within the business zoned land directly fronted the street and contained small scale activities with narrow plot widths. This helped to create a very human scaled street.

Figures 66 and 67. The site of the demolished Community Centre / Museum and the Marine, still standing but within the CERA Red Zone

Description of the project

Three sub-projects are associated with Project 4:

- Redevelopment of community facilities (P4.1).
- Open space enhancements and courtyard connections (P4.2).
- Off-street car parking provision (P4.3A and P4.3B).

P4.1 Redevelopment of community facilities

The loss or closure of community facilities in Sumner Village Centre has been a significant blow to the Sumner community, who are now without a Community Centre, Museum and Library. Future decision making about all earthquake damaged community facilities will be

made as part of the Council's Facilities Rebuild Plan (see Appendix 3 for more information). However, the locational needs of these facilities have been assessed against the opportunities within the Village Centre now, and in the future, and the current site is considered well suited to community-oriented uses in terms of this Draft Master Plan.

Figure 68. High level concept sketch for a possible new multi-level, multi-function community facility

P4.2 Open space enhancements and courtyard connections

In association with the redevelopment of community facilities, there are opportunities for more open space and sunny courtyard areas at the rear of commercial buildings along Wakefield Avenue. These spaces uses would be well suited for activities which can spill-out into courtyard areas such as hospitality uses (for examples, cafes, restaurants and bars). Improved open space connections, with clear sightlines at the Wakefield Avenue / Marriner / Burgess street intersection, will reinforce the connection between the Village Centre and the beach especially if the project is associated with increased car parking provision (described in P4.3 below).

P4.3A and P4.3B Off-street car parking provision

The success of Project 4, and the Draft Master Plan in its entirety, would be well supported by increased car parking provision within the Village Centre, without imposing upon the Centre. To achieve this, two off-street car parking areas have been proposed on residential zoned land at numbers 33 and 35 Nayland Street, and at number 26 Nayland Street ('The Marine Bar and Backpackers' site). For the purposes of the submission process, these sites are referenced 'P4.3A' and 'P4.3B' respectively.

Numbers 33 and 35 Nayland Street (P4.3A) are particularly ideal for off-street car parking as the concept does not entail the removal of any buildings. In contrast, 'The Marine' site (P4.3B) has a highly uncertain future due to its CERA Red Zone status. However, if appropriate rockfall protection is in place, there may be long-term potential to use part of the site to meet parking needs for the Village Centre. Further investigation is needed to confirm whether or not this is a possible solution for 'The Marine' site.

Figure 69. Perspective of new buildings, open space areas / courtyards and off-street car parking areas on Nayland Street, looking east

Rationale

The work of Sumner Urban Design Group, and feedback from the community consultation, highlighted the importance of re-establishing community activities within the Village Centre. The locational needs of such a facility were assessed against the opportunities within the Village Centre now, and in the future. As such, the current location is considered appropriate both as a landmark site, land-use anchor and community focal point – especially if a number of other related projects are able to be delivered. These include additional car parking, sufficient land area for pedestrian access ramps, better connections to the remainder of the Village Centre and the potential for associated outdoor space.

In addition, there is opportunity to rationalise the available space on surrounding west facing areas at the rear of buildings along Wakefield Avenue sites. This would provide an overall positive benefit to the block in terms of amenity, car parking and useable open space. This opportunity was also identified by the Sumner Urban Design Group. The additional car parking is considered an important incentive for visitors, providing them with the opportunity to park and then meander through the Village Centre to the beach, and is also expected to better support the economic success of the Village Centre.

Principles

In addition to the generic principles identified in section 8.3, this project has been guided by the following principles:

- Potential establishment of temporary and / or permanent community facilities to anchor the heart of the Village Centre to the beach[13];
- Recognition of hazards, while addressing the potential for reuse of space with appropriate risk assessment and mitigation;
- Opportunities to provide and improve access to off-street car parking;

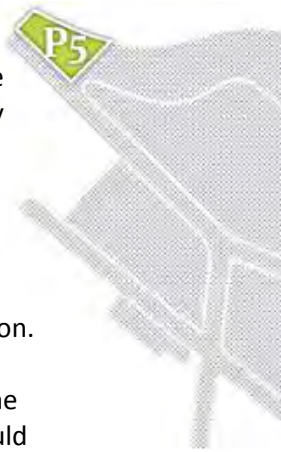
[13] Any decisions will be made under the Council's Facilities Rebuild Plan.

- Improved pedestrian connections within the block, and improved character and amenity alongside new open spaces; and
- A scale and location of buildings to maintain a strong street frontage.

Next steps

1. Council officers to work through possible concepts and options for community facilities, followed by meetings with community stakeholders.
2. Secure funding through the Council's Long Term Plan.
3. Undertake public consultation on concepts and options for community facilities, design and construct.
4. Organise a meeting with CERA in relation to the use of 'The Marine' site, and adjacent residential sites, for off-street car parking.
5. Investigate rockfall protection risk, mitigation and feasibility. If appropriate, secure funding, design and construct.
6. Organise meetings with private property owners to work through concepts and options for off-street parking area and courtyard spaces.
7. Finalise concepts and staging, and any public-private partnerships that are necessary.

Project 5: Redevelopment of the Sumner Surf Club and RSA (P5)



The project is designed to address community aspirations for a vibrant Esplanade / Village gateway, alongside the provision of facilities for two community organisations affected by the earthquakes.

Site description

The proposed site encompasses legal road reserve and a conservation zone at the entry point to Sumner Village Centre and adjacent to the Marriner Street / Esplanade intersection. At this point, the footpath is fringed with notable Norfolk Island pines and war memorial lamp stands which are protected by the District Plan. A depression in the dune area on the conservation land provides a change in level from the footpath to the beach; this area could accommodate a boat storage area, with minimal visual impact.

Figure 70 and 71. Conservation zone adjacent to the beach, and road reserve on the Marriner / Esplanade corner

Project description

The Sumner-Redcliffs RSA and the Sumner Surf Life Saving Club buildings have both been damaged as a result of the earthquakes. This project involves the investigation of a combined RSA and Surf Club, together with a number of other potential additional functions. These might include an information centre, public toilets and cafe. The very preliminary design concept proposes two separate buildings connected by a first floor deck over the proposed Christchurch Coastal Pathway, or the footpath.

The beachside building would contain the Surf Club, with a basement level accessing the beach for the rescue boats and equipment. The street-side building would house the RSA / restaurant on the first floor with public facilities and information centre / cafe below.

While the proposed building could be positioned away from the protected Norfolk Island Pines, one or more of the protected war memorial lamp stands may be impacted by this proposal.

Figure 72. Concept for a split level RSA / Surf Club building, over the footpath

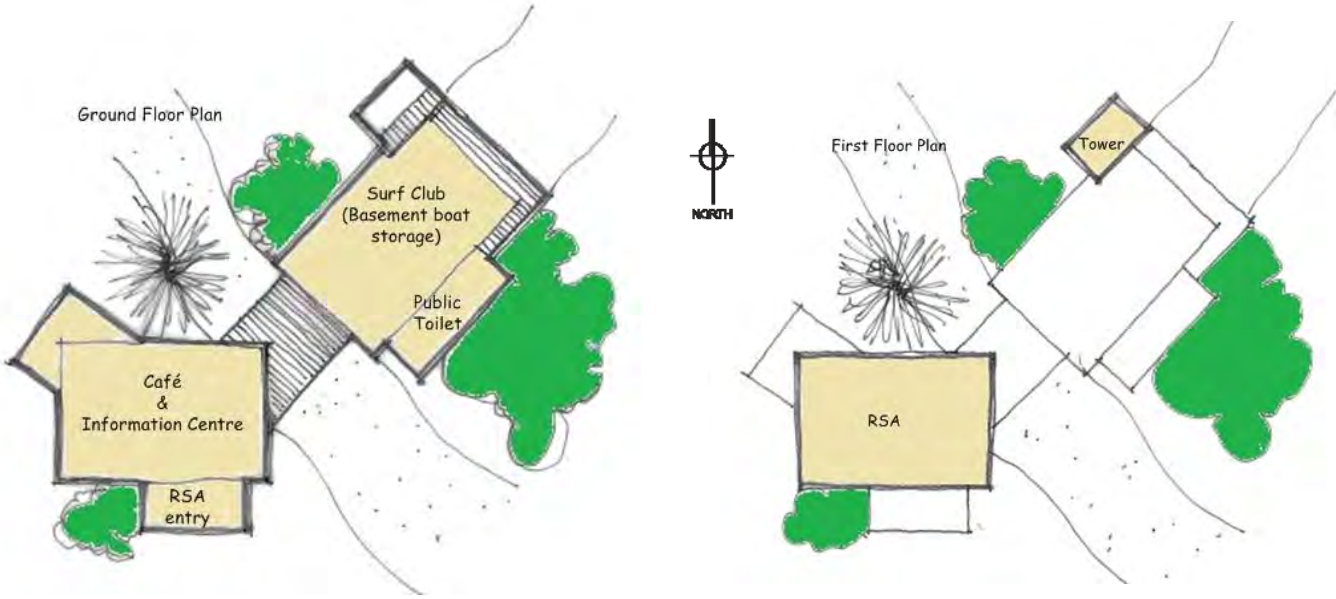


Figure 73. Floor plan concept

Rationale

The concept of a combined Surf Club and RSA has been discussed with the community at public drop-in sessions and in meetings between affected parties and the Council. The concept originated from a development formula that is operating successfully, elsewhere in Australasia where public services are co-located. Both the Surf Club and the RSA are considered to be public services, particularly if the latter enables public dining or the public use of the facilities.

Co-locating the two facilities allows for a shared, and more efficient, use of resources. It also offers a more community focused facility in conjunction with providing a gateway project to Sumner Village Centre. From a recreational perspective, particularly in combination with a proposed Coastal Pathway initiative, a multi-use facility would add significant value to people using the area for recreational / leisure purposes. With a sensitive design approach, the visual effects on the beach could, largely, be mitigated.

This concept has been prepared on the basis that both organisations agree, and are capable of taking up this development opportunity. Should one of those parties, for whatever reason, choose not to proceed with this opportunity, the concept rationale no longer applies and the project may be removed from the Master Plan.

Principles

In addition to the generic principles identified in section 8.3, this project has been guided by the following principles:

- Creation of a gateway project that captures the character and identity of Sumner;
- Social benefits associated with the co-location of the RSA-Surf Life Saving Club (for example, interaction between age groups and social groupings);
- Development of a multipurpose facility that has wider community benefits;
- Split level design that is sensitive to visual and environmental considerations;
- Opportunity to provide an information centre and public toilets in a key, landmark location; and
- Relationship with the proposed Christchurch Coastal Pathway project.

Next steps:

1. Dependent upon feasibility studies and funding of the proposed Christchurch Coastal Pathway, identify opportunities for project integration.
2. Further develop the concept in conjunction with stakeholders.
3. Complete a feasibility study, including planning analysis.
4. Obtain any relevant consents, and finalise the design and funding approach.
5. Undertake construction.

Figure 74. Coastal walkway in New Plymouth

Project 6: Improving the built and natural character (P6)

The project responds to local aspirations for improvements to the natural and built character and identity of Sumner Village Centre; and involves building design and appearance and landscape design.

Project description

The intent is to work in partnership with Sumner community representatives to develop a design guide covering various aspects of the built form, landscape and natural character; and the incorporation and expression of cultural identity within these. The purpose of the guide is to engage with prospective developers / business interests to define the community's expectations for Sumner Village Centre, when development opportunities arise.

The intention of the guide is also to ensure that important aspects of development, such as mobility and access, CPTED (Crime Prevention through Environmental Design) and principles of high quality urban design, are considered and incorporated through the design and development process.

Figures 75 and 76. Sumner's diverse built character

In developing the built character sections of the design guide, it may be identified that certain aspects need statutory weight to ensure that they are incorporated in the design process. For example, this may include the addition of District Plan rules and assessment matters in relation to building scale, height and materials. In addition to the potential design and appearance matters, District Plan height provisions may need to be reviewed to take into consideration minimum floor levels required by Variation 48 (at present, height is measured from the ground, not the new floor level of a building).

In developing landscape sections of the design guide, consideration can be given to appropriate landscape plantings which reinforce the unique identity and climate of Sumner Village Centre. For instance, Sumner's micro climate supports a wide variety of trees and plants, which together with local materials such as volcanic stone, can provide accents of colour in Village Centre streets and public spaces. The opportunities and benefits[14] for using edible plants and trees in Sumner Village's landscape design could also be explored in the preparation of the design guide.

Figure 77. Planters within Sumner Mall

Rationale

Ensuring a high quality built and natural environment that reflects the identity of Sumner has been a continuing theme and priority for the Sumner community since, at least, the development of the Sumner Concept Plan (1995). There is opportunity to further strengthen the Sumner Village identity to create a more attractive and appealing environment for residents and visitors. There is also an opportunity to address local concerns about the impact of minimum floor levels on the street, by exploring in more detail individual building design for flood prevention.

Figure 78. Elevation concept indicative of a future built character for Sumner Village Centre

Initial discussions, in regard to the built character only, have identified a number of key design elements that are considered integral to ensuring a coherent and high quality environment, without imposing too much on the designers' creativity. Key design elements of the built character in Sumner Village Centre include:

- Human scale.
- Relationship between the ground floor and the street – glazing and access.
- Verandas, or similar, that provide a human scale to the street environment.
- Rhythm and pattern of the building form including vertical and horizontal separation through the use of materials, the arrangement and proportioning of windows and the architectural detailing that visually results in a more human quality to the development.[15]
- Balconies overlooking the street.
- Variation in materials.

[14] For example, locally grown food source, social interaction, education and learning.

[15] Elements which comprise finer grain of development include low rise buildings, narrow plot widths and small floor plates.

- Use of locally referenced materials, primarily stone and timber.
- Building height at a maximum of three storeys, with the top floor recessed.

Figure 79. Potential design palette for a future landscape character for Sumner Village Centre

Principles

The principles of the project include:

- Identifying key elements of the existing built and natural environment character of Sumner that should be retained;
- Creating of a coherent environment with a clear identity and strong amenity;
- Providing developers with certainty while allowing for flexibility in design elements;
- Increasing opportunities for community gardens / plantings, and associated benefits; and
- Providing guidance to both public and private space.

Next steps:

1. Formalise the project brief in partnership with stakeholder groups.
2. Undertake built and landscape character analysis.
3. Undertake cultural identity analysis and means of incorporating this within the context of the Sumner Village Master Plan.
4. Develop the design guide and identify any potential regulatory provisions.
5. Finalise design guide, and work through issues associated with potential changes to the District Plan.

Project 7: Recovery together (R)

This section describes a range of tools to help Sumner businesses and property owners participate in the repair and redevelopment of Sumner Village Centre. It also contains an Implementation Plan with specific actions and projects which will need to be achieved to give effect to the vision and goals of the Sumner Village Centre Master Plan.

'Recovery Together' includes the following five sub-projects:

- Case Management (R1)
- Sumner Business Association (R2)
- Urban Design Panel (R3)
- Public-Private Partnerships (R4)
- Transitional Projects (R5)

R1 Case Management

The Council provides a Case Management service to help businesses and commercial property owners navigate through the Council's (resource and building) consent processes. The rationale for the Case Management service is to provide a single point of contact at the Council for business and property owners to:

- Facilitate queries relating to rebuild matters, for example resource consent;
- Discuss rebuild / development options;
- Provide urban design advice;
- Facilitate collaborative approaches to comprehensive development; and
- Where available, provide information on public infrastructure (for example repair and / or redevelopment).

Figure 80. Council's Case Management brochure

The priority audience for Case Management is commercial property owners of demolished buildings, or those subject to restricted or prohibited entry. Commercial property owners of non-earthquake damaged buildings have also been welcome to contact the relevant Case Manager for general information and advice. In some instances, case managers have been able to support local business associations with their targeted post-earthquake initiatives.

Principles

The principles of the project include:

- Supporting commercial property owners and businesses;
- Facilitating collaboration and positive working relationships between adjacent commercial property owners;
- Providing information and advice on urban design, planning and consenting and public infrastructure repair / redevelopment;
- Facilitating good urban design outcomes for the wider community; and
- Providing advice and information to other agencies involved in earthquake recovery, such as local business associations and Recover Canterbury / Canterbury Development Corporation.

Next steps

1. Continue to offer a Case Management service to Sumner Village Centre.
2. In collaboration with commercial property and business owners, and other stakeholders, investigate opportunities for transitional projects to enliven vacant spaces.

R2 Sumner Business Association

Sumner Village Centre has an established Business Association, which is more passionate proactive and focused, especially since the earthquakes. An active business association offers a range of opportunities to business operators, which have flow on benefits to the wider community. These include:

- Improved communication flow between businesses, and between businesses and property owners;
- More efficient use of resources and funding;
- Better coordination by businesses for promotions, events, marketing and branding; and
- More opportunities for establishing networks and partnerships with other associations, agencies and the Council (including the Canterbury Development Corporation).

The Sumner Business Association (SBA) is an important stakeholder in the economic success of Sumner Village Centre and, therefore, is an important stakeholder in the implementation of the Master Plan. This is the case especially for the achievement of the Master Plan goals for Economy and Business (under Section 6), and also for projects and actions which aim to attract visitors.

The SBA can contribute to Master Plan goals and Master Plan implementation through the following actions:

- Preparing a long term business plan / strategy for Sumner Village Centre that identifies a vision and strategy for economic development and vitality;
- Encouraging business owners to coordinate with property owners / managers for high standards of building maintenance, repair and appearance;
- Encouraging individual businesses to show environmental custodianship, for example, by quickly resolving any litter and graffiti issues; and
- Promoting high standards of customer service, for example through staff recruitment and training.

The SBA can also contribute to the implementation of this Draft Master Plan through disseminating information (Council-related or otherwise) through its local business networks, and the wider community, and by being a sounding board for Master Plan projects and ideas.

Principles

The principles of the project include:

- Facilitating a collaborative relationship with local businesses;

- Fostering responsibility amongst a range of stakeholders with respect to Master Plan implementation;
- Providing information to other agencies involved in earthquake recovery, such as Recover Canterbury / Canterbury Development Corporation.

Next steps

1. Use the Case Management service to support the SBA in its production and review of an ongoing business plan / strategy for Sumner Village Centre and its economic vitality.
2. Use the Case Management service to identify project synergies and partnerships, for example, for transitional projects on vacant sites.
3. Provide information on and / or investigate opportunities for Council assistance for the activities of the SBA, especially its marketing and communications activities.
4. Support the SBA by providing information, advice or expertise on activities that require a Council consent / permit to implement a project (for examples, events and festivals).

R3 Urban Design Panel

The Council is currently using an urban design panel to review urban design aspects of resource consent applications for private developments taking place in the Business 2 zones and, in some instances, on Living 3 zoned land. The panel is made up of professionals from the disciplines of architecture, planning, urban design, landscape architecture and property valuation. The advice of the panel is provided on a pre-application basis and at no cost to the developer / property owner. The Urban Design Panel can be a useful tool for implementing Master Plan goals.

Principles

The principles of the project include:

- Supporting property owners / developers by providing information on urban design and facilitating a more streamlined resource consent process; and
- Facilitating good urban design outcomes for the wider community.

Next Steps

1. Use standard resource consent processes and the Urban Design Panel to support property owners/developers with their projects.

R4 Public / private partnerships

There are opportunities for the Council to work in partnership with the private sector to deliver public infrastructure, to provide a service, to provide funding and / or expertise needed for a new service or asset. The public / private partnership must have a public benefit. One example of a potential public / private partnership for the Draft Master Plan is Project 5: Redeveloping the Surf Life Saving Club and RSA. The Council owns the road reserve but the facilities could be established by the Clubs.

This project involves identifying and investigating opportunities for potential public / private partnerships as part of implementing the Master Plan. To determine whether or not a partnership is in the public interest, the Council would apply its policy: *Partnership with the Private Sector*. This policy outlines details of the process to be followed, the conditions of any public / private partnership and policy exclusions as described in the Council's 2009-19 Long Term Plan (on pages 96-98 of the LTP).

Principles

The principles of the project include:

- A collaborative approach for service and / or infrastructure delivery;
- Facilitating innovative responses to urban renewal and earthquake recovery;
- Creating additional opportunities for community and / or commercial development; and
- Increasing the function and amenity of public/private property, and increasing community resilience and pride.

Next steps

1. Indentify public / private partnerships opportunities and use the Case Management service and this Draft Master Plan to discuss potential partnerships with affected stakeholders / property owners.
2. Formalise partnerships based on Council policy and approval, initiate legal processes and secure any necessary funding in the Council's Annual and/or Long Term Plan.
3. Finalise and implement.

R5 Transitional projects

Temporary or 'transitional' development is a way for the Council and the community to invigorate vacant space; and to explore and test ideas to draw activity, business and investment back into Sumner. Transitional projects (such as Greening the Rubble and Gap Filler) can be entirely community-led or can involve a collaborative partnership between the community and other agencies, such as the Council. The Sumner community has already initiated several temporary and transitional projects in the form of container art and the conversion of the former Sumner Community Centre and Museum site to green space and a half-pipe structure for skaters.

Some other examples of successful temporary and transitional projects in Christchurch initiated as a result of the earthquakes are:

- Performance space, cinema space and public dance floor;
- Recreation space (for example, petanque court, bike track, skate ramp, bowling alley);
- Art exhibitions and studio / gallery space (such as ArtBox);
- Book exchange; and
- Food market and fun fair.

This project seeks to work with stakeholders and the wider community to identify opportunities for transitional projects on vacant sites within Sumner Village Centre.

Principles

The principles of the project include:

- A collaborative approach to the re-use of vacant space;
- Facilitating innovative responses to urban renewal and earthquake recovery;
- Creating additional opportunities for community and / or commercial development; and
- Increasing the function and amenity of public / private property, and increasing community resilience and pride.

Next steps

1. Identify opportunities for transitional projects and use the Case Management service and this Draft Master Plan to discuss a potential collaboration with interest groups and affected stakeholders.
2. Initiate or accept invitations to discuss potential projects and partnerships with affected stakeholders / property owners.
3. Further investigate, design and develop potential projects; and secure any necessary funding in the Council's Annual and / or Long Term Plan.
4. Finalise and implement.

Figure 81. The Esplanade walkway

9. Master Plan implementation

This section of the Draft Master Plan addresses the its implementation. The Implementation Plan is important for giving effect to the Master Plan's vision and goals, and sets out the actions, priorities and potential dates for each project.

Each of the proposed projects align with the goals of the redevelopment of Sumner Village Centre and one or more of the themes for Integrated Recovery Planning: natural environment; community wellbeing; culture and heritage; movement; economy and business and built environment. There may be more than one action for each project. The Implementation Plan also identifies anticipated timeframes, lead and support partners, and potential funding requirements (for instance, if a project is to be funded from capital or operational budgets as explained in Section 9.3).

Earthquake recovery and master planning implementation involves working with multiple partners who have a stake in the recovery process – including the Council, local residents, property and business owners, associations, organisations and other government and non-government agencies. The recovery and future development of Sumner Village Centre will take time and, in some instances, it will be complex and challenging.

9.1 Timeframes

The timeframes for achieving projects and actions are difficult to determine. In some instances, factors relating to ground stability and insurance are still being resolved. Property owners are continuing to work through a range of issues that are specific to their sites and circumstances.

The pace of implementation will be influenced by a range of factors, many of which are yet to be fully determined. Wherever possible, it is desirable to achieve some quick wins to boost confidence in the Village Centre and to create momentum for its rebuilding and recovery.

Many of the Draft Master Plan's projects and actions will require public and / or private funding. Much of that funding is yet to be secured. Some projects will require further investigation and more cooperation between stakeholders. Others may require the staging of development to optimise coordination efforts.

Despite the uncertainty surrounding funding and timing, the actions in this Draft Master Plan are organised into two streams:

1. Short to medium term actions to facilitate the rebuild and recovery process; and
2. Longer term actions to achieve a broader vision for improvement.

The Draft Master Plan's short to medium term actions are designed to build or bridge relationships between the public and private sector. They aim to help get businesses back up and running, and people back shopping, working, living and socialising in the Centre.

Longer term actions seek to give effect to a strategic vision for more comprehensive urban regeneration in the Village Centre. The intention is to identify opportunities which will enhance aspects of the Village Centre that work well, and opportunities to upgrade some areas so they perform even better.

The Implementation Plan should be considered as a work in progress and will be subject to ongoing review. The timeframes provided in the Implementation Table (below) relate to the following periods, but these should be considered a general guide only:

- Short 1-3 years;
- Short / medium 2-5 years;
- Medium 5-10 years
- Long 10 years plus.

9.2 Lead and support partner

In general, there will be a division of responsibility between property and / or business owners, the Council and other organisations or agencies for taking the lead on each action. For the built environment this division is primarily along property ownership lines; with the Council taking the lead role for public space development and private property owners taking the lead role for development on privately held land. It is anticipated that the Council will be a lead agency for many of the projects contained in the Implementation Plan, and a support partner for others projects. The level of Council involvement will vary, depending on the input required or requested from property owners.

9.3 Council cost

Council budgets are shown as Opex (operational costs) indicating staff / consultant time and Capex (capital costs) which relate to physical works such as street upgrades or open space enhancements. Capex costs must be secured through the Council's Annual Plan process, unless they are deemed to be minor works which can be funded through budgets already allocated in a current Annual or Long Term Plan.

Approximate costs to the Council associated with different projects:

(1) Street rebuilds, landscaping and gardens (excluding car parking areas), two options:

- Option 1: limited paving $12,550,000
- Option 2: more extensive paving $12,700,000

On top of these options, there will be additional costs (below).

(2) Lanes and Courtyards, design and paving: total $200,000

(3) Esplanade: total $1,100,000

- Open space improvements ($700,000)
- Esplanade play area ($400,000)

(4) Improvements associated with a new community facilities: total $800,000

- Car park preparation and surfacing, Red Zone and community facility ($500,000)
- Surfacing improvements, rear courtyard spaces and connections ($300,000)

Estimated Total:

- **Option 1 - $14,650,000**
- **Option 2 - $14,800,000**

The above figures are preliminary costings. They exclude costs associated with road surfacing and strategic land acquisition for the Marriner Street east road link through to Nayland Street, due to the long term staging of this project.

The Council will still need to complete detailed costings in conjunction with the Council's Annual and Long Term Plan. Council activities and priorities change over time and projects that are identified as commencing in 2013 or later, will be contestable as part of the review of the Long Term Plan. This review involves the identification and prioritisation of projects across the whole city, is undertaken three yearly. The next three year review of the Long Term Plan is currently underway.

9.4 Implementation Plan Table

The funding, timing and scope of a Council-led project or action is subject to Council processes and approvals, whether it be through the Long Term Plan and / or the Annual Plan process and resource and / or building consent process. There may also be a need for further public / stakeholder consultation and land owner consent. It is also possible that some of Council-led projects may be implemented through existing Council work programmes and budgets.

IMPLEMENTATION TABLE FOR THE DRAFT SUMNER VILLAGE CENTRE MASTER PLAN

Recovery theme / goal[16]	Project	Action	Timeframe	Lead	Support Partner	Council cost?[17]
M, B	(P1) Improving the movement network and streetscape amenity	Marriner Street-west and Wakefield Avenue, enhancements (P1.1)	Short	Christchurch City Council (Council)	Property Owners and Sumner Business Association	(CAPEX)
M, B		The Esplanade streetscape enhancements (P1.2.1)	Short / medium	Council	Property owners	(CAPEX)
M, B, E		The Esplanade road closure (P1.2.2)	Short / medium	Council	Property owners	(CAPEX)
N, C, B		The Esplanade open space enhancements and play area (P1.2.3)	Short / medium	Council	Property owners	(CAPEX)
M, B, C		Burgess Street shared space (P1.3.1)	Short	Council	Property owners	(CAPEX)
M, C, B		Burgess Street viewing platform (P1.3.2)	Short/ medium		Property owners	(CAPEX)
M, B, C, E		Marriner Street-east, shared space and weekend market (P1.4.1)	Short / medium	Council	Property owners	(CAPEX)
M, B, E		Marriner Street-east, viewing platform (P1.4.2)	Short / medium	Council	Property owners	(CAPEX)
M, E	(P2) Creating lanes and courtyards	Lanes and courtyards (P2.1)	Short / medium	Property owners	CCC	(OPEX)
B, E		Mixed-use development for new commercial opportunities, District Plan	Short / medium	Council	Property owners	(OPEX)

[16] B = Built environment, E = Economy and business, N = Natural environment, C = community wellbeing, M = movement.

[17] (OPEX) refers to operational costs. (CAPEX) refers to capital costs. See Appendix 1 for details of estimate capital costs for each action.

Recovery theme / goal[16]	Project	Action	Timeframe	Lead	Support Partner	Council cost?[17]
		investigations (P2.2)				
		Anchor development at the Esplanade and Marriner Street intersection (P2.3)	Short / medium	Property owners	Council	(OPEX)
	(P3) Strengthening the retail core	Comprehensive redevelopment of Sumner Mall for new road extension (P3.1)	Medium / long	Council	Property owners	(CAPEX + OPEX)
E, B, M		Anchor development at the Esplanade and Marriner Street-east intersection, District Plan investigations (P3.2)	Medium / long	Council	Property owners	(OPEX)
C, B	(P4) Supporting the heart of sumner community	Redevelopment of community facilities (P4.1)	Short / medium	Council	Sumner Community Centre Trust	(OPEX + CAPEX to confirm)
		Open space enhancements and courtyard connections (P4.2)	Short / medium	Property owners	Council	(OPEX)
N, M		Off-street car parking provision, 33-35 Nayland Street (P4.3A)	Short / medium	Council	Property owners	(OPEX)
M, E		Off-street car parking provision, 26 Nayland Street (P4.3B)	Short / medium	Council / CERA	Property owners	(OPEX + CAPEX to confirm)

Recovery theme / goal[18]	Project	Action	Timeframe	Lead	Support Partner	Council cost?[19]
C, B, N	(P5) Redevelop-ment of the Sumner Surf Club and RSA	Multi-use facility development (P5)	Short / medium	Sumner Surf Club and RSA	Council	(OPEX, CAPEX to confirm)
B, N	(P6) Improving the built and natural environment	Character analysis for design guide (P6)	Short	Council	Joint Working Group	(OPEX)
E, B	(R) Recovery together	Case Management (R1)	Short	Council	Joint Working Group	(OPEX)
E, C		Sumner Business Association (R2)	Short	SBA	Council	(OPEX)
B, E, C		Urban Design Panel (R3)	Short - long	Council	Property owners	(OPEX)
E, C, B		Public / private partnerships (R4)	Short - long	Council	Property owners	(OPEX + possibly CAPEX)
E, C, B		Transitional Projects (R5)	Short / medium	SBA / Council	Property owners	(OPEX)

[18] B = Built environment, E = Economy and business, N = Natural environment, C = community wellbeing, M = movement.

[19] (OPEX) refers to operational costs. (CAPEX) refers to capital costs. See Appendix 1 for details of estimate capital costs for each action.

Appendix 1 – Sumner Urban Design Group and the JAG for Sumner

A2.1 Sumner Urban Design Group

The Sumner Urban Design Group (SUDG) is a community group that was established in March 2011 in response to the threats and opportunities that the September 2010 and the February 2011 earthquakes presented to the people of Sumner. In the months that followed, the SUDG undertook a significant amount of research, held numerous forums and discussions, with a wide range of people, and invested countless volunteer hours in order to prepare a draft plan for the Sumner community (the *Draft Sumner Plan*).

This draft plan[20] addressed the area between Taylors Mistake, Sumnervale and Redcliffs. The first chapter (Part A) refers to the Sumner commercial area. This chapter, and the research that took place to prepare it, has provided important building blocks for the Draft Sumner Village Centre Master Plan. It also set the scene for ongoing collaboration between the Council and Sumner residents, property and business owners, community groups and other agencies and stakeholders.

Because this community group is open and welcoming to new members, membership within SUDG continues to change in response to the availability and energy of its volunteers. However, in 2011 when the draft plan for Sumner was being prepared, SUDG comprised the following core group of people: Eugenio Boidi, Irene Boles, Massimiliano (Max) Capocaccia and Stephen Fitzgerald. Other members of the SUDG that invested time and energy to the draft plan include: Bruce Banbury, Chris Rossiter, John Cook, Cameron Rennie and Sally Farmer.

A2.2 Joint Advisory Group for Sumner

The Joint Advisory Group for Sumner was established by the Hagley/Ferrymead Community Board on 1 February 2012 to facilitate a collaborative approach to the preparation of the Sumner Village Centre Master Plan. The establishment of a Joint Advisory Group, comprising of representative from Sumner community and Council staff, reinforces the 'community-led' approach the Council has adopted for this master plan.

The key role of the Joint Advisory Group (JAG), which is formalised by a Terms of Reference, is to provide guidance and support to Council staff working on the project. Through a schedule of regular meetings, the JAG has had input into the work programme, timeline, specific tasks and early findings of the master plan project.

As is the case for the Sumner Urban Design Group, the Joint Advisory Group is largely made up of volunteers, the exception being the two Hagley/Ferrymead Community Board members and the two Council staff members. Current members of JAG are:

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[20] Sumner community's draft Sumner plan can be viewed at this link http://issuu.com/sumnereq/docs/sumner_plan_draft_2-light

1. David Cox (JAG Chairman)	Hagley/Ferrymead Community Board
2. Nathan Ryan	Hagley/Ferrymead Community Board
3. Bruce Banbury	Sumner Urban Design Group
4. Max Capocaccia	Sumner Urban Design Group
5. Bob Stewart	Sumner Business Association
6. Tanya Michael	Sumner Business Association
7. Humphrey Archer	Sumner Community Centre
8. Darren Wright	Sumner Residents Association
9. Brigitte de Ronde[21]	Christchurch City Council
10. Miranda Charles	Christchurch City Council

After public consultation on the draft master plan for Sumner Village Centre has taken place, the JAG will receive information about submissions received on the Draft Sumner Village Centre Master Plan, and changes recommended by staff, prior to a final plan being submitted to the full Council for sign-off and adoption.

[21] Jenny Ridgen (Healthy Environment Programme Manager) served on the JAG between 1 February and 30 June 2012.

Appendix 2 – The broader strategic planning and earthquake recovery context for the Draft Sumner Village Centre Master Plan

The Draft Sumner Village Centre Master Plan is linked to a wider framework of local government and planning legislation, policy and strategy. Some of this legislation and policy was in place prior to the earthquakes and some has been put in place since the earthquake. The information below provides a broad overview of the planning context for the Draft Sumner Village Centre Master Plan.

Canterbury Earthquake Recovery Act 2011 and Recovery Strategy

The Government has prepared a Recovery Strategy under section 15 of the Canterbury Earthquakes Recovery Act to provide a vision, goals and a road map for the earthquake recovery in Greater Christchurch. The aim of the Recovery Strategy is to coordinate an efficient and effective recovery work programme and to establish principles to guide how CERA and other agencies will work together. It sets out recovery priorities and identifies six components of recovery: integration and leadership; social; economic; cultural; the built environment; and the natural environment. To read the Recovery Strategy see this web link: http://cera.govt.nz/recovery-strategy/overview.

Christchurch City Council's Long Term Council Community Plan

The Long Term Plan (LTP) is the Council's ten year business plan which brings together all the Council's planning and legislative activity, specifying the services to be provided and how they will be funded. The current LTP contains nine Community Outcomes; a collection of aspirations relating to life in the city – developed through community consultation. Work is already underway to prepare the next LTP for the 2013-2023 period, which will involve a revision of the current Community Outcomes.

Related to the ten year LTP is the Council's Annual Plan, which explains how the Council intends to finance the activities and services it provides during the applicable year. To view the 2012/2013 Annual Plan see this link:
http://www.ccc.govt.nz/thecouncil/policiesreportsstrategies/annualplan/index.aspx

Greater Christchurch Urban Development Strategy

The Greater Christchurch Urban Development Strategy (UDS) uses integrated planning to achieve efficient land and energy use to achieve a broad settlement pattern for the next 35 years. It sets out a long-term vision, guiding principles and strategic directions and an action plan to encourage vibrant centres throughout the Greater Christchurch area which are connected by efficient and sustainable infrastructure. The UDS promotes higher density housing densities along transport corridors to support public passenger transport.

Earthquake recovery has not changed the UDS long-term vision for Greater Christchurch, or the strategic directions and general areas identified for growth. To read the Greater Christchurch Urban Development Strategy see this web link:
http://www.greaterchristchurch.org.nz/Strategy/.

Proposed Change 1 to the Regional Policy Statement (RPS)

Proposed Change 1 to the Regional Policy Statement (RPS) provides the sub-regional policy framework under the Resource Management Act 1991 to implement the Greater Christchurch Urban Development Strategy. The purpose of Change 1 is to provide for development in a way which achieves quality outcomes and takes a sustainable development approach to managing growth.

With respect to commercial activity, Change 1 limits commercial activity outside the Key Activity Centres (for example the Central City and Linwood/Eastgate) that could restrict the ability of these Key Activity Centres to achieve their intended functions. For more information, see this link: http://ecan.govt.nz/our-responsibilities/regional-plans/rps/Pages/Default.aspx

Christchurch District Plan

The Christchurch District Plan provides a framework for the management of land use and subdivision, and is prepared under the Resource Management Act 1991. The District Plan addresses the effects of land use, subdivision, and building activities on the environment, and on neighbours. The District Plan is comprised of three Volumes: Volume One identifies development issues, Volume Two sets out development objectives and policies and, Volume Three sets out development rules and matters for assessment.

When evaluating long-term size and function of the Sumner Village Centre, relevant policies in the District Plan for the distribution of commercial activity and expansion of suburban centres apply. Appendix 4 provides extracts from the District Plan for activities within the Sumner Village Centre.

Draft Christchurch Transport Plan

The purpose of the Draft Christchurch Transport Plan is to create a city that is easier to move around, provide travel choice, support a vibrant economy and creates stronger more healthy communities. To achieve this the Transport Plan has identified four goals and a range of actions for implementation over the next 30 years.

The Draft Christchurch Transport Plan acknowledges the importance of Sumner as a key transport hub, and needs to be accessible to all people. The following Draft Transport Plan initiatives are directly relevant to the Sumner Village Centre Master Plan:

- Protection of the route between Sumner and the city as a Core Public Transport route;
- Creation of a major cycleway from the 'City to Sumner';
- Protection of the Lyttelton-Sumner route as a key recreational cycleway;
- Creation of recreational walking route between Sumner and Ferrymead; and
- Prioritisation of improvements to the walking environment in Sumner.

More general provisions which are also of relevance include:

- Improvements to public transport infrastructure and services;
- Investigations into park and ride facilities connected to the core public transport network;
- Improvements to the allocation of road space through the re-allocation of on-street car parking, especially in core walking and cycling streets;

- The protection of the strategic freight network; and
- Investment in green infrastructure and enhancements in road renewals.

Christchurch Visitor Strategy[22]

The Christchurch Visitor Strategy was developed through a collaborative partnership between the Christchurch City Council, Christchurch and Canterbury Tourism, Canterbury Development Corporation, visitor industry representatives and Ngai Tahu. The strategy contains a vision and five strategic goals for the Greater Christchurch area. To read the strategy see this link:
http://www.ccc.govt.nz/thecouncil/policiesreportsstrategies/strategies/christchurchvisitorstrategy.aspx

Facilities Rebuild Plan

Decision making on the future of Sumner Community Centre and Library will be made as part of the Council's Facilities Rebuild Plan. Decisions for one site (for example the Sumner Community Centre and Library) must take place within the context of all 1600 Council-owned facilities across the city and in Banks Peninsula. All major decisions are made by elected members, initiated by a full report which includes Council staff recommendations. The Council anticipates that it could take until 2014 for decisions to be made about all the facilities included in the project due to the length of the Detailed Engineering Evaluations (DEE) assessment process and other considerations such as the insurance process.

At least five possible scenarios apply to buildings that are part of the Facilities Rebuild Plan. They include:

- A building is repaired to the same level;
- A building is repaired to a higher standard;
- A building is demolished and replaced with the same type of facility;
- A building is demolished and replaced with a different facility; or
- A building is demolished and not replaced.

A lot of public consultation has already occurred as part of key Council strategies around its facilities and the services. Further public consultation is likely to take place for major facilities. More information on the Council's Facilities Rebuild Plan is at this link:
http://www.ccc.govt.nz/thecouncil/councilfacilities/index.aspx

Libraries 2025 Facilities Plan

The Libraries 2025 Facilities Plan is a framework to guide the future development of the Christchurch City Libraries network through to 2025. The Plan contains a framework comprising principles, tactics and criteria for the provision of a libraries' network in Christchurch. To view the Libraries 2025 Facilities Plan see this link:
http://christchurchcitylibraries.com/2025/

The 2010 and 2011 earthquakes have necessitated an early review of the Libraries 2025 Facilities Plan, to reconsider the timing and/or sequencing of rebuilding and new development. The results of this review will help inform the Council's Facilities Rebuild Plan,

[22] Locals have signalled an interest to increase Sumner's tourism potential.

which provides options, priority and the scheduling of repairs and rebuilds for all 1600 earthquake damaged Council facilities.

Stronger Christchurch Infrastructure Rebuild Team

The Stronger Christchurch Infrastructure Rebuild Team (SCIRT) has initiated a large scale work programme for repairing and rebuilding infrastructure damaged by the earthquake, including roads and Council-owned assets. SCIRT's role is to replace damaged infrastructure, including sewer and water pipes and roads, generally on a like-for-like basis, with the Council adding value to that work where possible. It is understood that detailed scoping of SCIRT repair works in Sumner Village Centre is programmed to commence in October 2012, with physical work taking place in 2015.

Proposed Coastal Walkway

The Council's work programme includes a number of projects and initiatives for the area between Ferrymead and Sumner. These include master plan preparation, road realignment, strategic walkway linkages, underground pipe replacement and other roading repair work.

Council officers are currently in the process of integrating these projects. The ongoing management and delivery of these projects needs to reflect both the demands for immediate earthquake repair and recovery and the desire for longer term planning initiatives such as the Coastal Pathway.

An initial concept plan for the Coastal Pathway will be developed through the Ferry Road / Main Road Master plan phase 2. Officers plan to start work on this project late 2012 with work on the Coastal Pathway design already underway in conjunction with the Coastal Pathway Group. Following that process and submissions received, a further feasibility and engineering assessment of the concept will be undertaken by Council.

While some of the pieces of the walkway may be completed through existing SCIRT projects within the next 3-5 years, the connections between completed parts is likely to take place some time after that. The Council's Long Term Plan for 2013 - 2022 will provide more information on the relative priority and timing for the various projects.

Appendix 3 – Sumner Village Centre commercial analysis

General characteristics

Sumner is identified as a district centre. Its primary role under the District Plan is to serve the day-to-day needs of residents, even though it attract visitors from all over Christchurch and beyond. The fact that Sumner residents travel out of the area for the majority of their shopping, and for employment, is consistent with the role and function of Sumner Village Centre as a district centre.

The total land area zoned for business activities in Sumner Village Centre (the Business 1 and 2 zones) is just over two hectares. Estimated annual business turnover for the combined area of Sumner and Redcliffs pre-earthquake was $34 million. Approximately 60 per cent of turnover is thought to be generated by residents/visitors from outside of Sumner. Sumner residents spend, on average, approximately 15 per cent of their annual household expenditure within Sumner, mostly on food and beverage.

The retail, food and beverage offer is generally of a higher quality to similar Christchurch suburban centres, with more cafes and fewer takeaway outlets, reflecting Sumner's wealthier demographic. Comparison shopping (for example, clothing, footwear and personal items) is limited to approximately 35 per cent of tradeable floorspace, but this too is a characteristic consistent with the Village Centre's role and function.

With respect to the wider consumption patterns of Sumner residents, Ferrymead and the Central City are important destinations. Post-earthquake, Ferrymead has replaced the Central City as a prime food beverage destination for residents of Sumner, and Riccarton has increased its share of comparison shopping by Sumner residents.

Supply and demand of commercial space

Some expansion of commercial activities in the Living 3 zone has taken place, either by way of resource consent or by the property owner holding existing use rights. The combined floor space area of non-residential uses in the Living 3 zone is approximately 1500 square metres of gross floor area. Some of these sites have relatively low site coverages/plot ratios[23], possibly to provide for on-site car parking requirements.

Prior to the earthquakes, there were few, if any, business premise vacancies in Sumner Village Centre. This would suggest that businesses were attracting sufficient patronage and were able to generate a satisfactory income. However, there has also been minimal construction or redevelopment of commercial premises in Sumner over the last six years, suggesting that demand for new commercial premises is low. This may be the combined result of: Sumner's physical location at the edge of the city; the relatively high cost of land in Sumner; and the rent levels that would be required to generate an acceptable return on investment (ROI) for developers.

However, the Council received feedback during the stakeholder and community focus group sessions that there is demand for commercial growth in Sumner, and that commercial growth is being hampered by District Plan zoning restrictions.

[23] Plot ratio is the relationship between net floor area of the building and the net site area.

Earthquake damage and activity displacement

The earthquake damage has resulted in the demolition of both commercial and community activities on sites located in Marriner Street and on Wakefield Avenue. Several buildings are still intact, but remain closed as a result of Detailed Engineering Evaluations (for example, the Sumner Library, and shops at 21 Marriner Street).

With respect to Sumner's Business 1 and 2 zones, approximately 55 per cent (or 1157 square meters) of floorspace has been demolished as a result of earthquake damage. On sites located within the Port Hills Red Zone, proximate to Sumner Village Centre, approximately 1765 square metres of floor area with a combined site area of 7299 square metres has been displaced or lost. The relocation of these activities within Sumner Village Centre could be facilitated by (a) rezoning of Living 3 zone land adjacent to Sumner's business zones; and/or (b) higher density development within the existing business zones. Higher density development within the Business 1 and 2 zones may be possible once the Council adopts Plan Change 56 to the District Plan (see Appendix 6).

Land rezoning for the expansion of Sumner Village Centre

Under the District Plan, any expansion of suburban centres should (a) assist in consolidating the role of functions of the centre; (b) be linked to population distribution; (c) avoid expansion into areas identified for residential consolidation; and (d) not have an adverse impact on other centres. As such, any expansion to the Business zones to provide for more commercial and/or mixed-use activity within the Sumner Village Centre must have a clear and sound economic rationale.

Sumner exists within a commercial hierarchy in Christchurch, and is designed to meet the residents' needs in conjunction with other centres, particularly the Key Activity Centres identified in the Urban Development Strategy (for example the Central City and Linwood/Eastgate). The potential conversion of residential land for commercial and/or mixed-use development should be undertaken in an incremental manner and over time to protect (a) the economic viability and social and physical amenity of other commercial centres, especially the Key Activity Centres; and (b) to manage the potential negative effects of commercial expansion on the existing character and amenity of Sumner Village Centre.

Christchurch is in a state of flux as a result of significant earthquake damage, and this situation is likely to continue for many years. Areas across the city that are, or will, experience short-term expansion may face decline as new/old areas of the city open up – hurting both property developers and the wider community. The expansion of suburban centres post-earthquakes should, therefore, be undertaken in a conservative and prudent manner.

Sumner has experienced a population decrease as a result of the earthquakes, and pre-earthquake forecasts for population growth are now unlikely to be achieved. Therefore, commercial expansion in Sumner, to address population growth, is unlikely to be necessary. If any population growth does occur, for instance as a result of residential intensification, it is unlikely to be significant.

In contrast, Sumner has experienced an increase in employment in the professional sector. Between 2000 and 2010, the number of office-based employees more than doubled.

However, the number of businesses and employees in Sumner's retail sector has remained relatively static over that period.

Subject to further investigation in line with the requirements of the Resource Management Act 2991, some incremental expansion of commercial activities in Sumner Village Centre could be justified on a number of grounds, including:

- The displacement of some community and commercial activities from the Port Hills Red Zone[24];
- The use of Living 3 zoned land by existing commercial activities which have been legally established;
- Some mixed-use development already exists in Sumner Village Centre, indicating that more mixed-use development may be successful;
- The activation of ground floor frontages along main streets, and in lanes and courtyard areas for natural surveillance;
- Growth in office-based employment, and potential future demand for small scale offices to provide goods and services to the local community in a manner that is consistent with Sumner's district centre role and function; and
- Improved flood risk mitigation, in areas prone to inundation and flooding, where ground-floor space is used for commercial rather than residential uses.

Without further assessment of Christchurch's commercial context post-earthquakes, it is difficult to place an exact figure on a level of sustainable commercial growth for Sumner Village Centre. Further investigation is required as part of the work required to achieve a District Plan zone change.

However, for the purposes of the Draft Master Plan it is estimated that a sustainable level of growth for Sumner Village Centre, over the next decade, could be in the range of 20 to 25 per cent. This equates to growth of approximately 2500 to 3000 square metres (gross floorspace) or between 4000 to 5000 square meters of land25, and is based on the following assumptions:

(1) Approximately 780 square metres of new (gross) commercial floorspace could be provided for retail/hospitality purposes. Ideally additional floorspace would be provided over a number of sites, in key locations (such as landmark sites and street corners), to maintain Sumner Village Centre's boutique business character (for example, up to six small businesses with gross individual floor areas of 130 square metres each could be provided)26;

(2) Approximately 400 to 900 square metres could be provided for office-based activities, based on employment growth trends in Sumner Village Centre between 2000-2010 , and based on the calculation 18 square metres of gross floorspace is provided per employee27;

(3) Up to 1,765 square metres of gross floor space is needed for displaced Red Zone businesses/organisations.

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[24] Approximately 1765m^2 of floor area is located in the Port Hills Red Zone.
[25] Taking into account assumptions made about site coverage and the use of upper floors for commercial activities such as offices or restaurants.
[26] This would bring Sumner closer to the size Lyttelton and Avonhead commercial centres.
[27] To encourage active uses at street level, above ground floor office space is desirable.

Land/sites associated with improving the connections between the Village Centre and the beach should be considered the priority for any zoning conversion/commercial expansion (including Project 2: Lanes and Courtyards and the anchor site on Esplanade/Marriner Street in Project 4: Strengthening the Retail Core). Moreover, the scale and character of future commercial and/or mixed-used activities should be in keeping with aspirations of this Draft Master Plan, and the work produced from Project 6: Natural and Build Character. In changing the District Plan, therefore, a maximum limit may need to be placed on (a) the total quantum of new retail floorspace within certain blocks and (b) the scale of buildings and size of commercial units.

Further considerations for commercial growth are:

- Business consolidation in terms of Sumner's existing business character and function;
- Importance of catering for the day to day needs of an aging population; and
- Provision of affordable housing.

Other proposals for commercial use on Living 3 zoned land can be addressed by the standard provisions for resource consents of the Resource Management Act 1991.

Appendix 4 – District Plan summary

This appendix summarises the parts of the City Plan that are most relevant to the scale and function of suburban centres, and to Sumner Village Centre specifically. Summarised are the main rules of the City Plan that will influence how centres will rebuilt or changed. It also outlines the proposed Plan Change 56 and the possible influence this change will have on the rebuild process.

District Plan Objectives, Business (Volume 2, Section 12)

Objective 12.1 and its associated policies are concerned with the distribution of business activity. It seeks to have a distribution, scale and form of business activity that provides the community with access to goods, services and opportunities for interaction. While recognising that some centres are suitable for expansion in certain situations, any expansion of suburban centres through the District Plan should (a) assist in consolidating the role and functions of the centre; (b) be linked to population distribution; (c) avoid expansion into areas identified for residential consolidation; and (d) not have an adverse impact on other centres.

Objective 12.7 specifically concerns the role of suburban centres in enabling people to meet their needs for goods, services and social interaction. There is recognition within this objective that suburban centres provide for these needs at convenient levels to local populations. There is also an expectation of change, over time, with some centres growing while others decline in significance in response to a changing commercial market. Within this changing environment commercial centres should possess the ability to change within a framework of acceptable environmental limits, including the commercial, cultural and employment functions of the Central City.

Objective 12.8 seeks a high standard of amenity, design and layout for suburban centres. Good design and layout should be promoted at every opportunity to maintain an acceptable level of amenity and maintain the suburban centres role as a important servicing points for the residential areas of the city.

The District Plan contains multiple policies in support of these objectives.

Rules of the Plan (Volume 3)

The rules of the City Plan are the detailed means of implementing the objectives, polices and methods contained within Volume 2 of the City Plan. Outlined below are the specific rules that apply to the Suburban Centres and the zones of activity found within the Sumner Village Centre (i.e. Business 1 and 2, Living 3 zones).

Part 3 Business

With its Business 1 and Business 2 zones, Sumner Village Centre comprises 'Local' and 'District' centre activity. These zones are designed to meet the daily convenience shopping needs of its immediate catchment.

1.4 Business 1 – local centre general description

The purpose of these zones is to supply local opportunities for employment and small retail shops. The Busniess 1 zone is typically characterised by blocks of small and often older commercial buildings. The description recognises that these centres will often have poor physical layout and parking arrangements. A number of environmental results are anticipated for such centres which generally reflect the small scale and local appeal of the centres that adjoin residential areas. Residential activity is anticipated in Business 1 centres either in conjunction with commercial activity (for example on the upper floors). Business 1 zones, therefore, provide for a degree of mixed-use activity to be established in the centre.

1.5 Business 2 – district centre general description

The purpose of these zones is to provide for building development greater in scale and intensity than the Business 1 zone, and to provide for a supermarket business and one or more community facilities. The Business 2 zone component identifies the focal point of the centre.

3.2 Residential activity in the Business 1 zone

Residential units may be built in Business 1 zone adjoining an Living 3 zone. Residential units in these zones must comply with the standards applicable to Living 3 zones in addition to the Business 1 zone. Residential activity is anticipated to higher density in Business 1 zones hence the requirement to meet higher density standards (rule 7.3.1).

3.4 Development and community standards

The rules around the building form in Business 1 and Business 2 zones are generally more permissive than for Living zones except where Living zones adjoin the Business 1 or Business 2 zone. Here the building must comply with the Living zone recession plane (3.4.1) and there must be a three metre set-back (3.4.2). Screening and fencing are also required (3.4.3). Large extents of blank facade are not permitted unless set-back three metres from the street and landscaped (3.4.5 and 7.3.7). The maximum building size for Business 1 is eight metres in height with a 1.0 plot ratio (3.5.1 and 7.3.9, 3.5.2 and 7.3.10).

Part 12 – Transport

A separate set of rules addresses transport matters. Issues around access location, type manoeuvring space are assessed on a case-by-case basis as part of the assessment matters for resource consent (if required). Most relevant to the redevelopment of Sumner Village Centre are the rules around minimum parking standards.

Part 12, 2.2.1 Parking space numbers

Parking requirements are activity rather than zone based. The general requirement for retail activity will depend on floor area of the activity for cars. A typical example that would apply to bulk of retail units in Sumner Village Centre requires four car parking spaces per 100 square metres for Gross Leasable Floor Area (GLFA) of less than 750 square metres. Cycle parking is set at one space per 100 square metres GLFA.

Other activities will attract greater or lesser parking requirements. Another typical activity would be food and beverage outlets. The District Plan requires four car parking spaces per 100 square metres Public Floor Area (PFA) for the first 150 square metres PFA and 19 spaces per 100 square meters PFA thereafter. Cycle parking is set at one space per 100 square metres PFA.

Other

Living 3

In Sumner Village Centre, the business zones are surrounded by the Living 3 zones. The anticipated outcome for Living 3 zones is medium density housing with a significant degree of variety in housing type to appeal to a wide range of housing needs.

The Living 3 zone aims to provide for medium-density residential development. This reflects the strategic policy direction for long-term growth in Christchurch as established by the Greater Christchurch Urban Development Strategy (UDS). The UDS favours an increase in residential density around commercial centres (such as multiple units on a single site) to better support public transport, encourage more pedestrian activity and make more efficient use of urban land.

Special Amenity Area 18 – The Esplanade

A portion of the residential area along the Esplanade between its two intersections with Marriner Street is in a Special Amenity Area (SAM 18). This is because the area is considered to have a character which is distinct, representative or special from surrounding areas. In order to ensure that a coherent urban character is maintained and enhanced within these areas, special provisions for street scene and external appearance apply to sites within 'SAM 18'.

2.2.5 (b) Street scene – residential and other activities
The minimum set back from the road boundary in SAM 18 is 6 metres.

2.2.5 (c) Street scene – residential and other activities
Parking and outdoor storage areas shall be screened from adjoining road(s) by either landscaping, wall(s), fence(s) or a combination, except across those parts of the road boundary used as a vehicle crossing. The minimum height of screening for residential activities is 1.2 metres and for other activities is 1.8 metres.

2.2.9 External appearance – residential and other activities
The erection of new buildings and additions or alterations to existing buildings where visible from a public place, shall be a discretionary activity with the exercise of the Council's discretion limited to their visual impact.

Flood Management, Variation 48

The Sumner Village Centre is located within a flood management area. The Centre is identified within this area, not solely due to the proximity to the coast, but also due to stormwater issues. Both the City Plan and the Building Code contain requirements for minimum floor levels. There are exemptions to this rule for small additions and accessory buildings to properties. However, in the majority of cases, building work will be required to address issues of flood risk and incorporate methods in developments that seek to minimise or control the impact of this.

Plan Change 56 (in development)

The Council is currently drafting a change to the Business 1 and 2 parts of the City Plan to guide future development of suburban centres. Research and consultation conducted in 2008 revealed significant issues with the quality of new buildings in the suburban centres. New developments need to be of higher quality with better consideration of urban design. Plan Change 56 seeks to address these matters.

It is anticipated that Plan Change 56 will amend some of the Objectives, Policies and Methods of the City Plan along with a number of its rules. The content of these changes is still in development.

Appendix 5 – Summary of stakeholder and community feedback, April 2012

Topic	Likes	Dislikes	Wants	Concerns
Natural environment				
	Rural and sea views Seaside identity of the Village Centre	Ugly trees, like those in Nayland Street	Green corridors along coast and into hills for wildlife and recreation More trees Long term stabilisation of the cliffs A moat below the cliffs , or a park/skate park/car park Coastal Walkway Celebrate natural biodiversity Leverage off the beach/hills to become a tourist attraction Express local ecosystem restoration in Village Centre Establish Sumner as a dark sky reserve for star gazing	Not enough trees or street plantings Loss of usable land near the cliffs Current lack of focus on sustainability and environmental design Rural and sea views need protection
Community wellbeing, heritage and culture				
Topic	**Likes**	**Dislikes**	**Wants**	**Concerns**
	Maori history Heritage information Community Centre, Museum and Library Surf Life Saving Club Friendly people FUSE Youth Cafe	Lack of activities for youth Loss of community facilities/services Lack of meeting places Not enough outdoor festivals and events Lack of public toilets No indoor sports facility	Multi-purpose indoor and outdoor space Public art; artist's space Council events Rebuilt Community Centre/Theatre, Museum and Library Access to Cave Rock Picnic area between Surf Life Saving Club and Cave Rock Skate park/youth area; repair FUSE/a Time Zone Outdoor spaces for sitting and meeting people Recreation facilities	Quick decision needed on Library and Community Centre site Loss of churches and effect on the community/social networks Issue of NIMBY syndrome (Not In My Back Yard) in respect of a skate park

			A City Council service centre Co-located community services/health facilities Pre-school and Plunket facilities	
Movement				
Topic	**Likes**	**Dislikes**	**Wants**	**Concerns**
	Car parks outside shops and along the Esplanade	Separation between the beach and the business area Infrequent bus service, especially weekend service Lack of bus shelters Unappealing street, narrow or poor quality footpaths Fast traffic Lack of parking generally Dangerous/awkward intersection at Nayland Street Back-up of traffic along Nayland Street Footpath signage (obstruction/clutter)	Better connection between the beach and the business area More car parks; less car parks; communal car parking area; Council car parking Safe cycleways; cycle stands Divert traffic off Wakefield Avenue and down Nayland Street Pedestrian safety Light rail/monorail Slower roads; smoother road surfaces	Safety of pedestrian crossings City Plan requirements for off-street car parking Security of road access; through-route to Lyttelton Loss of biking and walking tracks, to attract people to Sumner
Economy and business				
Topic	**Likes**	**Dislikes**	**Wants**	**Concerns**
	Small independent retailers, boutique business character	Loss of convenience store Lack of weekday activity Not enough commercial land, lack of office space Visitors to the beach are not drawn to the Village Centre Drop in business due to road access/closures Tatty landscape plantings	Marriner Street weekend market Enable mixed-use development; more shops and offices Protect the boutique business character Promote Sumner as a tourist destination Better connection between the beach and the Village, attract recreationalists for business	Long term sustainable floorspace, balance between office and retail Chain retail stores High land prices Residents not contributing to local economy, not enough shopping locally

			Re-open Evans Pass Car parking Business pod Businesses, residents and the Council working together for business promotion Free wi-fi in the Village Centre	
Built environment				
Topic	**Likes**	**Dislikes**	**Wants**	**Concerns**
	Restrictions on height Small intimate Village feel Uniqueness Diversity of buildings	Lack of directional signage Poor lighting Inconsistent street edge (i.e. some building set back from the street) High rises The shipping containers	Move centre of Sumner closer to the beach Secret Sumner; hidden spaces Collaboration between land owners and the Council for maintenance Courtyards and laneways, Outdoor performance space Cohesive form and style of buildings; architectural code More mixed-use and affordable housing Link through supermarket and beach via Marriner Street Incorporate Crime Prevention Through Environmental Design	Minimum floor levels could spoil the streetscape Current lack of focus on sustainability and environmental design Rural and sea views need protection Universal access to buildings and public spaces for people with mobility issues Some spaces are dominated by cars

Appendix 6 – Natural hazards

As is the case for many towns and cities across New Zealand, Sumner is at risk from the adverse effects of natural hazards. These include earthquakes, slope instability, flooding, tsunami and sea-level rise. The Resource Management Act requires the City Council to control the effects of the use of land for the avoidance or mitigation of natural hazards (s31 and s106 of the RMA 1991).

Earthquakes

Sumner is close to the active Port Hills Fault (located at the interface of the Port Hills and Canterbury Plains) and to other known active faults to the west (the Greendale Fault) and east. High levels of ground shaking as a result of the 2010-11 earthquakes has caused significant damage to the rock and soil mass on the Port Hills and led to slope instability including rockfall, cliff collapse and landslides. The current high level of seismicity is expected to decline to pre-September 2010 levels over the next few decades.

Slope instability

Sumner's geology and topography make the area susceptible to a range of slope instability hazards including rockfall, cliff collapse and landslides. In addition to earthquakes, weathering and erosion, and high intensity and long duration rainfall, can also trigger slope instability. Because of the severe damage caused by the 2010 and 2011 earthquakes, slope instability will be a significant hazard for many decades. Areas affected by slope instability in proximity to Sumner Village Centre include Wakefield Avenue, Nayland Street and Shag Rock Reserve[28].

Flooding

The Sumner Village Centre has, in the past, experienced flooding from the Richmond Hill Catchment, and several homes and commercial properties in the area were flooded above floor level in the October 2000 storm event (a 1 in 40 year event). In recent years, the Council has undertaken works to increase the operational effectiveness of the existing drainage system and to create additional capacity. Furthermore, the Council has introduced Flood Management Areas into the District Plan (Variation 48) and buildings within Sumner Village Centre are now subject to minimum floor levels. The District Plan's requirements for minimum floor levels in Sumner Village Centre are higher than the minimum requirements of the New Zealand Building Code, to mitigate against a one in 200 year rainfall event (versus a 50 year event).

Tsunami

Summer is susceptible to potential tsunami inundation. The greatest impact on Sumner would come from a distance source tsunami, which would provide sufficient time for residents to evacuate. The predicted depth of flooding in Sumner at mean high water spring (MHWS), based on the 1868 Chilean earthquake, is expected to be at least 3 metres with velocities up to 3 metres over most of the Sumner valley floor. Lower velocities (for example in the range of 1 to 3 metres) are expected to cause high levels of damage to structures and infrastructure because of entrained debris and sediments. Tsunami warning sirens have

[28] Also locally known as *Peacock's Gallop.*

been installed at the Sumner Volunteer Fire Station to alert people to seek higher ground and/or evacuate in the event of a tsunami. Civil Defence agencies also encourage and provide information on evacuation planning for households and communities.

Climate change and sea level rise

The coast is a dynamic environment and the natural occurrences of sea water inundation and coastal erosion are expected to be exacerbated by climate change and sea level rise. Compared to the 1980-1999 average, sea level is expected to rise in Sumner by about 0.8 metres in the next 80 years. New Zealand and Regional Coastal Policy Statements and the Regional Coastal Environment Plan for the Canterbury Region recommend a precautionary approach to climate change and any new development of coastal areas.

National, regional and local government agencies, plus individual property owners, are all responsible for determining what is a precautionary approach. For the purposes of this Draft Master Plan, the use of minimum floor levels and the promotion of ground floor commercial use are two ways by which the precautionary approach can be applied in Sumner Village Centre at this time.

Appendix 7 – Pre-earthquake built character

The style, quality and appearance of the streetscape and individual buildings within the Village Centre was, and remains, highly variable. Several spaces, structures and buildings require repair and/or a higher level of maintenance to improve the overall amenity of the Village. However, the slightly scruffy elements of the Village Centre contribute to the relaxed and unpretentious atmosphere that is valued by its residents.

Many buildings in the commercial area along Wakefield Avenue, Nayland Street and a portion of Marriner Street are built to the pavement edge. They also have a combination of verandas, retail windows at the ground floor and other architectural detailing that contributes to the human scale of the street environment. In contrast to this, more recent redevelopment has been designed in response to the Village Centre's potential flood level issues with a change in floor level, elevating the building and creating more of a barrier between the buildings and footpath.

The human scale and grain[29] of the building form within the Village Centre is a reflection of the subdivision pattern, with many of the sites having a relatively fine grain of development. Many commercial buildings in the Village Centre have gross floor areas of around 100 to 200 square metres. This reinforces Sumner's small scale and niche business identity. However, some more recent commercial development is of a larger scale and floor area, reinforced through the design of the buildings and contrasting with the general character of the Village Centre.

Across the Village Centre the small spaces and voids add to the Village's character and potential for intrigue. Some of the spaces provide amenity and are utilised as publically accessible spaces. There are also large paved and asphalted areas that provide for car parking, but have poor amenity and appear relatively inefficient for their purpose in terms of spatial design.

Key elements of the Sumner Village Centre prior to the 2010 and the subsequent earthquakes were:

- Veranda posts and verandas.
- Balconies.
- Glazing onto the street.
- Recessed doorways, highly detailed entranceways.
- Small scale of building and their direct relationship with the street and other publicly accessible spaces.
- Diversity of building styles, forms and materials.
- Relative consistency in the scale and grain of the buildings.

[29] Grain is an urban design term that refers to the horizontal and vertical pattern and arrangement of development, street sections and blocks.

SUMNER 2011

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with Stephen Fitzgerald Architecture & MC Architecture Studio
SUDT - Comments appreciated: urban_design@sumnercommunity.org.nz

CURRENT CITY PLAN - VILLAGE HEIGHT RESTRICTION (WAKEFIELD AVE - 12m or 8m)

SUMNER 2011

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with Stephen Fitzgerald Architecture & MC Architecture Studio
SUDT - Comments appreciated: urban_design@sumnercommunity.org.nz

CURRENT CITY PLAN - VILLAGE HEIGHT RESTRICTION (NAYLAND ST - 12m or 8m)

Acknowledgements

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Joint Advisory Group for Sumner
Business and property owners
Community

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City Environment Group
Regulation and Democracy Services Group
Community Services Group
Strategy and Planning Group
Public Affairs Group

Suburban Centres Programme

Draft Sumner Village Centre

Master Plan

A plan for rebuild and recovery

Christchurch City Council

Mayor's foreword

Generations of Christchurch residents and visitors have, over the years, enjoyed Sumner's seaside ambience and wonderful character. Many people today have fond memories and associations with Sumner – a Sunday drive to Sumner for an ice cream, a swim at Sumner beach, clamber around Cave Rock, or a walk along the Esplanade; or perhaps taking in a movie at the historic Hollywood picture theatre.

Sumner's beginnings as a borough, separate from the city, saw it develop a distinctly spirited identity and character. Although amalgamation with the city occurred in 1945, this legacy lives on, today, in Sumner's tight-knit community.

The 22 February 2011 earthquake dealt a heavy blow to this suburb. Several well-known and loved landmarks were lost, people's homes were affected, businesses were left without premises. The containers that were put up around the base of Sumner's cliffs have now become an all too familiar landmark.

Not to be defeated, the community has been very involved in the development of this community-led Draft Master Plan for the recovery and rebuild of their village centre. Leadership and guidance, first from the Sumner Urban Design Group, then from the Joint Advisory Group has facilitated a collaborative approach to the project, enabling the community voice to really come through in the Draft Master Plan's vision and actions.

I am sure the community will have plenty to say about this draft and I very much look forward to hearing their comments.

Bob Parker
Mayor of Christchurch

Foreword of the Hagley / Ferrymead Community Board

This Draft Sumner Village Centre Master Plan is unique; it is the Council's first community-led Master Plan. It has been developed by an enthusiastic community and a dedicated Joint Advisory Group, comprising community representatives, two Hagley / Ferrymead Community Board members and Council staff.

On behalf of the Board, I congratulate those involved on their commitment, vision and their efforts to get this Draft Master Plan to this stage – ready now for all those who work, live and spend time in Sumner to have the opportunity to continue their input.

This Draft Master Plan reflects and embraces the things people said they value about Sumner's unique seaside environment and its Village Centre. Careful thought has been given to improving the connection between the Village Centre and the seafront and how Sumner's natural, social and built heritage can be reflected in the design of streets, public spaces and buildings. No doubt, this will help to ensure Sumner's unique character and identity is embraced and celebrated by current and future generations.

The Hagley / Ferrymead Community Board encourages you to comment on the Draft Sumner Village Centre Master Plan, which will be a key driver for the rebuild and recovery of a very special area in Christchurch.

Bob Todd OBE JP
Chairperson, Hagley / Ferrymead Community Board

Foreword of the Joint Advisory Group for Sumner

Sumner is a delightful seaside suburb, blessed with a wonderful natural environment and a charming Village Centre. However, following the earthquakes of 2010 and 2011, there is no doubt that Sumner's greatest asset is the local community.

Sumner's strong community spirit was evident immediately after the devastating events of 22 February 2011. People quickly came together to support each other, and to plan for Sumner's recovery and rebuild. The effects of the earthquakes on Sumner created an opportunity for local people to get involved in the rebuild and recovery of their centre; and resulted in the Council agreeing to support Sumner in a community-led master planning process.

A Joint Advisory Group was formed to provide guidance and support to the project team as it worked with the community to develop a Draft Master Plan. This collaborative approach has enabled the community to have more of a say in the way the Draft Master Plan has been prepared and the way that the Village Centre could look and feel in the future.

The Joint Advisory Group is very proud of the work that has gone into the Draft Master Plan.

The strength of this Draft Master Plan is that it will progressively deliver a Village Centre that is a reflection of an engaged, energetic and outspoken community – a centre that connects with, and is inspired by, its coastal location, proud history and local people.

On behalf of the Joint Advisory Group I encourage you to comment on the Draft Sumner Village Centre Master Plan. We look forward to receiving your comments.

David Cox
Chairman, Joint Advisory Group for Sumner

Following the work undertaken by the Sumner Urban Design Group in 2011, this is the first opportunity the community has had to comment on the Draft Sumner Village Centre Master Plan.

The prompt delivery of the Draft Master Plan will allow funding opportunities to be explored through the Christchurch City Council's Annual Plan and Long Term Plan, as well as other methods.

How to make a submission

A submission form and information about how you can make a submissions is included at the back of this document.

Please make sure that your comments arrive before the consultation period closes **at 5pm on Wednesday 12 December 2012**.

Disclaimer: There is no binding commitment on the Christchurch City Council to proceed with any prospective project detailed in this document. The Council spending priorities are reviewed frequently, including through the Council's Long Term Plan (LTP) process. All decisions as to whether or not a Council-funded project will commence remain with the Council.

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Figure 1. Part of the Sumner Village Centre in 2012

Executive Summary

This Draft Master Plan presents a future vision and goals for the redevelopment of Sumner Village Centre. It has been prepared in response to the damage caused to the centre in the 2010 and 2011 earthquakes. It forms part of the Council's *Suburban Centres Programme* and has been prepared under the guidance and support of the *Joint Advisory Group for Sumner* as a community-led master plan.

The purpose of the Draft Sumner Village Centre Master Plan is to guide decision-making in regard to private investment and public expenditure, particularly relating to the development of land, buildings and transport infrastructure. The implementation of the Master Plan's goals and actions will help the Sumner become stronger and more resilient in the face of future uncertainties.

Numerous meetings, discussion forums and design sessions have taken place over the past year with a large and diverse number of people and community groups, about the rebuild and recovery of Sumner's Village Centre. The community requested that the Draft Master Plan address:

- Stronger connections between Sumner Village Centre and the beach.
- Provision of community facilities and services, including a new community centre, library and public toilets.
- Protection of the Village's boutique business character created by small, independent retailers.
- Better guidelines for the design and appearance of new buildings, and stronger emphasis on environmental values.
- More spaces for people of all ages to meet and gather, and more formal and informal community events.
- Better opportunities for mixed-use development (i.e. buildings with retail on the ground floor and commercial/residential above).
- More attractive and pedestrian friendly streets, with more street trees, and lower traffic speeds through the heart of the Village.
- Better infrastructure for cycling and public transport, and improved arrangements for car parking.
- Re-established road access between Sumner and Lyttelton through Evans Pass, particularly as part of a tourist/cycle route.

This Draft Master Plan presents six project in response to the issues, ideas and aspirations that people have shared with the Council. These projects relate to:

1. Improving the movement network and streetscape amenity.
2. Creating lanes and courtyard connections.
3. Supporting the community heart.
4. Strengthening the retail core.
5. Redeveloping the Sumner Surf Life Saving Club and RSA.
6. Improving the built and natural character.
7. Achieving recovery together.

In addition to these projects, implementation actions are identified to support the Sumner community through the redevelopment and rebuild process. Implementation of this Draft Master Plan cannot be achieved by the Council alone and earthquake recovery requires

participation from all sectors of the community, including property and business owners, community groups, other government and non-government agencies, and residents living in and beyond Sumner.

To ensure the Council is on the right track with this Draft Master Plan, consultation is now open. Once public submissions have been received, the Draft Master Plan will be amended, finalised and adopted, paving the way for the Master Plan's implementation.

Figure 2. Sumner and the wider City network

P1.1	Marriner Street-west & Wakefield Avenue Enhancements	P2.3	Anchor Development
P1.2.1	The Esplanade Streetscape Enhancements	P3.1	Sumner Mall Redevelopment & Road Extension
P1.2.2	The Esplanade Road Closure	P3.2	Anchor Development
P1.2.3	The Esplanade Play Area	P4.1	Redevelopment Of Community Facilities
P1.3.1	Burgess Street Shared Space Street	P4.2	Courtyard Connections
P1.3.2	Burgess Street Viewing Platform	P4.3A	Off-Street Car Parking Provision
P1.4.1	Marriner Street Shared Space Street	P4.3B	Off-Street Car Parking Provision
P1.4.2	Marriner Street Viewing Platform	P5	Redevelopment Of The Surf Club & RSA
P2.1	Laneways & Courtyards		

Figure 3. Overall Concept Plan for the redevelopment of Sumner Village Centre

1.0 Introduction

Sumner was severely affected by the 2010 and 2011 Canterbury earthquakes. While much of the Village Centre has remained intact, key buildings and a considerable amount of the infrastructure were destroyed. The impacts of rock fall, road closures, and the loss of residential properties and recreation opportunities has had a significant impact on the economic, cultural and social wellbeing of the community.

This Draft Master Plan has been prepared in response to the damage caused by the earthquakes as part of the Christchurch City Council's *Suburban Centres Programme*. It has been prepared under the guidance and support of the *Joint Advisory Group for Sumner* and is referred to as a *community-led master plan.* (see Appendix 1 for more information). It is the Council's only community-led master plan in the Suburban Centres Programme.

Through the preparation of this Draft Master Plan, the Council believes that Sumner will again become an enjoyable, attractive and prosperous centre for leisure, business, shopping and dining; as well as a stronger and more resilient community in the face of future uncertainties.

Figures 4 and 5. Sumner Village Centre post earthquake, 2012

1.1 Overview: What is a master plan?

A master plan is a development blueprint which helps to articulate a community's vision for the future of an area. It provides direction to stakeholders including residents, property and business owners, community groups and other agencies who can influence that vision.

Master plans guide the decisions made by these stakeholders regarding private and public expenditure, the provision of community services and the development of land, buildings and transport infrastructure. In developing a master plan blueprint, the following attributes of a centre and its context are considered:

- the role the centre should play in the city's wider development context;
- the design and development of land, buildings and the spaces between them;
- the provision of transport infrastructure for convenient access, safe passage and community resilience;

- the provision of Council community facilities, services and infrastructure appropriate to the centre;
- the way that people and businesses work together, or can work together, for mutually beneficial outcomes;
- the protection of natural and physical assets and features which support the basic day-to-day needs of people and/or hold cultural and/or historic significance; and
- the expression of community identity and sense of place.

1.2 Draft Sumner Village Centre Master Plan: contents

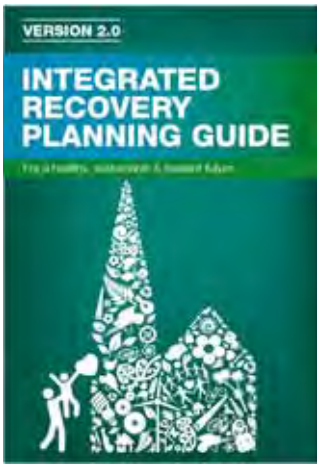
The Draft Master Plan identifies ways to strengthen the valued qualities of the Village Centre pre-earthquakes, and to optimise opportunities which have arisen as a result of the earthquakes. It presents a vision and goals for the future redevelopment of the Village Centre, and a prioritised action plan containing both physical and non-physical projects and actions.

These projects and actions are designed to respond, as far as practical, to the expectations and aspirations identified by the community and other stakeholders. Funding for Council-led actions and projects contained in this Draft Master Plan will be sought through the Council's Annual Plan and Long Term Plan processes.

1.3 Early Master Plan buildings blocks

Early building blocks for this Draft Master Plan were provided by the *Sumner Urban Design Group* (See Appendix One for more information about the Urban Design Group). The Council has also drawn on earlier planning documents relevant to the Sumner Village Centre, including the Sumner Concept Plan prepared by Lucas Associates in 1995 and the Draft Moncks Bay to Scarborough Beach Parks Master Plan prepared by the Council in 2009.

In addition, this Draft Master Plan incorporates input from a number of diverse individuals, groups and agencies, including local residents, property and business owners, youth, community groups, the New Zealand Historic Places Trust and a number of other stakeholder groups.



1.4 Master Plan framework

The framework for the development and implementation of the Draft Master Plan follows five themes which are based on the *Integrated Recovery Planning Guide* that was prepared, post-earthquakes, by the Canterbury District Health Board and the Council. These themes are:

- Economy and business.
- Movement.
- Natural environment.
- Community wellbeing/culture and heritage.
- Built environment.

The themes address different components of what makes a great commercial centre and are broadly aligned with the Earthquake Recovery Strategy prepared by the Christchurch Earthquake Recovery Authority (CERA).

1.5 Earthquake Recovery Strategy and the Canterbury Earthquake Recovery Act 2011

The Canterbury Earthquake Recovery Act 2011 does not require the Council to prepare plans for the recovery of suburban centres. However, any Council-adopted master plan must be consistent with the Earthquake Recovery Strategy prepared by CERA.

While it is the responsibility of the Council to oversee the roll-out of this Master Plan, there may be instances where it is requested that CERA powers are used. An example could be the need to change the District Plan and/or simplify or streamline resource management processes and decision making.

Appendix 2 contains more information about the Recovery Strategy, and the broader strategic planning context in which this Draft Master Plan sits.

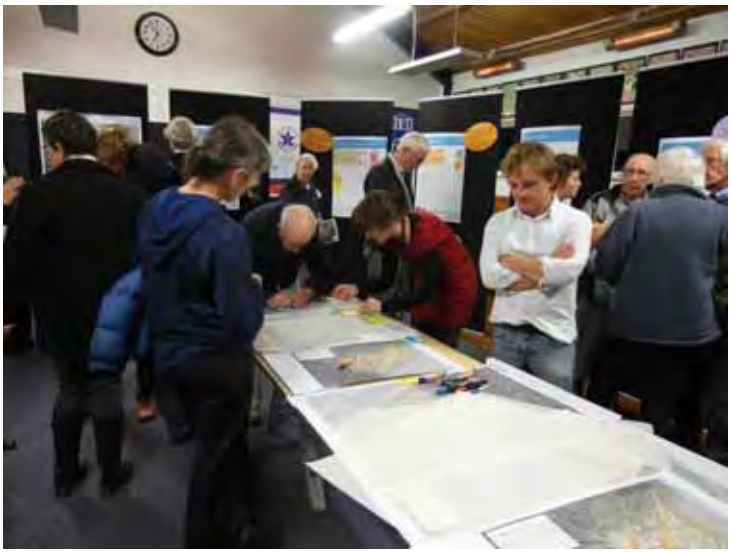


Figure 6. Participants at a community drop-in session held by Council, April 2012

2.0 Sumner suburb: a brief introduction

Sumner is a coastal suburb located at the south eastern edge of Christchurch City. It is home to approximately 4,000 residents (or just over 1,600 households). Residential subdivisions associated with Sumner include Clifton, Richmond and Scarborough hills, Taylors Mistake and Sumnervale. Sumner's natural setting, against the coast and Port Hills, makes a strong contribution to the character and appeal of the suburb.

Sumner is a relatively affluent community, with a slightly older population. With respect to residential development, Sumner is a mixed neighbourhood with examples of traditional housing typologies of single family homes on their own section, as well as medium-high density housing (for example, townhouses and apartments).

Figure 7. Sumner's movement network and surrounding context

2.1 Heritage and history

Sumner is nestled into a valley, separated from adjacent suburbs by rugged volcanic ridges and hillsides, rocky outcrops and cliffs that descend into the sea. The area has a mix of indigenous and exotic coastal vegetation, that lends a distinct character to the area[1]. Rocky outcrops are an identifiable Sumner feature, as is the beach. The beach is backed by a combination of dune systems, rip rap[2] and the sea wall. The use of local stone and distinctive planting contributes to the unique landscape of Sumner and several natural features are protected objects in the Christchurch District Plan.[3]

Figure 8. Sand hills being levelled and the new protective wall being reinforced at the Scarborough end of Sumner beach, 1931
Source: The Press

Sumner and Te Rae Kura (Redcliffs) is of immense cultural and historical importance to tangata whenua[4], being a place of significant settlement and food gathering for over 600 years[5]. In addition, its cultural heritage landscape is of great importance and the area includes well known wahi taonga landmarks, archaeological and waahi tapu sites[6]. Such features and landmarks provide an important contextual history to Sumner's Village Centre and surrounding residential areas. (Refer to the Figure 11. Site Analysis for archaeological sites in proximity to Sumner Village Centre).

European settlement in Sumner began in the 19th Century, when it was surveyed and named in 1849 in honour of John Bird Sumner, Archbishop of Canterbury and president of the Canterbury Association that founded Christchurch. Land sales were initially slow in the suburb until a road was built around the base of the Port Hills. The extension of the city tramway in 1888 saw a surge in Sumner's popularity, as recreation users and day trippers from Christchurch enjoyed Sumner as a beach resort. Sumner's popularity surged again when the tram line was electrified in 1907. The Sumner Borough Council (established in 1891) remained independent from the City of Christchurch until amalgamation took place in 1945.

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[1] For instance, Ngaio, Norfolk Island Pines, Pohutakawa, and Agave species.
[2] A rip rap describes the use of rock or other material to help secure shorelines.
[3] · Selected Norfolk Island Pines, part of the sea wall and Cave Rock / Tuawera.
[4] Including Te Ngai Tuahuriri Runanga, Te Hapu o Ngati Wheke, and wider Ngai Tahu Whanui.
[5] By Waitaha, Ngati Mamoe and Ngai Tahu.
[6] Including but not limited to Tuawera, Rapanui, and Te Ana o Hineraki.

Figure 9. Sumner tram line, Clifton Bay, 1913
Source: 'Sir George Grey Special Collections, Auckland Libraries, 35-R374'

2.2 Commercial context

The Village Centre's role includes serving the day-to-day needs of residents, as well as the leisure and lifestyle interests of visitors. This is reflected in Sumner's business composition which is more than 50 per cent food-based (cafes/bars/restaurants/take-away shops). Approximately 35 per cent of the tradeable floorspace in Sumner Village Centre is retail (clothing, footwear and personal items). In 2010, the total amount of tradeable floorspace in Sumner Village Centre was 2,072 square metres.

Many existing commercial buildings in Sumner Village Centre have small floor plates (for example, 50-150 square metres) making them suitable for smaller retail shops and cafes. These smaller floor plates add to the look and feel of Sumner Village Centre. Land and buildings in Sumner Village Centre are more expensive relative to other parts of Christchurch due to the location's desirability and the higher quality of building construction that has occurred there in recent years.

Approximately 60 per cent of turnover is thought to be generated by residents/visitors from outside of Sumner. Sumner residents spend, on average, approximately 15 per cent of their annual household expenditure within Sumner – mostly on food and beverage. Residents travel out of the area for the majority of their shopping, and for employment, which is consistent with the role and function of Sumner Village Centre as a smaller district centre.

Appendix 3 contains a commercial analysis for Sumner Village Centre.

2.3 Land use context

In terms of the District Plan, Sumner Village Centre comprises of the following land-use zones, which are shown in Figure 10;

- Business 1 Zone (Local Centre/District Centre Fringe);
- Business 2 (District Centre Core) Zone; and
- Living 3 (Medium-Density Residential) Zone.

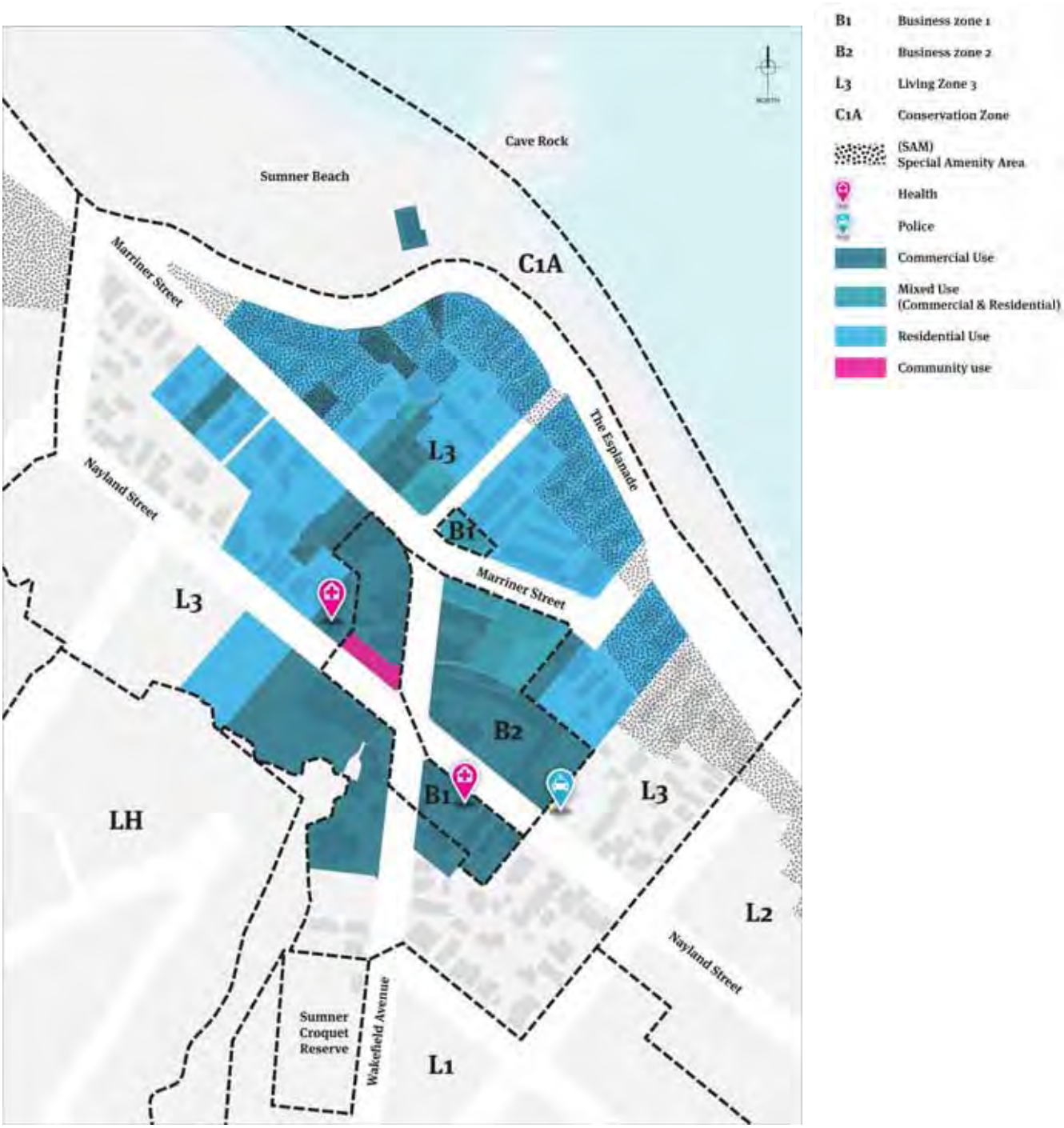


Figure 10. Sumner Village Centre land use zonings

The Business 1 and 2 zones (B1 and B2) are designed to meet the daily convenience shopping needs of their immediate catchment. The B1 zone is typically characterised by blocks of small and often older commercial buildings. The B2 zone is generally occupied by larger scale buildings, often a supermarket and/or community facilities. The Living 3 zone (L3) aims to provide for medium density residential development. (Appendix 4 has more information about relevant District Plan provisions for the Village Centre).

In Sumner Village Centre, several commercial activities are located on L3 land, and have been established by the operator either by Resource Consent or Existing Use Rights.

2.2 The movement network

Sumner is an important transport hub. The main road through Sumner is along Marriner Street and Wakefield Avenue. Marriner Street and Wakefield Avenue are classified as *minor arterial* roads under the Christchurch District Plan. These streets are part of a dangerous goods and over-dimension route for vehicles travelling through Evans Pass to and from the Port of Lyttelton.

Sumner's popularity as a visitor destination and beach resort for all of Christchurch results in traffic peaks, especially during summer. Peak demand is primarily along the Esplanade and directly outside of Sumner's shops and businesses. While vehicle traffic is projected to increase over time as a result of a general increase to vehicle numbers, it is vital that Sumner is accessible by a range of transport modes.

Sumner is served by a bus service (Route Number 3, Sumner-Airport-Sumner), which runs approximately every 20 to 30 minutes. Three stops are located in the Sumner Village Centre. Prior to the earthquakes, an express bus service operated at peak commuting times. With respect to cycle ways, there are marked on-street cycle lanes on Marriner Street, west of its intersection with Wakefield Avenue.

Figures 11 and 12. Approach to Sumner Village from the city, and Sumner street environment

The site analysis in the figure below illustrates Sumner's movement network, and other attributes.

Figure 13. Sumner Village Centre site analysis

2.3 Recreation

Pre-earthquake, Sumner was a significant recreation destination for Greater Christchurch, as well as providing extensive recreation opportunities to meet local needs. In addition to surfing, swimming and walking, Sumner was highly utilised as a circuit for road cyclists and mountain bikers, with Sumner Village Centre providing a meeting and refreshment point.

Annually, Sumner is showcased by an international multi-sport event - the Speight's Coast to Coast whose finish-line is located on Sumner beach adjacent to Cave Rock.

2.4 Tourism

Sumner is an appealing destination for residents from all over Christchurch as well as regional and international visitors due its landscape amenity, mix of businesses (especially hospitality uses) and its range of leisure and recreational activities. A range of visitor accommodation is offered throughout the suburb in the form of tourist motels/apartments, bed and breakfast stays, and home holiday rentals. There is local interest to grow and develop Sumner's tourism potential.

2.6 Pre-quake built character

The bulk, height and style of the buildings within the Village Centre is a reflection of the subdivision pattern, with many of the sites having relatively small scale developments built on them. Many buildings are built to the pavement edge and have a combination of verandas, retail windows at the ground floor and other architectural detailing. This reinforces Sumner's small scale and niche business identity. Some recent commercial development is of a larger scale and floor area, and contrasts with the general character of the Village Centre. (See Appendix 8 for a more detailed analysis of Sumner's pre-earthquake built character).

Figure 14. Verandas on Wakefield Avenue

2.7 Earthquake effects on Sumner Village Centre

Numerous buildings have been demolished or abandoned as a result of damage sustained from the earthquakes (see Figure 15 below). The earthquakes have also caused significant and continuing collapse of the cliffs to the west of the Village Centre and are now in the Port Hills Red Zone. These cliffs are visible from various locations in Sumner Village Centre. Non-residential buildings within the Port Hills Red Zone adjacent to Sumner Village Centre area had a combined gross floor space of approximately 1765 square metres.

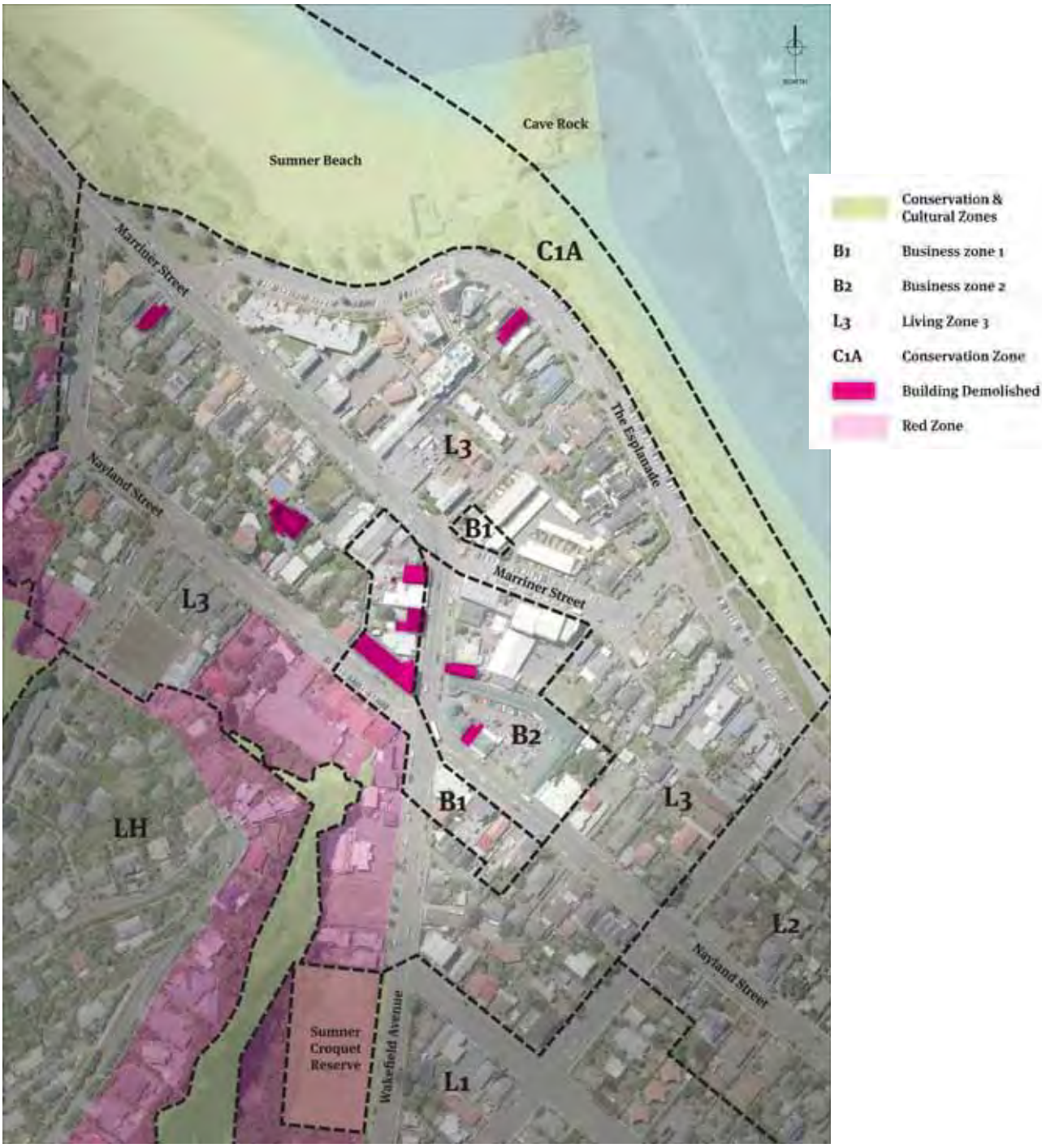


Figure 15. Demolished buildings and the Red Zone

Property damage and land instability, especially in Sumner's hill suburbs, has had a knock-on effect on Sumner's population. It is estimated that Sumner experienced a population loss of approximately 4.5 per cent in the months that followed the February 2011 earthquake (190 people). While the extent of the impact of the earthquakes on visitor frequency and/or volume to Sumner Village Centre is currently unknown, anecdotal evidence from several businesses suggest that business turnover has fallen since the earthquakes. The poor quality of the main road to Sumner, the presence of shipping containers along unstable cliff faces and the temporary closure of Evans Pass are often cited as reasons for a fall in visitors.

Immediately following the 22 February 2011 earthquake, the Sumner Community Group[7] formed. This group has facilitated community networking opportunities – which has helped build community resilience. However, the earthquakes have, and could, continue to take a toll on the health and wellbeing of individuals and families.

This Draft Master Plan seeks to protect the valued qualities of Sumner Village Centre, and ensure it is not only rebuilt, but it becomes stronger and more resilient in the face of future uncertainties.

Figure 16. The Ruptured Duck Restaurant in Sumner Village Centre post-2010 earthquake (now demolished)

Figure 17. Sumner Library (closed) and demolished shops along Wakefield Avenue, 2012

[7] The Sumner Community Group merged with the Sumner Residents Association in October 2011.

Figure 18. Sumner Museum and Community Centre, 2011

Figure 19. Cave Rock fenced off, 2012

3.0 The process to achieve the Draft Master Plan

The process for preparing this Draft Master Plan has been strongly influenced by the work and efforts of the Sumner Urban Design Group (SUDG) in conjunction with other Sumner community groups and the wider community, during 2011. The development of the master planning for this centre has followed the steps shown in the figure below:

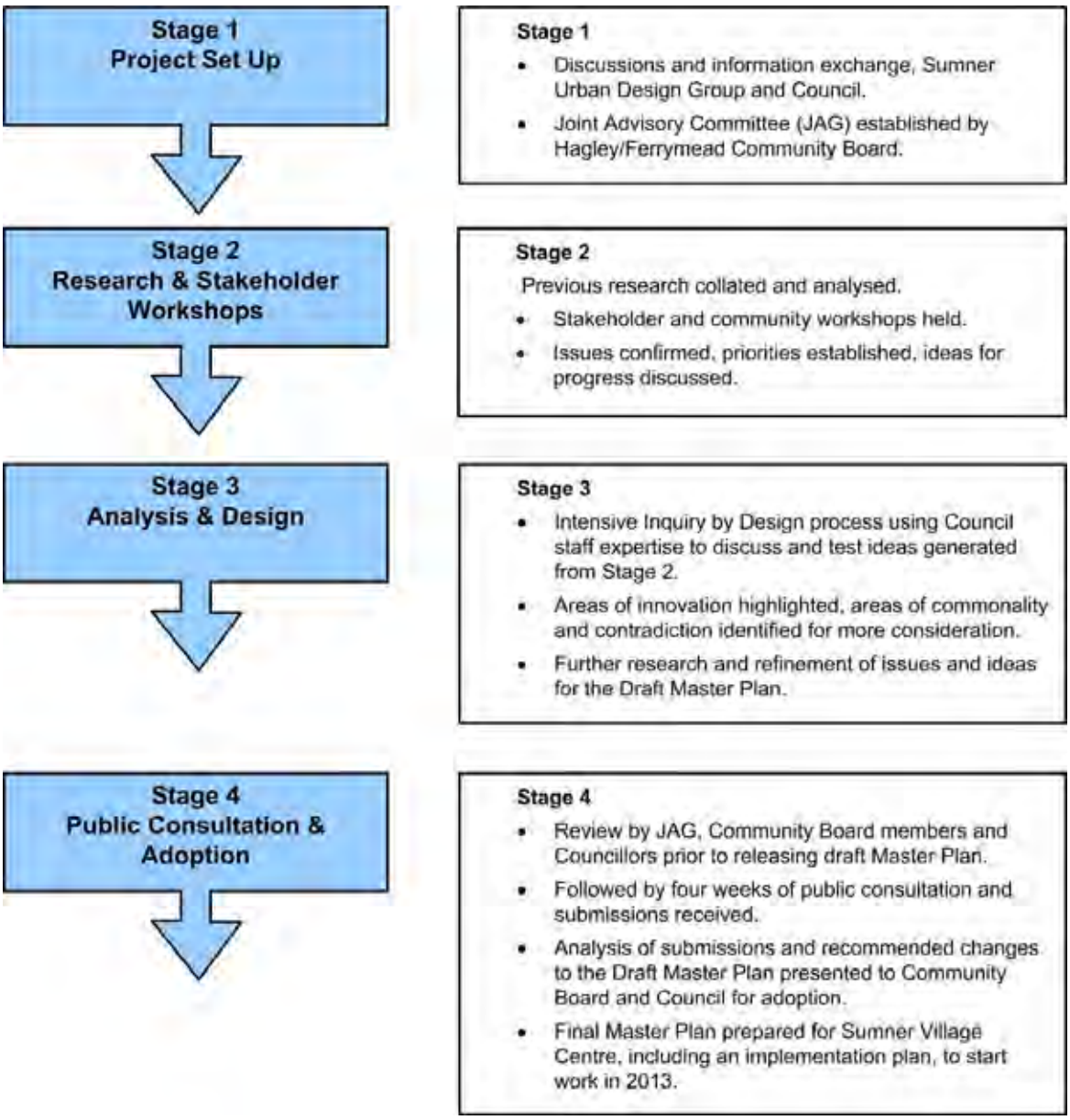


Figure 20. Master Plan Process Diagram

It is possible during Stage 4 that the Community Board and the Council may consider there is a need to conduct hearings, before adopting a final Master Plan.

3.1 Community engagement for the Draft Master Plan

As part of Stage 2, the Council held five stakeholder workshops and two public drop-in sessions over two weeks in April 2012. The purpose of these sessions was to build on the information previously collected by the Sumner Urban Design Group, to provide the

community with an opportunity to identify any concerns, aspirations and priorities facing Sumner Village Centre and to hear from people who had not participated in the 2011 Sumner Urban Design Group workshops. The sessions were attended by property and business owners, community groups, politicians, youth, residents and agency representatives, and participation exceeded 100 people.

Figures 21 and 22. Stakeholders and residents at the community meeting in April 2012

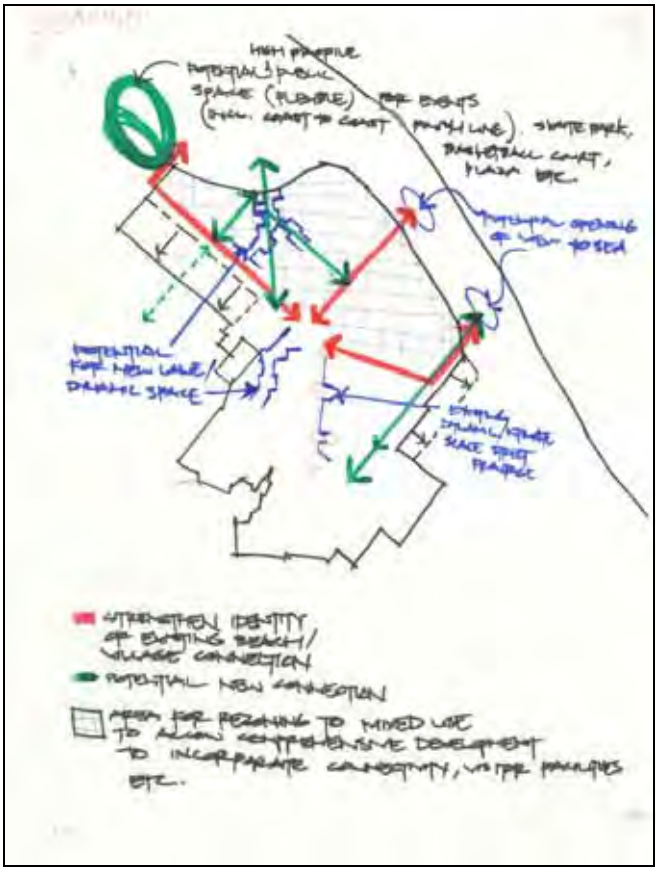


Figure 23. Early concept sketch from a stakeholder workshop

The stakeholder and community meetings have helped identify Sumner Village Centre's strengths and the challenges it is facing. These in turn, along with various technical considerations, have helped inform the preparation of a draft vision, goals and projects as part of the Draft Master Plan.

3.2 Strengths and challenges

The qualities that people like about Sumner Village Centre include:

- The Village's intimate and relaxed atmosphere, and sense of uniqueness.
- Small independent businesses and shops, and low scale buildings.
- Opportunities for entertainment, culture, learning and interaction provided by the Community Centre, Sumner Museum, library and FUSE youth café.
- The diversity and buzz that Sumner's visitors brought to Sumner Village.
- The natural beauty of the coast and hills.

Figures 23 and 24. Nayland Street shops and the Esplanade, Sumner Beach

In contrast to the positive elements of Sumner Village Centre, the qualities that people do not like include:

- Poor connection between the Village Centre and the beach.
- Appearance of certain buildings and certain landscape plantings.
- Uninspiring street environment, and a lack of street trees and public toilets.
- Lack of activities (for example, festivals and events), particularly for youth.
- Lack of formal and informal outdoor space for social interaction, and or events.

Figures 25-28. Poor quality spaces and landscape elements

In addition to these qualities, people in Sumner are concerned about the following issues:

- Pedestrian safety, and vehicle traffic speeds through the Village Centre.
- Insufficient car parking and/or car park location.
- Cycle safety, and public transport (shelters and service frequency).
- Zoning restrictions on commercial activity, and a lack of commercial office space for small businesses.
- Impact of requirements for minimum floor levels (for flood management) and the street.
- Effect of the earthquakes on:
    - road access, particularly on Evans Pass;
    - visitor perceptions of safety (i.e. shipping containers along the cliffs); and
    - the loss of community facilities.

More information about the likes, dislikes, wants, and concerns that were shared at the stakeholder workshops and public drop-in sessions, is contained in a Summary Table in Appendix 5.

3.3 Key considerations

There is a strong desire amongst the community to seize the opportunities that the rebuild offers to strengthen the Village character, improve the amenity and vibrancy and build on existing activity to ensure a strong Village Centre for the long-term. The most fundamental challenge that was identified for the preparation of this Draft Master Plan, is the poor connection between Sumner Village Centre and the beach. Addressing this challenge has, therefore, been the principle focus in preparing this Draft Master Plan.

Before describing each Draft Master Plan project, a discussion of information constraints and assumptions relevant to the Draft Master Plan follows in the next section.

Figure 29. Sumner Bay Motel and associated activity

4.0 Information constraints and assumptions

Some information that has a bearing on the contents of the Draft Master Plan is not available at this time, including:

- Future status of Evans Pass and Sumner Road;
- Future status of Sumner Community Centre and Library;
- Proposed Christchurch Coastal Pathway;
- Red Zone land; and
- Natural hazards risks.

In response to some of the knowledge gaps, certain assumptions have been made in the preparation of this Draft Master Plan. These are stated below.

4.1 Road access: Evans Pass / Sumner Road and Shag Rock Reserve

At the time of writing, Evans Pass / Sumner Road remains closed to traffic due to slope instability and rock fall risk along the route. Road access between Redcliffs and Sumner, in proximity to Shag Rock Reserve (also locally referred to as Peacock's Gallop) is also vulnerable as a result of cliff instability. Council staff are currently analysing options for the future of both roadways. The Draft Master Plan has been prepared on the following assumptions:
(1) Evans Pass will be re-opened to all vehicles in the future;
(2) pre-quake road designations for road function and road widths between Lyttelton and Sumner will continue to apply; and
(3) road access between Redcliffs and Sumner will be maintained.

4.2 Sumner Community Centre and Library

The Sumner Community Centre and Library is part of the Council's Facilities Rebuild Plan Programme (see Appendix 2 for more information). A decision around the future of these facilities will be made as part of this programme. At the time of writing, the Council's Community, Recreation and Culture Committee has approved a proposal that a Sumner Library, Museum and Community Hub should be one of 27 'significant projects' to be prioritised for funding, further investigation and, where possible, repairs or rebuilding. The top 27 list was due to go to a full Council meeting for consideration at the end of September. If elected members give the green light to this hub being one of the Council's significant projects, work will continue as a priority to determine how this might progress.

While this Draft Master Plan has been prepared on the assumption that there will be a new, Council-funded community centre and library located in Sumner, sometime in the future, it has not made the assumptions as to whether these facilities would be replaced like-for-like i.e. as the facilities were prior to the earthquakes with respect to scale and / or function.

4.3 Proposed Christchurch Coastal Pathway

The Council has approved funding for a feasibility study of a proposed Christchurch Coastal Pathway between Ferrymead and Sumner. This is to be achieved in partnership with the community based Christchurch Coastal Pathway Group. This will be followed by phase 2 of the Ferry Road / Main Road Master Plan. (See Appendix 2 for more information).

4.4 Red Zone land

During the preparation of this Draft Master Plan, CERA released decisions on many areas within the Port Hills White Zone and land within and proximate to the Sumner Village Centre was confirmed as Red Zone. At the time of writing, the full implications of the zoning decision and what the next steps might entail are unknown.

This Draft Master Plan has made the assumption that Red Zone land proximate to the Sumner Village Centre on Nayland Street may be suitable for car parking, subject to the feasibility of measures for cliff stabilisation. The contents of this Draft Master Plan may need to be reviewed if this land is unavailable or unsuitable for that proposition.

Figure 30. Containers placed for protection against rock fall along Wakefield Avenue

4.5 Natural hazard risks

As is the case for many towns and cities across New Zealand, Sumner is at risk from the effects of natural hazards, including earthquakes, slope instability, flooding, tsunami and sea-level rise (see Appendix 6 for more information). This Draft Master Plan is based on the following assumptions in respect to these natural hazard risks:

- With the exception of CERA Red Zone decisions on/adjacent to the Port Hills, the retreat of settlement areas in and around Sumner Village Centre from natural hazard risks will not take place in the foreseeable future;
- Requirements for minimum floor levels in buildings in flood prone areas of Sumner Village Centre, under the New Zealand Building Code and the Christchurch District Plan, provide adequate risk mitigation; and
- Commercial uses on the ground floor of buildings are preferable to residential uses in flood prone areas.

4.6 Implications of information constraints

Given the preparation of the Draft Master Plan has taken place against a backdrop of some uncertainty, its contents may need to be reviewed or amended in the short to medium term to keep apace with:
(a) the release of new information; and/or
(b) to remain consistent with new decisions and/or policies that are introduced by either the national or regional agencies, or by this Council.

5.0 Vision for Sumner Village Centre

Based on feedback from the community, the following vision has been developed to reflect aspirations for Sumner – how it might look and function over the next 10 to 15 years.

> ***Sumner Village Centre is renowned for its beautiful natural setting.***
>
> ***Residents and visitors love to relax in a diverse mix of eateries and bars; and to linger in its charming shops, courtyards and lanes.***
>
> ***Sumner's lifestyle, creativity, heritage, culture and community spirit, are reflected and celebrated through its buildings and landscaping.***
>
> ***Community events and festivals attract people from across the city and bring vibrancy to Sumner's Village Centre.***

Figure 31. An artist's impression of Sumner Village Centre

6.0 Goals for Sumner Village Centre

To help achieve the vision, the following goals have been prepared for Sumner Village Centre. These are based on community input, as outlined in Section 3 of this Draft Master Plan. Each goal aligns with the five themes of integrated recovery planning.

Natural environment

- A high amenity landscape is achieved within the Sumner Village Centre.
- Environmental design principles are incorporated into all aspects of the built form and the open space network.
- The identity and character of Sumner's natural environment are recognised and incorporated into the urban fabric.

Community wellbeing, culture and heritage

- Community services and facilities are provided appropriate to the scale and needs of the Sumner community.
- A range of fun, safe activities and events is available for all people to enjoy.
- A network of simple and flexible open spaces is available for people to play, gather and socialise.

Movement

- Connections between Sumner Village Centre and the beach are strengthened and enhanced.
- Walking, cycling and public transport is increasingly used by visitors and residents, to move to and around Sumner Village Centre.
- Parking arrangements are designed to add value to the amenity and economy of the Village Centre and to meet the different needs of users.
- The road from the Port to the city through Sumner Village Centre and its designation for hazardous goods and oversize vehicles is retained, recognising its importance to the regional economy and its role as a lifeline route.

Economy and business

- Further development of Sumner's charming and inviting atmosphere, with its diverse range of eateries and bars, occurs in a consolidated manner.
- The Village Centre's reputation as a relaxed, year-round boutique business and retail destination is strengthened while its general appeal to residents is retained.
- The role of recreation in supporting Sumner's economy is recognised and reinforced.
- Mixed-use development in Sumner Village Centre occurs at a sustainable rate of uptake.

Built environment

- Sumner's Village Centre is accessible for all users.
- The character and identity of the Village Centre is reinforced through positive design elements and features.
- The area's natural and cultural heritage is brought to life through interpretation and design.

Figure 32. Draft Master Plan goals

7.0 Draft Sumner Village Centre Master Plan, overall concept

P1.1	Marriner Street-west & Wakefield Avenue Enhancements	P2.3	Anchor Development
P1.2.1	The Esplanade Streetscape Enhancements	P3.1	Sumner Mall Redevelopment & Road Extension
P1.2.2	The Esplanade Road Closure	P3.2	Anchor Development
P1.2.3	The Esplanade Play Area	P4.1	Redevelopment Of Community Facilities
P1.3.1	Burgess Street Shared Space Street	P4.2	Courtyard Connections
P1.3.2	Burgess Street Viewing Platform	P4.3A	Off-Street Car Parking Provision
P1.4.1	Marriner Street Shared Space Street	P4.3B	Off-Street Car Parking Provision
P1.4.2	Marriner Street Viewing Platform	P5	Redevelopment Of The Surf Club & RSA
P2.1	Laneways & Courtyards		

Figure 33. Concept plan for the redevelopment of Sumner Village Centre

Figure 34. Concept plan perspective for the redevelopment of Sumner Village Centre

8.0 Individual projects

The Council-led 'Inquiry by Design' process (Stage 3) focused on developing projects that would respond to the concerns, ideas and aspirations of the Sumner community for the Village Centre. A range of spatial and non-spatial projects have been prepared, to address one or more of the Draft Master Plan goals identified in Section 6.

This Draft Master Plan presents six projects in response to the issues, ideas and aspirations that people have shared with the Council. The final project relates to partnering for recovery. A high degree of interaction and support is needed between projects to gain the most value from them. The seven projects are:

1. Improving the movement network and streetscape amenity (P1).
2. Creating lanes and courtyard connections (P2).
3. Supporting the community heart (P3).
4. Strengthening the retail core (P4).
5. Redeveloping the RSA and Surf Life Saving Club (P5).
6. Improving the built and natural character (P6).
7. Achieving recovery together (R)

Projects P1 to P4 and 'R' each contain a number of sub-projects.

8.1 Projects and staging

The Project Map and Staging Plan, shown in the Figure below, shows the spatial projects (P1-P5) and provides a general overview of the potential sequencing of projects.

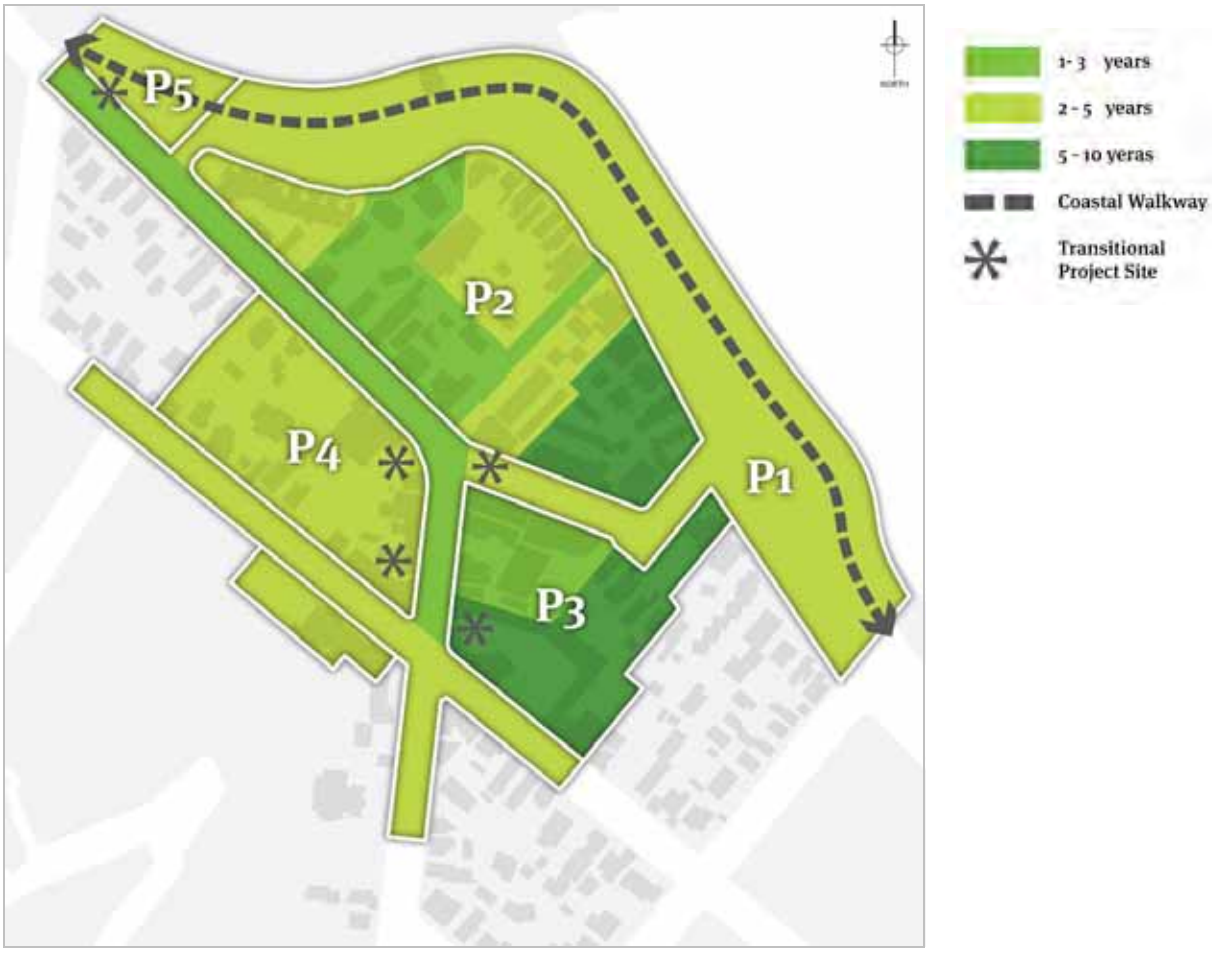


Figure 35. Project staging plan

The Implementation Table contained in Section 9.4 provides further detail about project staging.

8.2 Project principles and rationale

All of the project concepts are based on a set of generic or site-specific principles, with a design rationale. The generic principles are:

- Collaboration between the Council, property owners, the Sumner Business Association and / or other stakeholders;
- Creating a stronger visual and physical connection between the Village Centre and the beach;
- Improving the amenity, character and identity of Sumner Village Centre;
- Improving the walk-ability of Sumner Village Centre;
- Improving sustainable transport links to ensure Sumner's accessibility to all users, and community resilience;
- Retention of property access;
- Retention of on-street car parking;
- Retention of existing buildings, subject to building safety and the results of Detailed Engineering Evaluations;
- Opportunities for open space, for a range of activities;
- Opportunities for art in public places; and

- Enabling sustainable commercial growth, through a gradual increase in mixed-use development[8].

The overall rationale for the Draft Master Plan projects and concepts is explained in the figure below.

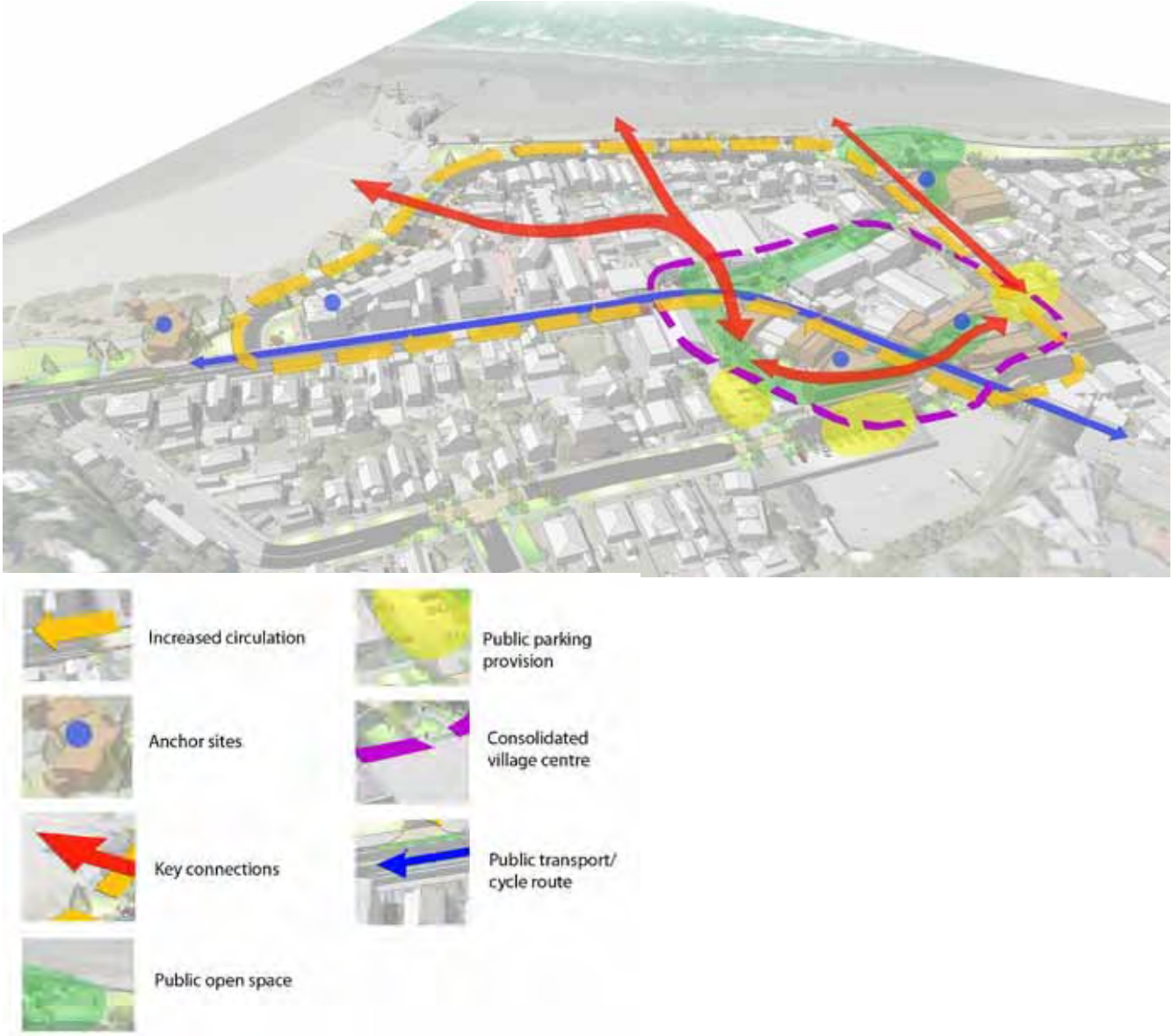


Figure 36. Rationale for Draft Master Plan projects and concepts

The options presented in the next section of the Draft Master Plan, are concepts only. They have been developed by Council staff to provide the property and business owners, and the wider community, with ideas and a starting point for discussion.

[8] In the context of this Draft Master Plan, mixed-use development is ideally comprised of ground floor commercial uses for retail and/or hospitality purposes, and above ground residential uses. Provision for some small scale above-ground office activity may also be appropriate within Sumner Village Centre.

Project 1: Improving the movement network and streetscape amenity (P1)

The project responds to local aspirations for improvements to the function, safety, connectivity, quality and amenity of the street and movement network. The project involves four key areas over two implementation stages / timings as follows:

- Marriner Street-west and Wakefield Avenue (P1.1).
- The Esplanade (P1.2).
- Burgess Street (P1.3).
- Marriner Street-east (P1.4).

P1.1 Marriner Street -west and Wakefield Avenue enhancements

Site description

The main street in Sumner, Marriner Street-west / Wakefield Avenue, is classified as a minor arterial route in the Christchurch District Plan, and designated as a New Zealand Transport Authority (NZTA) over-dimension route and a dangerous goods route through Evans Pass to the Port of Lyttelton. This status influences the potential range of streetscape improvements that can be developed, as minimum dimensions for the street corridor must be maintained. However, the street also provides one of the key public spaces within the Village Centre, and is the primary retail street. The quality and amenity of the street environment is relatively low, with emphasis on traffic movement rather than the street as a place for people.

Figures 37 and 37. The low quality and amenity of the Sumner street environment

Project description

The purpose of this project is to create a more pedestrian friendly main street environment, without restricting private vehicle or public transport access. It provides for design changes that slow traffic and signal to drivers that they are entering a pedestrian and cycle friendly zone. While continuing to provide for separation between different road users, the boundaries between these spaces will be softened through the continuity of paving material and narrowing of the street at key locations – to provide a more coherent and human scaled environment. In addition, more space is provided for tree and amenity planting, for sheltered seating areas and meeting spaces.

The scheme for Marriner Street-west / Wakefield Avenue incorporates the following actions:

- Footpath widening, particularly on the sunny side of the street, and improved street lighting;
- Relocation of bus stops to improve the public space around the intersections of Burgess Street and Marriner Street -east;
- Street paving, highlighting gateways and the Village Centre;
- Installation of cycle lanes to better connect existing on-road lanes, and to improve cycle access to the Port Hills;
- Cycle parking that is easily accessible and visible from the street;
- Prioritised on-street parking for mobility impaired and short-term shopper parking / on-street loading;
- Removal of unnecessary street furniture to reduce clutter, including the rationalisation of rubbish bins;
- Installation of signage within the Village Centre to improve way finding; and
- Integration of public art with new street furniture.

Figure 39. Perspective of Sumner Village Centre looking east towards Marriner Street

Two options are proposed for the paving treatment through the Village Centre, on Wakefield Avenue:

- Option 1 limits the extent of paving to around the intersection with Marriner and Burgess streets - identifying the key movement and activity area through the Village to the beach.
- Option 2, the more expensive of the two options, extends the paving to create a slow core right through the Village Centre.

The Council will be consulting on people's preferred paving option. The options are illustrated in Figures 41 and 42 below.

Figure 40. Option 1 – plan view for the design of Marriner Street / Wakefield Avenue

Figure 41. Option 2 – plan view for the design of Marriner Street / Wakefield Avenue with increased extent of paved area

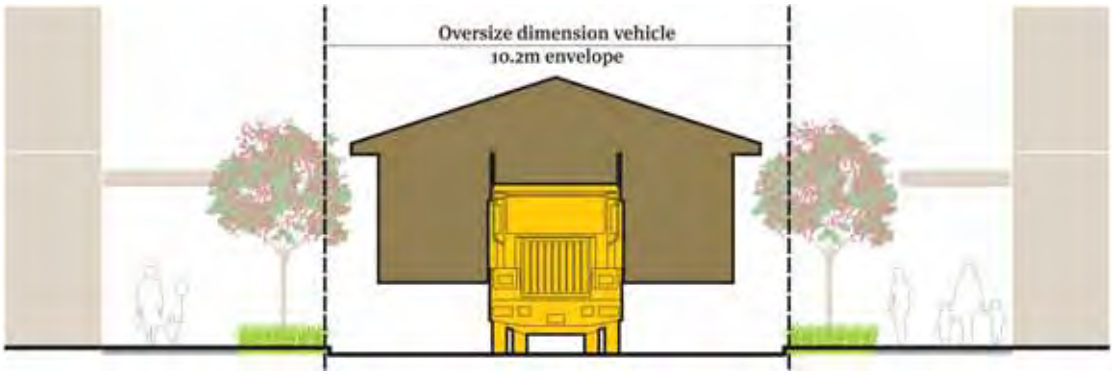


Figure 42. Wakefield Avenue / Marriner Street over dimension route with proposed street landscaping

Rationale

Marriner Street-west / Wakefield Avenue has the potential to become a more attractive and welcoming feature, that builds on the character of Sumner and encourages people to stop and linger. In addition, it is the key connection between all of the smaller streets and lanes that access the Village Centre and the beach. The potential limitations of the dangerous goods and over dimension route can be overcome through a considered design approach, to provide for an increased level of amenity throughout the Village Centre.

The re-routing of heavy goods traffic from Wakefield Avenue onto Nayland Street was evaluated during the preparation of this Draft Master Plan, but set aside because of the following factors:

- The negative effects of re-routing trucks and heavy vehicles along a residential street, including potential adverse effects of noise, dust, vibration and safety;
- The need for wide vehicle sweep paths, and the effect of wider kerb radii on pedestrian crossing points; and
- Truck waiting times at intersections, with respect to road-user safety and economic efficiency.

Principles

In addition to the generic principles identified in Section 8.3, this project has been guided by the following principles:

- Improving public space around intersections;
- Improving cycle safety and cycle infrastructure;
- Improving public transport infrastructure
- Improving accessibility for mobility impaired and short-term shopper parking demand;
- De-clutter the streetscape through rationalisation of street furniture; and
- Improving way finding through better signage.

Figure 43. Existing poor quality bus facilities

Next Steps:

1. Secure funding through the Council's Long Term Plan.
2. Finalise road layout and design including details of street furniture, signage, cycle lane position, cycle parking and public seating.
3. Work with stakeholders over public transport infrastructure improvements and repositioning of the bus stop at Wakefield Avenue / Marriner Street intersection.
4. Undertake public consultation.
5. Undertake construction.

P1.2 The Esplanade

Site description

The Esplanade is the key visitor route in Sumner, providing access to the beach and a significant amount of on-street parking. The beach and sea wall, including large areas of Esplanade reserve, abut the north eastern edge of the street. The south western side of the street has a predominance of residential activity from apartments to standalone housing. Planting throughout the area is mixed, but has a distinct coastal feel derived from the tree species and amenity planting. Cave Rock / Tuawera, war memorial lamp stands, and Norfolk Island Pines are located on or adjacent to the Esplanade, and are protected objects in the District Plan.

Figures 44 and 45. The corner of the Esplanade / Marriner Street-west, and a section of the sea wall at the Esplanade

Project description

This project is comprised of three sub-projects, as follows:

- Esplanade streetscape enhancements (P1.2.1).
- Closing off the Esplanade between Marriner Street-east and Stoke Street (P1.2.2).
- Open space enhancements and play area (P1.2.3).

P1.2.1 Esplanade streetscape enhancements

This sub-project is for the redesign of the Esplanade to provide a higher level of amenity, better pedestrian facilities, opportunities to create a stronger connection between the street and adjacent land use activities, while retaining a generous amount of on-street parking which is especially important for high summertime demand.

Figure 46. An artist's impression of the Esplanade looking south-east towards Sumner Village Centre

P1.2.2 Closing off the Esplanade between Marriner Street-east and Stoke Streets

This sub-project involves the creation of a series of courtyard-style parking areas, through road narrowing and by closing off the Esplanade between Marriner Street-east and Stoke Street, to create a cul de sac. This configuration is designed to draw visitor traffic through the Village Centre. The remainder of the Esplanade is accessible via Nayland and Stoke streets.

Figure 47. Perspective of courtyard style parking areas with the Esplanade road closure, looking towards Cave Rock and showing a new play area (pink)

P1.2.3 Open space enhancements and play area

This sub-project involves the creation of additional public open space, that results from the redesign of the Esplanade in conjunction with a proposed Christchurch Coastal Pathway. A variety of activities could be investigated alongside this sub-project, including opportunity for a highly visible and accessible play area (for example, skate park or public art project) on the Village side of the sea wall.

Rationale

Over the years, improvements have been made to the Esplanade to increase the amenity and sense of connection to the beach. However, the emphasis has remained on the Esplanade as a vehicle route and for car parking. The intention of this project is to provide for a better balance of pedestrian access, open space and coastal amenity, while still providing for vehicle parking and access for both visitors and residents. It is also intended to support opportunities (economic, recreational and social) that may arise should the proposed Christchurch Coastal Pathway be approved for further funding and detailed design.

With respect to the Esplanade a range of options were considered to even further increase pedestrian access, open space and coastal amenity. However, emphasis had been placed on the need to retain an adequate amount of on-street parking. The limited alternate sites and spaces available within the Village Centre for car parking, combined with the prohibitive cost of establishing a car park building, resulted in the retention of some on-street parking along the Esplanade.

Principles

In addition to the generic principles identified in section 8.3, this project has been guided by the following principles:

- Opportunity to connect to the proposed Christchurch Coastal Pathway, if further funding is approved; and
- Redirection of traffic through the Village Centre.

Next steps:

1. Dependent upon feasibility studies and funding of the proposed Christchurch Coastal Pathway, identify opportunities for project integration.
2. Secure funding thorough the Council's Long Term Plan.
3. Further develop the concepts for the road layout and design, and opportunities for recreational activities and open space.
4. Finalise the road layout and design.
5. Undertake public consultation.
6. Undertake construction.

P1.3: Burgess Street concept

Site description

Burgess Street is a narrow, predominantly residential street that is the most direct visual and physical connection between the Village Centre and the beach. Commercial activity is present on the east side of Burgess Street at its intersection with Marriner Street west, attracting social activity. The ground floor of the premise on the opposite corner of Burgess Street is currently vacant. The street has a relatively low level of amenity, but there are significant opportunities for improvement.

Figure 48. Burgess Street looking south

Project description

There are two sub-projects for Burgess Street as follows:

- Shared space street (P1.3.1).
- Viewing platform (P1.3.2).

P1.3.1 Shared space street

It is proposed that Burgess Street provides flexible, shared spaces that allow for all forms of traffic movement in a slow speed environment[9]. The project would involve the redesign the street as a single shared space with no separation between vehicles and pedestrians to emphasise the visual and physical connection from the Village Centre to the Esplanade and the sea. Landscaping will enhance streetscape amenity.

Figure 49. An artist's impression of Burgess Street shared space, looking towards the beach

[9] In shared space streets kerbs, traffic signs and road surface markings are removed to create ambiguity over who has right of way, encouraging drivers to reduce their speeds.

Figure 50. Perspective of the Burgess Street concept, between Marriner Street and the Esplanade

P1.3.2 Viewing platform

Physical and visual connections between the Village Centre and the beach via Burgess Street would greatly be enhanced by viewing platforms as shown the figure below. The platform has potential has informal meeting or gathering points, and / or other uses such as performance space for buskers.

Figure 51. An artist's impression of the viewing platform incorporating the sea wall at the end of Burgess and Marriner streets

P1.4 Marriner Street-east concept

Site description

In contrast with Burgess Street, Marriner Street-east is a very wide, vehicle dominated street with a mix of land use activity at its edges. A popular cafe is located on the south side of the street approximately mid-block, and attracts social activity. As is the case with Burgess Street, Marriner Street-east has a relatively low level of amenity, but presents significant opportunities for improvement.

Figure 52. Marriner Street looking east

Project description

This project has two sub-projects:

- Shared space street and weekend street market (P1.4.1)
- Viewing platform (P1.4.2)

P1.4.1 Shared space street and weekend street market

As for Burgess Street, it is proposed that Marriner Street-east provides flexible, shared spaces that allow for all forms of traffic movement in a slow speed environment. The project would involve a comprehensive redesign that transforms the street into a large, flexible courtyard space. Two-way traffic and parking on the north side of the street would be retained, allowing for a wider space on the south side of the street for spill-over from adjacent cafes and for pedestrian use. The introduction of street trees, rain gardens[10], landscaped areas and opportunities for performance space would further enhance the space, and help create a slow speed traffic environment.

Shared space streets retain the use of these streets as movement corridors while allowing for more use of the space for other purposes, such as a weekend market space. Low impact urban design measures, such as permeable paving and rain gardens, can be used to introduce sustainability features into the urban fabric and to increase Sumner's environmental values.

[10] Rain gardens improve water quality by intercepting storm water runoff, slowing the rate of runoff, reducing its volume, and filtering pollutants through soils and plants.

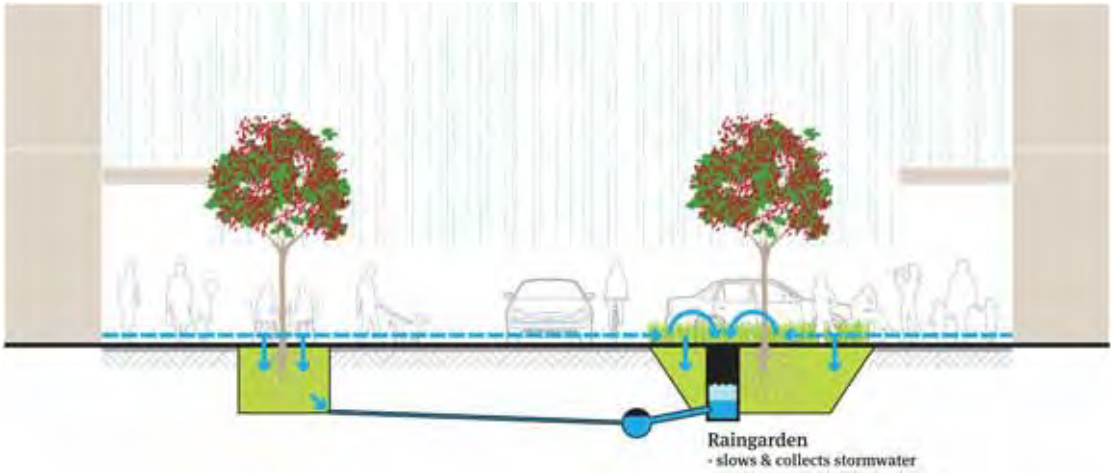


Figure 53. Rain garden cross section

Figure 54. Perspective of Marriner Street looking west

Figure 55. Cross section of Marriner Street a) open to vehicles; and b) market day

P1.4.2 Viewing platform

As for Burgess Street, physical and visual connections between the Village Centre and the beach would greatly be enhanced on Marriner Street-east with the installation of viewing platforms at the seawall (see Figure 52). These platforms have good potential for other uses such as performance space for buskers and / or informal meeting points for social interaction.

Rationale

While Sumner, as a whole, offers a wide range of open space opportunities, they are more limited within the Village Centre. The street space within the Centre is generally underutilised while small spaces, such as the corner of Marriner Street and Wakefield Avenue, are of relatively low amenity. There is a significant opportunity to improve the quality and versatility of these spaces, and subsequently the range of activities that can take place in them, while keeping them open for vehicle movement. In addition to developing better quality spaces, there is great opportunity to increase the vitality and activity at the edges of these spaces (for example, through a mix of commercial and residential activities), which would potentially strengthen Sumner's economic and social base.

Principles

In addition to the generic principles identified in section 8.3, this project has been guided by the following principles:

- Use of low impact urban design measures to give expression to sustainability values; and
- In the case of Marriner Street-east, creating opportunities for new developments on anchor sites.

Next steps:

1. Secure funding thorough the Council's Long Term Plan.
2. Further develop the concepts for road layout and design for Burgess and Marriner Street based on Project Staging plan (see Figure 36).
3. Finalise road layout and design.
4. Undertake public consultation.
5. Undertake construction.

Project 2: Creating lanes and courtyard connections (P2)

The project responds to local aspirations for stronger connections between the Village Centre and the beach, for intimate and intriguing spaces that reflect Sumner's charming character, and opportunities for more mixed-use development to increase Sumner's appeal to visitors.

Site description

With extensive street frontage onto the Esplanade and overlooking the beach, these two, predominantly residential blocks, are highly inconsistent in terms of the built form, access arrangements, building density and quality. Small private lanes, rights of way, parking areas, informal and underutilised spaces are scattered throughout the blocks. Great potential exists to connect these spaces (formally or informally) to create a network of intimate lanes and courtyards.

Adjacent to Marriner Street-west, leading into Sumner Village from the City, the blocks have a more commercial flavour, with a range of hospitality and convenience retail activities in amongst the residential units (for example, the Thirsty Marriner and Joe's Garage). A number of these activities are not currently operating due to earthquake damage (for example, Sumner Night and Day, Sumner Seafoods and Deli-licious Cafe). These activities provide an entry point into the blocks, leading to the spaces within, and on through to the Esplanade.

Figures 56 and 57. Existing pedestrian and vehicle access provide opportunities to develop within the blocks

Project description

The following three sub-projects are included in this project area:

- Laneways and courtyards (P2.1)
- Mixed-use development for new commercial opportunities (P2.2)
- Anchor development at the Esplanade and Marriner Street-west intersection (P2.3)

P2.1 Laneways and courtyards

This sub-project focuses on developing better connections between Sumner Village Centre and the beach, through two, predominantly residential, blocks adjacent to the Esplanade and separated by Burgess Street. The project identifies existing opportunities, utilising predominantly private space for reconnection and improvement through the use of private lanes, walkways and courtyard areas. While both blocks have opportunities for improved internal connections, the block west of Burgess Street is a higher priority.

Figures 58. Plan view of potential lanes and courtyard spaces (pink)

P2.2 Mixed-use development for new commercial opportunities

Mixed-use development[11] at the edges of the lanes and courtyards, established through a change to the District Plan, would (a) further support their success in connecting the Village Centre to the beach; (b) enliven internal spaces; (c) improve natural surveillance; (d) present new opportunities for commercial development; and (e) create a point of difference to attract visitors.

To an extent, ground floor commercial uses are a more suitable activity (than residential uses) for areas prone to flooding as is the case for areas within Sumner Village Centre. The commercial analysis prepared for Sumner Village Centre supports some incremental commercial growth through mixed-use development, subject to the requirements of the District Plan (for more information see Appendix 4). Introducing opportunities for mixed-use development in this part of Sumner Village Centre would require a change to the District Plan.

[11] For instance, buildings with retail on the ground floor and commercial/residential above.

Figure 59. An artist's impression into the block from the Esplanade looking east

P2.3 Anchor development at the Esplanade and Marriner Street-west intersection

The Cave Rock Apartments at 11 Marriner Street, at the intersection of the Esplanade, are a significant gateway and landmark site for Sumner Village Centre. The apartments which front the Esplanade is currently being demolished. The site's redevelopment provides an exciting opportunity to activate the corner of Esplanade-Marriner Street-west with a vibrant commercial activity (for example, a hospitality or retail business). As the land-use zoning is currently for residential uses, this sub-project could be established either by a zoning change in the District Plan, or by way of a resource consent.

Figure 60. An artist's impression the corner of Marriner Street-east and the Esplanade

Rationale

The improved connections, both visual and physical, are intended to create an environment that encourages more pedestrian movement, greater use of the Village Centre by visitors and creates interesting and versatile spaces for people to linger in. The project also identifies an opportunity to increase mixed-use development associated with these connections, through a District Plan change. Given Sumner's economic profile and Christchurch's wider commercial context, these opportunities would need to be incremental and take place over time, so that any conversion of residential zoning for mixed-use development occurred at an appropriate pace.

The proposed pedestrian lanes are located where they will be well-connected and will be designed in line with Crime Prevention through Environmental Design (CPTED) principles[12], for the safety of people and property. Artwork would also help enliven and create interest in these spaces.

Figure 61. An artist's impression of a courtyard concept

Principles

In addition to the generic principles identified in section 8.3, this project has been guided by the following principles:

[12] Crime Prevention Through Environmental Design is a multi-disciplinary approach which uses features and elements in the built environment to reduce or deter criminal activity.

- Creation of intriguing and vibrant new spaces to enhance the character and amenity of Sumner Village Centre;
- Incorporation of CPTED principles; and
- Creation of a gateway project that captures the character and identity of Sumner.

Next steps

1. Investigate nature and extent of current mixed-use activity along existing private lanes, walkways and courtyard areas.
2. Organise meetings with property owners to work through concepts, options and staging.
3. Investigate issues associated with a District Plan change for mixed-use zoning within the block and, if suitable, initiate a Plan Change.
4. Finalise the zoning, the concept and staging, and details of any public-private partnerships that may be necessary.
5. Undertake construction.

Project 3: Strengthening the retail core (P3)

The project responds to local aspirations for open space amenity, new commercial opportunities, better connections between the Village Centre and the beach and increased visitor spending. This is intended as a longer term project, as the economic viability and redevelopment potential of the area increases.

Site descriptions

The block contains a mix of single storey retail activities and services that are well utilised by the community. There are multiple landowners and variations in land parcel size. For the most part, businesses within the block have continued to operate. One commercial building within the block has been demolished as a result of earthquake damage and another premises remains closed.

Work undertaken by the Sumner Urban Design Group supported the redevelopment of this block to better complement the activities and use of the Village Centre for residents and visitors. The existing block layout has resulted in a series of underutilised, low amenity spaces dominated by car parking and business service areas. This area of the Village Centre is widely recognised within the Sumner community as in need of improvement.

Figures 62 and 63. Well utilised but low amenity spaces within Sumner Mall

Description of the project

The following three sub-projects are included in this project area:

- Comprehensive redevelopment of Sumner Mall for new road extension (P3.1).
- Anchor development the Esplanade and Marriner Street-east corner (P3.2).

P3.1 Comprehensive redevelopment of Sumner Mall for new road extension

The proposals for this sub-project draw on the existing qualities of the Village Centre that the Sumner community values, such as the quirky informal open spaces, accessible car parking and convenience shopping; and identify opportunities to strengthen these values. They also address other, longer term objectives such as increasing the connection between

the Village Centre and the sea. This is intended as a longer term project, as economic viability and redevelopment opportunities with the Village Centre increase.

The sub-project involves a comprehensive redevelopment of the Sumner Mall shopping area, containing the supermarket, pharmacy, fish and chip shop, various restaurants, retailers and others. The project includes the redesign and extension of Marriner Street-east from the Esplanade through to Nayland Street. This would entail the removal and relocation of several existing buildings, including the supermarket and the former Montessori Pre-School. It may be more practical for this to occur when the buildings come to the end of their life span.

The purpose of this project is to create a stronger physical and visual connection between the beach and the Village Centre. This connection has the potential to draw more visitors from the beach towards the Village Centre and bring significant benefits to Sumner businesses, especially Sumner Mall. The reconfiguration of buildings on the site could result in an overall increase to the Mall's gross floorspace (including the supermarket).

Figure 64. An artist's impression looking through Sumner Mall to Marriner Street

P3.2 Anchor development the Esplanade and Marriner Street-east corner

The redevelopment of Sumner Mall and a new road extension would be associated with the redevelopment of 58 Esplanade; an important site for connecting the beach with the Village Centre. This sub-project involves the establishment of mixed-use development on this site so that a lively ground floor activity (for example, hospitality or retail use) could be established in association with above-ground floor residential uses. The project would optimise the concept of the road extension through the Sumner Mall site (P3.1), and would be an activity anchor for the redevelopment of Marriner Street-east for more versatile and vibrant uses (P1.4).

Figure 65. Concept for an anchor development at Marriner Street-east / Esplanade corner

Rationale

A comprehensive redevelopment of the block would enable the rationalisation of commercial floor area and car parking; and increase opportunities for social interaction by improving the overall amenity of the block. On-site car parking would be rationalised into more distinct areas, allowing the remaining space to be utilised for more functional and engaging spaces for people (with appropriate seating, landscaping and lighting) to be created.

Improved visual and physical connections between the block and other parts of the Village Centre would further reinforce the commercial opportunity of the block and draw more visitors from the Esplanade towards the Village Centre, especially Sumner Mall. Seating, landscaping and lighting combined with intensification of commercial uses, will help create a more identifiable character and pleasant atmosphere for the Village Centre.

In conjunction with mixed-use development opportunities along Marriner Street – which would be redesigned to incorporate more formalised car parking and landscaping – the connection to the beach would be strengthened and the overall quality of the local environment enhanced.

Principles

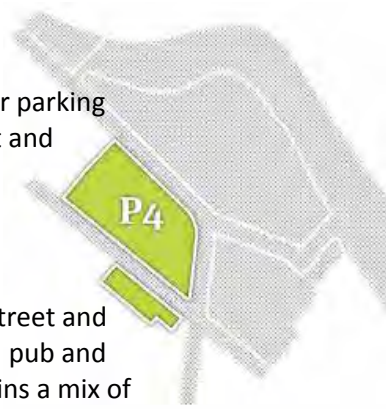
In addition to the generic principles identified in section 8.3, this project has been guided by the following principles:

- Comprehensive redevelopment of buildings and increased built density;
- Creating additional commercial opportunities, and associated spending by Sumner's visitors;
- Maintaining a strong street frontage through the scale and location of buildings; and
- Reducing the visual dominance of existing off-street car parking by reorganising car parking areas.

Next steps

1. Organise meetings with property owners to work through the concept and options.
2. Work through the potential staging and associated issues including potential changes to the District Plan.
3. Finalise the concept and staging.
4. Secure funding through the Council's Long Term Plan to purchase of land for new road.
5. Initiate legal processes for the construction of a new road.
6. Undertake consultation, detailed design and construction.

Project 4: Supporting the heart of Sumner community (P4)



The project responds to local aspirations for community facilities, open space, car parking and the commercial advantages associated with improved pedestrian movement and connections.

Site description

The heart of the project area is the block bounded by Nayland Street, Marriner Street and Wakefield Avenue, but it also stretches south to incorporate part of 'The Marine' pub and backpackers site and adjacent Red Zoned residential property. The 'heart' contains a mix of retail, community and service activities bounded by residential properties to the west. Much of the southern block, bounded by Nayland Street and Wakefield Avenue – 'The Marine' site - has a highly uncertain future due to cliff collapse and rockfall.

Several commercial buildings within the block have been demolished. The Council-owned Sumner Library building remains closed pending a Council decision on its demolition or repair (this building is in the Council's Facilities Rebuild Plan Programme). Prior to the earthquakes, all of the buildings within the business zoned land directly fronted the street and contained small scale activities with narrow plot widths. This helped to create a very human scaled street.

Figures 66 and 67. The site of the demolished Community Centre / Museum and the Marine, still standing but within the CERA Red Zone

Description of the project

Three sub-projects are associated with Project 4:

- Redevelopment of community facilities (P4.1).
- Open space enhancements and courtyard connections (P4.2).
- Off-street car parking provision (P4.3A and P4.3B).

P4.1 Redevelopment of community facilities

The loss or closure of community facilities in Sumner Village Centre has been a significant blow to the Sumner community, who are now without a Community Centre, Museum and Library. Future decision making about all earthquake damaged community facilities will be

made as part of the Council's Facilities Rebuild Plan (see Appendix 3 for more information). However, the locational needs of these facilities have been assessed against the opportunities within the Village Centre now, and in the future, and the current site is considered well suited to community-oriented uses in terms of this Draft Master Plan.

Figure 68. High level concept sketch for a possible new multi-level, multi-function community facility

P4.2 Open space enhancements and courtyard connections

In association with the redevelopment of community facilities, there are opportunities for more open space and sunny courtyard areas at the rear of commercial buildings along Wakefield Avenue. These spaces uses would be well suited for activities which can spill-out into courtyard areas such as hospitality uses (for examples, cafes, restaurants and bars). Improved open space connections, with clear sightlines at the Wakefield Avenue / Marriner / Burgess street intersection, will reinforce the connection between the Village Centre and the beach especially if the project is associated with increased car parking provision (described in P4.3 below).

P4.3A and P4.3B Off-street car parking provision

The success of Project 4, and the Draft Master Plan in its entirety, would be well supported by increased car parking provision within the Village Centre, without imposing upon the Centre. To achieve this, two off-street car parking areas have been proposed on residential zoned land at numbers 33 and 35 Nayland Street, and at number 26 Nayland Street ('The Marine Bar and Backpackers' site). For the purposes of the submission process, these sites are referenced 'P4.3A' and 'P4.3B' respectively.

Numbers 33 and 35 Nayland Street (P4.3A) are particularly ideal for off-street car parking as the concept does not entail the removal of any buildings. In contrast, 'The Marine' site (P4.3B) has a highly uncertain future due to its CERA Red Zone status. However, if appropriate rockfall protection is in place, there may be long-term potential to use part of the site to meet parking needs for the Village Centre. Further investigation is needed to confirm whether or not this is a possible solution for 'The Marine' site.

Figure 69. Perspective of new buildings, open space areas / courtyards and off-street car parking areas on Nayland Street, looking east

Rationale

The work of Sumner Urban Design Group, and feedback from the community consultation, highlighted the importance of re-establishing community activities within the Village Centre. The locational needs of such a facility were assessed against the opportunities within the Village Centre now, and in the future. As such, the current location is considered appropriate both as a landmark site, land-use anchor and community focal point – especially if a number of other related projects are able to be delivered. These include additional car parking, sufficient land area for pedestrian access ramps, better connections to the remainder of the Village Centre and the potential for associated outdoor space.

In addition, there is opportunity to rationalise the available space on surrounding west facing areas at the rear of buildings along Wakefield Avenue sites. This would provide an overall positive benefit to the block in terms of amenity, car parking and useable open space. This opportunity was also identified by the Sumner Urban Design Group. The additional car parking is considered an important incentive for visitors, providing them with the opportunity to park and then meander through the Village Centre to the beach, and is also expected to better support the economic success of the Village Centre.

Principles

In addition to the generic principles identified in section 8.3, this project has been guided by the following principles:

- Potential establishment of temporary and / or permanent community facilities to anchor the heart of the Village Centre to the beach[13];
- Recognition of hazards, while addressing the potential for reuse of space with appropriate risk assessment and mitigation;
- Opportunities to provide and improve access to off-street car parking;

[13] Any decisions will be made under the Council's Facilities Rebuild Plan.

- Improved pedestrian connections within the block, and improved character and amenity alongside new open spaces; and
- A scale and location of buildings to maintain a strong street frontage.

Next steps

1. Council officers to work through possible concepts and options for community facilities, followed by meetings with community stakeholders.
2. Secure funding through the Council's Long Term Plan.
3. Undertake public consultation on concepts and options for community facilities, design and construct.
4. Organise a meeting with CERA in relation to the use of 'The Marine' site, and adjacent residential sites, for off-street car parking.
5. Investigate rockfall protection risk, mitigation and feasibility. If appropriate, secure funding, design and construct.
6. Organise meetings with private property owners to work through concepts and options for off-street parking area and courtyard spaces.
7. Finalise concepts and staging, and any public-private partnerships that are necessary.

Project 5: Redevelopment of the Sumner Surf Club and RSA (P5)

The project is designed to address community aspirations for a vibrant Esplanade / Village gateway, alongside the provision of facilities for two community organisations affected by the earthquakes.

Site description

The proposed site encompasses legal road reserve and a conservation zone at the entry point to Sumner Village Centre and adjacent to the Marriner Street / Esplanade intersection. At this point, the footpath is fringed with notable Norfolk Island pines and war memorial lamp stands which are protected by the District Plan. A depression in the dune area on the conservation land provides a change in level from the footpath to the beach; this area could accommodate a boat storage area, with minimal visual impact.

Figure 70 and 71. Conservation zone adjacent to the beach, and road reserve on the Marriner / Esplanade corner

Project description

The Sumner-Redcliffs RSA and the Sumner Surf Life Saving Club buildings have both been damaged as a result of the earthquakes. This project involves the investigation of a combined RSA and Surf Club, together with a number of other potential additional functions. These might include an information centre, public toilets and cafe. The very preliminary design concept proposes two separate buildings connected by a first floor deck over the proposed Christchurch Coastal Pathway, or the footpath.

The beachside building would contain the Surf Club, with a basement level accessing the beach for the rescue boats and equipment. The street-side building would house the RSA / restaurant on the first floor with public facilities and information centre / cafe below.

While the proposed building could be positioned away from the protected Norfolk Island Pines, one or more of the protected war memorial lamp stands may be impacted by this proposal.

Figure 72. Concept for a split level RSA / Surf Club building, over the footpath

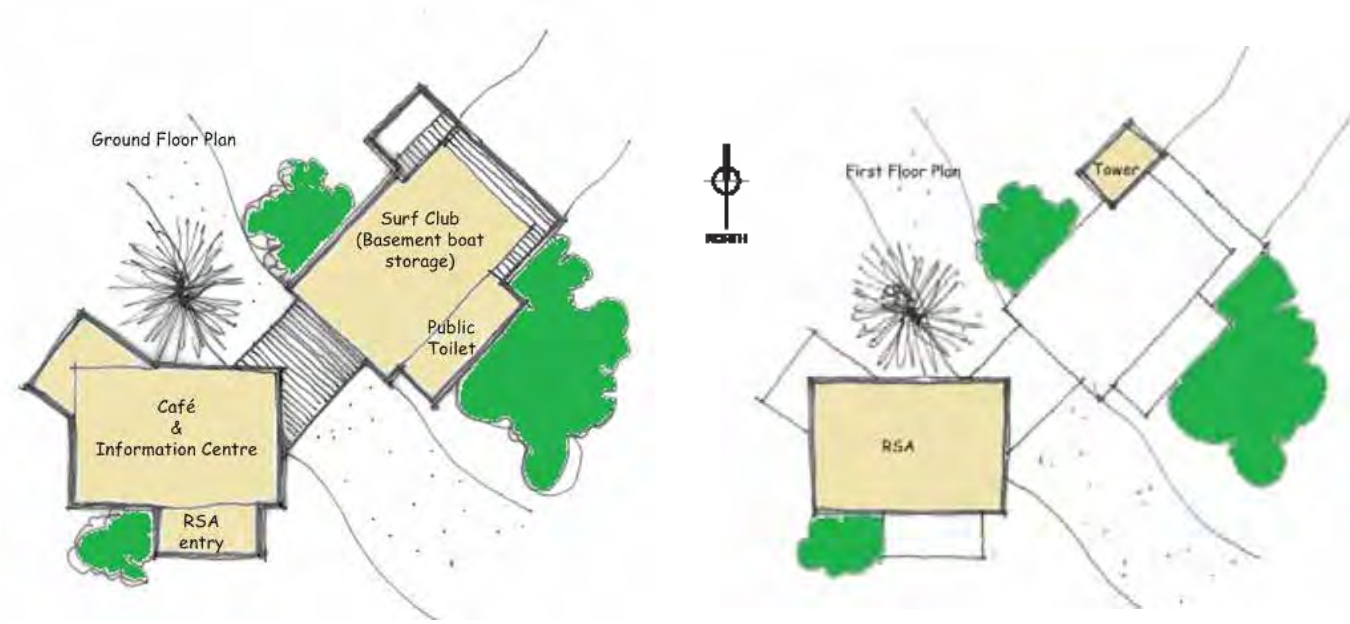


Figure 73. Floor plan concept

Rationale

The concept of a combined Surf Club and RSA has been discussed with the community at public drop-in sessions and in meetings between affected parties and the Council. The concept originated from a development formula that is operating successfully, elsewhere in Australasia where public services are co-located. Both the Surf Club and the RSA are considered to be public services, particularly if the latter enables public dining or the public use of the facilities.

Co-locating the two facilities allows for a shared, and more efficient, use of resources. It also offers a more community focused facility in conjunction with providing a gateway project to Sumner Village Centre. From a recreational perspective, particularly in combination with a proposed Coastal Pathway initiative, a multi-use facility would add significant value to people using the area for recreational / leisure purposes. With a sensitive design approach, the visual effects on the beach could, largely, be mitigated.

This concept has been prepared on the basis that both organisations agree, and are capable of taking up this development opportunity. Should one of those parties, for whatever reason, choose not to proceed with this opportunity, the concept rationale no longer applies and the project may be removed from the Master Plan.

Principles

In addition to the generic principles identified in section 8.3, this project has been guided by the following principles:

- Creation of a gateway project that captures the character and identity of Sumner;
- Social benefits associated with the co-location of the RSA-Surf Life Saving Club (for example, interaction between age groups and social groupings);
- Development of a multipurpose facility that has wider community benefits;
- Split level design that is sensitive to visual and environmental considerations;
- Opportunity to provide an information centre and public toilets in a key, landmark location; and
- Relationship with the proposed Christchurch Coastal Pathway project.

Next steps:

1. Dependent upon feasibility studies and funding of the proposed Christchurch Coastal Pathway, identify opportunities for project integration.
2. Further develop the concept in conjunction with stakeholders.
3. Complete a feasibility study, including planning analysis.
4. Obtain any relevant consents, and finalise the design and funding approach.
5. Undertake construction.

Figure 74. Coastal walkway in New Plymouth

Project 6: Improving the built and natural character (P6)

The project responds to local aspirations for improvements to the natural and built character and identity of Sumner Village Centre; and involves building design and appearance and landscape design.

Project description

The intent is to work in partnership with Sumner community representatives to develop a design guide covering various aspects of the built form, landscape and natural character; and the incorporation and expression of cultural identity within these. The purpose of the guide is to engage with prospective developers / business interests to define the community's expectations for Sumner Village Centre, when development opportunities arise.

The intention of the guide is also to ensure that important aspects of development, such as mobility and access, CPTED (Crime Prevention through Environmental Design) and principles of high quality urban design, are considered and incorporated through the design and development process.

Figures 75 and 76. Sumner's diverse built character

In developing the built character sections of the design guide, it may be identified that certain aspects need statutory weight to ensure that they are incorporated in the design process. For example, this may include the addition of District Plan rules and assessment matters in relation to building scale, height and materials. In addition to the potential design and appearance matters, District Plan height provisions may need to be reviewed to take into consideration minimum floor levels required by Variation 48 (at present, height is measured from the ground, not the new floor level of a building).

In developing landscape sections of the design guide, consideration can be given to appropriate landscape plantings which reinforce the unique identity and climate of Sumner Village Centre. For instance, Sumner's micro climate supports a wide variety of trees and plants, which together with local materials such as volcanic stone, can provide accents of colour in Village Centre streets and public spaces. The opportunities and benefits[14] for using edible plants and trees in Sumner Village's landscape design could also be explored in the preparation of the design guide.

Figure 77. Planters within Sumner Mall

Rationale

Ensuring a high quality built and natural environment that reflects the identity of Sumner has been a continuing theme and priority for the Sumner community since, at least, the development of the Sumner Concept Plan (1995). There is opportunity to further strengthen the Sumner Village identity to create a more attractive and appealing environment for residents and visitors. There is also an opportunity to address local concerns about the impact of minimum floor levels on the street, by exploring in more detail individual building design for flood prevention.

Figure 78. Elevation concept indicative of a future built character for Sumner Village Centre

Initial discussions, in regard to the built character only, have identified a number of key design elements that are considered integral to ensuring a coherent and high quality environment, without imposing too much on the designers' creativity. Key design elements of the built character in Sumner Village Centre include:

- Human scale.
- Relationship between the ground floor and the street – glazing and access.
- Verandas, or similar, that provide a human scale to the street environment.
- Rhythm and pattern of the building form including vertical and horizontal separation through the use of materials, the arrangement and proportioning of windows and the architectural detailing that visually results in a more human quality to the development.[15]
- Balconies overlooking the street.
- Variation in materials.

[14] For example, locally grown food source, social interaction, education and learning.

[15] Elements which comprise finer grain of development include low rise buildings, narrow plot widths and small floor plates.

- Use of locally referenced materials, primarily stone and timber.
- Building height at a maximum of three storeys, with the top floor recessed.

Figure 79. Potential design palette for a future landscape character for Sumner Village Centre

Principles

The principles of the project include:

- Identifying key elements of the existing built and natural environment character of Sumner that should be retained;
- Creating of a coherent environment with a clear identity and strong amenity;
- Providing developers with certainty while allowing for flexibility in design elements;
- Increasing opportunities for community gardens / plantings, and associated benefits; and
- Providing guidance to both public and private space.

Next steps:

1. Formalise the project brief in partnership with stakeholder groups.
2. Undertake built and landscape character analysis.
3. Undertake cultural identity analysis and means of incorporating this within the context of the Sumner Village Master Plan.
4. Develop the design guide and identify any potential regulatory provisions.
5. Finalise design guide, and work through issues associated with potential changes to the District Plan.

Project 7: Recovery together (R)

This section describes a range of tools to help Sumner businesses and property owners participate in the repair and redevelopment of Sumner Village Centre. It also contains an Implementation Plan with specific actions and projects which will need to be achieved to give effect to the vision and goals of the Sumner Village Centre Master Plan.

'Recovery Together' includes the following five sub-projects:

- Case Management (R1)
- Sumner Business Association (R2)
- Urban Design Panel (R3)
- Public-Private Partnerships (R4)
- Transitional Projects (R5)

R1 Case Management

The Council provides a Case Management service to help businesses and commercial property owners navigate through the Council's (resource and building) consent processes. The rationale for the Case Management service is to provide a single point of contact at the Council for business and property owners to:

- Facilitate queries relating to rebuild matters, for example resource consent;
- Discuss rebuild / development options;
- Provide urban design advice;
- Facilitate collaborative approaches to comprehensive development; and
- Where available, provide information on public infrastructure (for example repair and / or redevelopment).

Figure 80. Council's Case Management brochure

The priority audience for Case Management is commercial property owners of demolished buildings, or those subject to restricted or prohibited entry. Commercial property owners of non-earthquake damaged buildings have also been welcome to contact the relevant Case Manager for general information and advice. In some instances, case managers have been able to support local business associations with their targeted post-earthquake initiatives.

Principles

The principles of the project include:

- Supporting commercial property owners and businesses;
- Facilitating collaboration and positive working relationships between adjacent commercial property owners;
- Providing information and advice on urban design, planning and consenting and public infrastructure repair / redevelopment;
- Facilitating good urban design outcomes for the wider community; and
- Providing advice and information to other agencies involved in earthquake recovery, such as local business associations and Recover Canterbury / Canterbury Development Corporation.

Next steps

1. Continue to offer a Case Management service to Sumner Village Centre.
2. In collaboration with commercial property and business owners, and other stakeholders, investigate opportunities for transitional projects to enliven vacant spaces.

R2 Sumner Business Association

Sumner Village Centre has an established Business Association, which is more passionate proactive and focused, especially since the earthquakes. An active business association offers a range of opportunities to business operators, which have flow on benefits to the wider community. These include:

- Improved communication flow between businesses, and between businesses and property owners;
- More efficient use of resources and funding;
- Better coordination by businesses for promotions, events, marketing and branding; and
- More opportunities for establishing networks and partnerships with other associations, agencies and the Council (including the Canterbury Development Corporation).

The Sumner Business Association (SBA) is an important stakeholder in the economic success of Sumner Village Centre and, therefore, is an important stakeholder in the implementation of the Master Plan. This is the case especially for the achievement of the Master Plan goals for Economy and Business (under Section 6), and also for projects and actions which aim to attract visitors.

The SBA can contribute to Master Plan goals and Master Plan implementation through the following actions:

- Preparing a long term business plan / strategy for Sumner Village Centre that identifies a vision and strategy for economic development and vitality;
- Encouraging business owners to coordinate with property owners / managers for high standards of building maintenance, repair and appearance;
- Encouraging individual businesses to show environmental custodianship, for example, by quickly resolving any litter and graffiti issues; and
- Promoting high standards of customer service, for example through staff recruitment and training.

The SBA can also contribute to the implementation of this Draft Master Plan through disseminating information (Council-related or otherwise) through its local business networks, and the wider community, and by being a sounding board for Master Plan projects and ideas.

Principles

The principles of the project include:

- Facilitating a collaborative relationship with local businesses;

- Fostering responsibility amongst a range of stakeholders with respect to Master Plan implementation;
- Providing information to other agencies involved in earthquake recovery, such as Recover Canterbury / Canterbury Development Corporation.

Next steps

1. Use the Case Management service to support the SBA in its production and review of an ongoing business plan / strategy for Sumner Village Centre and its economic vitality.
2. Use the Case Management service to identify project synergies and partnerships, for example, for transitional projects on vacant sites.
3. Provide information on and / or investigate opportunities for Council assistance for the activities of the SBA, especially its marketing and communications activities.
4. Support the SBA by providing information, advice or expertise on activities that require a Council consent / permit to implement a project (for examples, events and festivals).

R3 Urban Design Panel

The Council is currently using an urban design panel to review urban design aspects of resource consent applications for private developments taking place in the Business 2 zones and, in some instances, on Living 3 zoned land. The panel is made up of professionals from the disciplines of architecture, planning, urban design, landscape architecture and property valuation. The advice of the panel is provided on a pre-application basis and at no cost to the developer / property owner. The Urban Design Panel can be a useful tool for implementing Master Plan goals.

Principles

The principles of the project include:

- Supporting property owners / developers by providing information on urban design and facilitating a more streamlined resource consent process; and
- Facilitating good urban design outcomes for the wider community.

Next Steps

1. Use standard resource consent processes and the Urban Design Panel to support property owners/developers with their projects.

R4 Public / private partnerships

There are opportunities for the Council to work in partnership with the private sector to deliver public infrastructure, to provide a service, to provide funding and / or expertise needed for a new service or asset. The public / private partnership must have a public benefit. One example of a potential public / private partnership for the Draft Master Plan is Project 5: Redeveloping the Surf Life Saving Club and RSA. The Council owns the road reserve but the facilities could be established by the Clubs.

This project involves identifying and investigating opportunities for potential public / private partnerships as part of implementing the Master Plan. To determine whether or not a partnership is in the public interest, the Council would apply its policy: *Partnership with the Private Sector*. This policy outlines details of the process to be followed, the conditions of any public / private partnership and policy exclusions as described in the Council's 2009-19 Long Term Plan (on pages 96-98 of the LTP).

Principles

The principles of the project include:

- A collaborative approach for service and / or infrastructure delivery;
- Facilitating innovative responses to urban renewal and earthquake recovery;
- Creating additional opportunities for community and / or commercial development; and
- Increasing the function and amenity of public/private property, and increasing community resilience and pride.

Next steps

1. Indentify public / private partnerships opportunities and use the Case Management service and this Draft Master Plan to discuss potential partnerships with affected stakeholders / property owners.
2. Formalise partnerships based on Council policy and approval, initiate legal processes and secure any necessary funding in the Council's Annual and/or Long Term Plan.
3. Finalise and implement.

R5 Transitional projects

Temporary or 'transitional' development is a way for the Council and the community to invigorate vacant space; and to explore and test ideas to draw activity, business and investment back into Sumner. Transitional projects (such as Greening the Rubble and Gap Filler) can be entirely community-led or can involve a collaborative partnership between the community and other agencies, such as the Council. The Sumner community has already initiated several temporary and transitional projects in the form of container art and the conversion of the former Sumner Community Centre and Museum site to green space and a half-pipe structure for skaters.

Some other examples of successful temporary and transitional projects in Christchurch initiated as a result of the earthquakes are:

- Performance space, cinema space and public dance floor;
- Recreation space (for example, petanque court, bike track, skate ramp, bowling alley);
- Art exhibitions and studio / gallery space (such as ArtBox);
- Book exchange; and
- Food market and fun fair.

This project seeks to work with stakeholders and the wider community to identify opportunities for transitional projects on vacant sites within Sumner Village Centre.

Principles

The principles of the project include:

- A collaborative approach to the re-use of vacant space;
- Facilitating innovative responses to urban renewal and earthquake recovery;
- Creating additional opportunities for community and / or commercial development; and
- Increasing the function and amenity of public / private property, and increasing community resilience and pride.

Next steps

1. Identify opportunities for transitional projects and use the Case Management service and this Draft Master Plan to discuss a potential collaboration with interest groups and affected stakeholders.
2. Initiate or accept invitations to discuss potential projects and partnerships with affected stakeholders / property owners.
3. Further investigate, design and develop potential projects; and secure any necessary funding in the Council's Annual and / or Long Term Plan.
4. Finalise and implement.

Figure 81. The Esplanade walkway

9. Master Plan implementation

This section of the Draft Master Plan addresses the its implementation. The Implementation Plan is important for giving effect to the Master Plan's vision and goals, and sets out the actions, priorities and potential dates for each project.

Each of the proposed projects align with the goals of the redevelopment of Sumner Village Centre and one or more of the themes for Integrated Recovery Planning: natural environment; community wellbeing; culture and heritage; movement; economy and business and built environment. There may be more than one action for each project. The Implementation Plan also identifies anticipated timeframes, lead and support partners, and potential funding requirements (for instance, if a project is to be funded from capital or operational budgets as explained in Section 9.3).

Earthquake recovery and master planning implementation involves working with multiple partners who have a stake in the recovery process – including the Council, local residents, property and business owners, associations, organisations and other government and non-government agencies. The recovery and future development of Sumner Village Centre will take time and, in some instances, it will be complex and challenging.

9.1 Timeframes

The timeframes for achieving projects and actions are difficult to determine. In some instances, factors relating to ground stability and insurance are still being resolved. Property owners are continuing to work through a range of issues that are specific to their sites and circumstances.

The pace of implementation will be influenced by a range of factors, many of which are yet to be fully determined. Wherever possible, it is desirable to achieve some quick wins to boost confidence in the Village Centre and to create momentum for its rebuilding and recovery.

Many of the Draft Master Plan's projects and actions will require public and / or private funding. Much of that funding is yet to be secured. Some projects will require further investigation and more cooperation between stakeholders. Others may require the staging of development to optimise coordination efforts.

Despite the uncertainty surrounding funding and timing, the actions in this Draft Master Plan are organised into two streams:

1. Short to medium term actions to facilitate the rebuild and recovery process; and
2. Longer term actions to achieve a broader vision for improvement.

The Draft Master Plan's short to medium term actions are designed to build or bridge relationships between the public and private sector. They aim to help get businesses back up and running, and people back shopping, working, living and socialising in the Centre.

Longer term actions seek to give effect to a strategic vision for more comprehensive urban regeneration in the Village Centre. The intention is to identify opportunities which will enhance aspects of the Village Centre that work well, and opportunities to upgrade some areas so they perform even better.

The Implementation Plan should be considered as a work in progress and will be subject to ongoing review. The timeframes provided in the Implementation Table (below) relate to the following periods, but these should be considered a general guide only:

- Short 1-3 years;
- Short / medium 2-5 years;
- Medium 5-10 years
- Long 10 years plus.

9.2 Lead and support partner

In general, there will be a division of responsibility between property and / or business owners, the Council and other organisations or agencies for taking the lead on each action. For the built environment this division is primarily along property ownership lines; with the Council taking the lead role for public space development and private property owners taking the lead role for development on privately held land. It is anticipated that the Council will be a lead agency for many of the projects contained in the Implementation Plan, and a support partner for others projects. The level of Council involvement will vary, depending on the input required or requested from property owners.

9.3 Council cost

Council budgets are shown as Opex (operational costs) indicating staff / consultant time and Capex (capital costs) which relate to physical works such as street upgrades or open space enhancements. Capex costs must be secured through the Council's Annual Plan process, unless they are deemed to be minor works which can be funded through budgets already allocated in a current Annual or Long Term Plan.

Approximate costs to the Council associated with different projects:

(1) Street rebuilds, landscaping and gardens (excluding car parking areas), two options:

- Option 1: limited paving $12,550,000
- Option 2: more extensive paving $12,700,000

On top of these options, there will be additional costs (below).

(2) Lanes and Courtyards, design and paving: total $200,000

(3) Esplanade: total $1,100,000

- Open space improvements ($700,000)
- Esplanade play area ($400,000)

(4) Improvements associated with a new community facilities: total $800,000

- Car park preparation and surfacing, Red Zone and community facility ($500,000)
- Surfacing improvements, rear courtyard spaces and connections ($300,000)

Estimated Total:

- **Option 1 - $14,650,000**
- **Option 2 - $14,800,000**

The above figures are preliminary costings. They exclude costs associated with road surfacing and strategic land acquisition for the Marriner Street east road link through to Nayland Street, due to the long term staging of this project.

The Council will still need to complete detailed costings in conjunction with the Council's Annual and Long Term Plan. Council activities and priorities change over time and projects that are identified as commencing in 2013 or later, will be contestable as part of the review of the Long Term Plan. This review involves the identification and prioritisation of projects across the whole city, is undertaken three yearly. The next three year review of the Long Term Plan is currently underway.

9.4 Implementation Plan Table

The funding, timing and scope of a Council-led project or action is subject to Council processes and approvals, whether it be through the Long Term Plan and / or the Annual Plan process and resource and / or building consent process. There may also be a need for further public / stakeholder consultation and land owner consent. It is also possible that some of Council-led projects may be implemented through existing Council work programmes and budgets.

IMPLEMENTATION TABLE FOR THE DRAFT SUMNER VILLAGE CENTRE MASTER PLAN

Recovery theme / goal[16]	Project	Action	Timeframe	Lead	Support Partner	Council cost?[17]
M, B	(P1) Improving the movement network and streetscape amenity	Marriner Street-west and Wakefield Avenue, enhancements (P1.1)	Short	Christchurch City Council (Council)	Property Owners and Sumner Business Association	(CAPEX)
M, B		The Esplanade streetscape enhancements (P1.2.1)	Short / medium	Council	Property owners	(CAPEX)
M, B, E		The Esplanade road closure (P1.2.2)	Short / medium	Council	Property owners	(CAPEX)
N, C, B		The Esplanade open space enhancements and play area (P1.2.3)	Short / medium	Council	Property owners	(CAPEX)
M, B, C		Burgess Street shared space (P1.3.1)	Short	Council	Property owners	(CAPEX)
M, C, B		Burgess Street viewing platform (P1.3.2)	Short/ medium		Property owners	(CAPEX)
M, B, C, E		Marriner Street-east, shared space and weekend market (P1.4.1)	Short / medium	Council	Property owners	(CAPEX)
M, B, E		Marriner Street-east, viewing platform (P1.4.2)	Short / medium	Council	Property owners	(CAPEX)
M, E	(P2) Creating lanes and courtyards	Lanes and courtyards (P2.1)	Short / medium	Property owners	CCC	(OPEX)
B, E		Mixed-use development for new commercial opportunities, District Plan	Short / medium	Council	Property owners	(OPEX)

[16] B = Built environment, E = Economy and business, N = Natural environment, C = community wellbeing, M = movement.

[17] (OPEX) refers to operational costs. (CAPEX) refers to capital costs. See Appendix 1 for details of estimate capital costs for each action.

Recovery theme / goal[16]	Project	Action	Timeframe	Lead	Support Partner	Council cost?[17]
		investigations (P2.2)				
		Anchor development at the Esplanade and Marriner Street intersection (P2.3)	Short / medium	Property owners	Council	(OPEX)
	(P3) Strengthening the retail core	Comprehensive redevelopment of Sumner Mall for new road extension (P3.1)	Medium / long	Council	Property owners	(CAPEX + OPEX)
E, B, M		Anchor development at the Esplanade and Marriner Street-east intersection, District Plan investigations (P3.2)	Medium / long	Council	Property owners	(OPEX)
C, B	(P4) Supporting the heart of sumner community	Redevelopment of community facilities (P4.1)	Short / medium	Council	Sumner Community Centre Trust	(OPEX + CAPEX to confirm)
		Open space enhancements and courtyard connections (P4.2)	Short / medium	Property owners	Council	(OPEX)
N, M		Off-street car parking provision, 33-35 Nayland Street (P4.3A)	Short / medium	Council	Property owners	(OPEX)
M, E		Off-street car parking provision, 26 Nayland Street (P4.3B)	Short / medium	Council / CERA	Property owners	(OPEX + CAPEX to confirm)

Recovery theme / goal[18]	Project	Action	Timeframe	Lead	Support Partner	Council cost?[19]
C, B, N	(P5) Redevelop-ment of the Sumner Surf Club and RSA	Multi-use facility development (P5)	Short / medium	Sumner Surf Club and RSA	Council	(OPEX, CAPEX to confirm)
B, N	(P6) Improving the built and natural environment	Character analysis for design guide (P6)	Short	Council	Joint Working Group	(OPEX)
E, B	(R) Recovery together	Case Management (R1)	Short	Council	Joint Working Group	(OPEX)
E, C		Sumner Business Association (R2)	Short	SBA	Council	(OPEX)
B, E, C		Urban Design Panel (R3)	Short - long	Council	Property owners	(OPEX)
E, C, B		Public / private partnerships (R4)	Short - long	Council	Property owners	(OPEX + possibly CAPEX)
E, C, B		Transitional Projects (R5)	Short / medium	SBA / Council	Property owners	(OPEX)

[18] B = Built environment, E = Economy and business, N = Natural environment, C = community wellbeing, M = movement.

[19] (OPEX) refers to operational costs. (CAPEX) refers to capital costs. See Appendix 1 for details of estimate capital costs for each action.

Appendix 1 – Sumner Urban Design Group and the JAG for Sumner

A2.1 Sumner Urban Design Group

The Sumner Urban Design Group (SUDG) is a community group that was established in March 2011 in response to the threats and opportunities that the September 2010 and the February 2011 earthquakes presented to the people of Sumner. In the months that followed, the SUDG undertook a significant amount of research, held numerous forums and discussions, with a wide range of people, and invested countless volunteer hours in order to prepare a draft plan for the Sumner community (the *Draft Sumner Plan*).

This draft plan[20] addressed the area between Taylors Mistake, Sumnervale and Redcliffs. The first chapter (Part A) refers to the Sumner commercial area. This chapter, and the research that took place to prepare it, has provided important building blocks for the Draft Sumner Village Centre Master Plan. It also set the scene for ongoing collaboration between the Council and Sumner residents, property and business owners, community groups and other agencies and stakeholders.

Because this community group is open and welcoming to new members, membership within SUDG continues to change in response to the availability and energy of its volunteers. However, in 2011 when the draft plan for Sumner was being prepared, SUDG comprised the following core group of people: Eugenio Boidi, Irene Boles, Massimiliano (Max) Capocaccia and Stephen Fitzgerald. Other members of the SUDG that invested time and energy to the draft plan include: Bruce Banbury, Chris Rossiter, John Cook, Cameron Rennie and Sally Farmer.

A2.2 Joint Advisory Group for Sumner

The Joint Advisory Group for Sumner was established by the Hagley/Ferrymead Community Board on 1 February 2012 to facilitate a collaborative approach to the preparation of the Sumner Village Centre Master Plan. The establishment of a Joint Advisory Group, comprising of representative from Sumner community and Council staff, reinforces the 'community-led' approach the Council has adopted for this master plan.

The key role of the Joint Advisory Group (JAG), which is formalised by a Terms of Reference, is to provide guidance and support to Council staff working on the project. Through a schedule of regular meetings, the JAG has had input into the work programme, timeline, specific tasks and early findings of the master plan project.

As is the case for the Sumner Urban Design Group, the Joint Advisory Group is largely made up of volunteers, the exception being the two Hagley/Ferrymead Community Board members and the two Council staff members. Current members of JAG are:

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[20] Sumner community's draft Sumner plan can be viewed at this link http://issuu.com/sumnereq/docs/sumner_plan_draft_2-light

1. David Cox (JAG Chairman)	Hagley/Ferrymead Community Board
2. Nathan Ryan	Hagley/Ferrymead Community Board
3. Bruce Banbury	Sumner Urban Design Group
4. Max Capocaccia	Sumner Urban Design Group
5. Bob Stewart	Sumner Business Association
6. Tanya Michael	Sumner Business Association
7. Humphrey Archer	Sumner Community Centre
8. Darren Wright	Sumner Residents Association
9. Brigitte de Ronde[21]	Christchurch City Council
10. Miranda Charles	Christchurch City Council

After public consultation on the draft master plan for Sumner Village Centre has taken place, the JAG will receive information about submissions received on the Draft Sumner Village Centre Master Plan, and changes recommended by staff, prior to a final plan being submitted to the full Council for sign-off and adoption.

[21] Jenny Ridgen (Healthy Environment Programme Manager) served on the JAG between 1 February and 30 June 2012.

Appendix 2 – The broader strategic planning and earthquake recovery context for the Draft Sumner Village Centre Master Plan

The Draft Sumner Village Centre Master Plan is linked to a wider framework of local government and planning legislation, policy and strategy. Some of this legislation and policy was in place prior to the earthquakes and some has been put in place since the earthquake. The information below provides a broad overview of the planning context for the Draft Sumner Village Centre Master Plan.

Canterbury Earthquake Recovery Act 2011 and Recovery Strategy

The Government has prepared a Recovery Strategy under section 15 of the Canterbury Earthquakes Recovery Act to provide a vision, goals and a road map for the earthquake recovery in Greater Christchurch. The aim of the Recovery Strategy is to coordinate an efficient and effective recovery work programme and to establish principles to guide how CERA and other agencies will work together. It sets out recovery priorities and identifies six components of recovery: integration and leadership; social; economic; cultural; the built environment; and the natural environment. To read the Recovery Strategy see this web link: http://cera.govt.nz/recovery-strategy/overview.

Christchurch City Council's Long Term Council Community Plan

The Long Term Plan (LTP) is the Council's ten year business plan which brings together all the Council's planning and legislative activity, specifying the services to be provided and how they will be funded. The current LTP contains nine Community Outcomes; a collection of aspirations relating to life in the city – developed through community consultation. Work is already underway to prepare the next LTP for the 2013-2023 period, which will involve a revision of the current Community Outcomes.

Related to the ten year LTP is the Council's Annual Plan, which explains how the Council intends to finance the activities and services it provides during the applicable year. To view the 2012/2013 Annual Plan see this link:
http://www.ccc.govt.nz/thecouncil/policiesreportsstrategies/annualplan/index.aspx

Greater Christchurch Urban Development Strategy

The Greater Christchurch Urban Development Strategy (UDS) uses integrated planning to achieve efficient land and energy use to achieve a broad settlement pattern for the next 35 years. It sets out a long-term vision, guiding principles and strategic directions and an action plan to encourage vibrant centres throughout the Greater Christchurch area which are connected by efficient and sustainable infrastructure. The UDS promotes higher density housing densities along transport corridors to support public passenger transport.

Earthquake recovery has not changed the UDS long-term vision for Greater Christchurch, or the strategic directions and general areas identified for growth. To read the Greater Christchurch Urban Development Strategy see this web link:
http://www.greaterchristchurch.org.nz/Strategy/.

Proposed Change 1 to the Regional Policy Statement (RPS)

Proposed Change 1 to the Regional Policy Statement (RPS) provides the sub-regional policy framework under the Resource Management Act 1991 to implement the Greater Christchurch Urban Development Strategy. The purpose of Change 1 is to provide for development in a way which achieves quality outcomes and takes a sustainable development approach to managing growth.

With respect to commercial activity, Change 1 limits commercial activity outside the Key Activity Centres (for example the Central City and Linwood/Eastgate) that could restrict the ability of these Key Activity Centres to achieve their intended functions. For more information, see this link: http://ecan.govt.nz/our-responsibilities/regional-plans/rps/Pages/Default.aspx

Christchurch District Plan

The Christchurch District Plan provides a framework for the management of land use and subdivision, and is prepared under the Resource Management Act 1991. The District Plan addresses the effects of land use, subdivision, and building activities on the environment, and on neighbours. The District Plan is comprised of three Volumes: Volume One identifies development issues, Volume Two sets out development objectives and policies and, Volume Three sets out development rules and matters for assessment.

When evaluating long-term size and function of the Sumner Village Centre, relevant policies in the District Plan for the distribution of commercial activity and expansion of suburban centres apply. Appendix 4 provides extracts from the District Plan for activities within the Sumner Village Centre.

Draft Christchurch Transport Plan

The purpose of the Draft Christchurch Transport Plan is to create a city that is easier to move around, provide travel choice, support a vibrant economy and creates stronger more healthy communities. To achieve this the Transport Plan has identified four goals and a range of actions for implementation over the next 30 years.

The Draft Christchurch Transport Plan acknowledges the importance of Sumner as a key transport hub, and needs to be accessible to all people. The following Draft Transport Plan initiatives are directly relevant to the Sumner Village Centre Master Plan:

- Protection of the route between Sumner and the city as a Core Public Transport route;
- Creation of a major cycleway from the 'City to Sumner';
- Protection of the Lyttelton-Sumner route as a key recreational cycleway;
- Creation of recreational walking route between Sumner and Ferrymead; and
- Prioritisation of improvements to the walking environment in Sumner.

More general provisions which are also of relevance include:

- Improvements to public transport infrastructure and services;
- Investigations into park and ride facilities connected to the core public transport network;
- Improvements to the allocation of road space through the re-allocation of on-street car parking, especially in core walking and cycling streets;

- The protection of the strategic freight network; and
- Investment in green infrastructure and enhancements in road renewals.

Christchurch Visitor Strategy[22]

The Christchurch Visitor Strategy was developed through a collaborative partnership between the Christchurch City Council, Christchurch and Canterbury Tourism, Canterbury Development Corporation, visitor industry representatives and Ngai Tahu. The strategy contains a vision and five strategic goals for the Greater Christchurch area. To read the strategy see this link:
http://www.ccc.govt.nz/thecouncil/policiesreportsstrategies/strategies/christchurchvisitorstrategy.aspx

Facilities Rebuild Plan

Decision making on the future of Sumner Community Centre and Library will be made as part of the Council's Facilities Rebuild Plan. Decisions for one site (for example the Sumner Community Centre and Library) must take place within the context of all 1600 Council-owned facilities across the city and in Banks Peninsula. All major decisions are made by elected members, initiated by a full report which includes Council staff recommendations. The Council anticipates that it could take until 2014 for decisions to be made about all the facilities included in the project due to the length of the Detailed Engineering Evaluations (DEE) assessment process and other considerations such as the insurance process.

At least five possible scenarios apply to buildings that are part of the Facilities Rebuild Plan. They include:

- A building is repaired to the same level;
- A building is repaired to a higher standard;
- A building is demolished and replaced with the same type of facility;
- A building is demolished and replaced with a different facility; or
- A building is demolished and not replaced.

A lot of public consultation has already occurred as part of key Council strategies around its facilities and the services. Further public consultation is likely to take place for major facilities. More information on the Council's Facilities Rebuild Plan is at this link:
http://www.ccc.govt.nz/thecouncil/councilfacilities/index.aspx

Libraries 2025 Facilities Plan

The Libraries 2025 Facilities Plan is a framework to guide the future development of the Christchurch City Libraries network through to 2025. The Plan contains a framework comprising principles, tactics and criteria for the provision of a libraries' network in Christchurch. To view the Libraries 2025 Facilities Plan see this link:
http://christchurchcitylibraries.com/2025/

The 2010 and 2011 earthquakes have necessitated an early review of the Libraries 2025 Facilities Plan, to reconsider the timing and/or sequencing of rebuilding and new development. The results of this review will help inform the Council's Facilities Rebuild Plan,

[22] Locals have signalled an interest to increase Sumner's tourism potential.

which provides options, priority and the scheduling of repairs and rebuilds for all 1600 earthquake damaged Council facilities.

Stronger Christchurch Infrastructure Rebuild Team

The Stronger Christchurch Infrastructure Rebuild Team (SCIRT) has initiated a large scale work programme for repairing and rebuilding infrastructure damaged by the earthquake, including roads and Council-owned assets. SCIRT's role is to replace damaged infrastructure, including sewer and water pipes and roads, generally on a like-for-like basis, with the Council adding value to that work where possible. It is understood that detailed scoping of SCIRT repair works in Sumner Village Centre is programmed to commence in October 2012, with physical work taking place in 2015.

Proposed Coastal Walkway

The Council's work programme includes a number of projects and initiatives for the area between Ferrymead and Sumner. These include master plan preparation, road realignment, strategic walkway linkages, underground pipe replacement and other roading repair work.

Council officers are currently in the process of integrating these projects. The ongoing management and delivery of these projects needs to reflect both the demands for immediate earthquake repair and recovery and the desire for longer term planning initiatives such as the Coastal Pathway.

An initial concept plan for the Coastal Pathway will be developed through the Ferry Road / Main Road Master plan phase 2. Officers plan to start work on this project late 2012 with work on the Coastal Pathway design already underway in conjunction with the Coastal Pathway Group. Following that process and submissions received, a further feasibility and engineering assessment of the concept will be undertaken by Council.

While some of the pieces of the walkway may be completed through existing SCIRT projects within the next 3-5 years, the connections between completed parts is likely to take place some time after that. The Council's Long Term Plan for 2013 - 2022 will provide more information on the relative priority and timing for the various projects.

Appendix 3 – Sumner Village Centre commercial analysis

General characteristics

Sumner is identified as a district centre. Its primary role under the District Plan is to serve the day-to-day needs of residents, even though it attract visitors from all over Christchurch and beyond. The fact that Sumner residents travel out of the area for the majority of their shopping, and for employment, is consistent with the role and function of Sumner Village Centre as a district centre.

The total land area zoned for business activities in Sumner Village Centre (the Business 1 and 2 zones) is just over two hectares. Estimated annual business turnover for the combined area of Sumner and Redcliffs pre-earthquake was $34 million. Approximately 60 per cent of turnover is thought to be generated by residents/visitors from outside of Sumner. Sumner residents spend, on average, approximately 15 per cent of their annual household expenditure within Sumner, mostly on food and beverage.

The retail, food and beverage offer is generally of a higher quality to similar Christchurch suburban centres, with more cafes and fewer takeaway outlets, reflecting Sumner's wealthier demographic. Comparison shopping (for example, clothing, footwear and personal items) is limited to approximately 35 per cent of tradeable floorspace, but this too is a characteristic consistent with the Village Centre's role and function.

With respect to the wider consumption patterns of Sumner residents, Ferrymead and the Central City are important destinations. Post-earthquake, Ferrymead has replaced the Central City as a prime food beverage destination for residents of Sumner, and Riccarton has increased its share of comparison shopping by Sumner residents.

Supply and demand of commercial space

Some expansion of commercial activities in the Living 3 zone has taken place, either by way of resource consent or by the property owner holding existing use rights. The combined floor space area of non-residential uses in the Living 3 zone is approximately 1500 square metres of gross floor area. Some of these sites have relatively low site coverages/plot ratios[23], possibly to provide for on-site car parking requirements.

Prior to the earthquakes, there were few, if any, business premise vacancies in Sumner Village Centre. This would suggest that businesses were attracting sufficient patronage and were able to generate a satisfactory income. However, there has also been minimal construction or redevelopment of commercial premises in Sumner over the last six years, suggesting that demand for new commercial premises is low. This may be the combined result of: Sumner's physical location at the edge of the city; the relatively high cost of land in Sumner; and the rent levels that would be required to generate an acceptable return on investment (ROI) for developers.

However, the Council received feedback during the stakeholder and community focus group sessions that there is demand for commercial growth in Sumner, and that commercial growth is being hampered by District Plan zoning restrictions.

[23] Plot ratio is the relationship between net floor area of the building and the net site area.

Earthquake damage and activity displacement

The earthquake damage has resulted in the demolition of both commercial and community activities on sites located in Marriner Street and on Wakefield Avenue. Several buildings are still intact, but remain closed as a result of Detailed Engineering Evaluations (for example, the Sumner Library, and shops at 21 Marriner Street).

With respect to Sumner's Business 1 and 2 zones, approximately 55 per cent (or 1157 square meters) of floorspace has been demolished as a result of earthquake damage. On sites located within the Port Hills Red Zone, proximate to Sumner Village Centre, approximately 1765 square metres of floor area with a combined site area of 7299 square metres has been displaced or lost. The relocation of these activities within Sumner Village Centre could be facilitated by (a) rezoning of Living 3 zone land adjacent to Sumner's business zones; and/or (b) higher density development within the existing business zones. Higher density development within the Business 1 and 2 zones may be possible once the Council adopts Plan Change 56 to the District Plan (see Appendix 6).

Land rezoning for the expansion of Sumner Village Centre

Under the District Plan, any expansion of suburban centres should (a) assist in consolidating the role of functions of the centre; (b) be linked to population distribution; (c) avoid expansion into areas identified for residential consolidation; and (d) not have an adverse impact on other centres. As such, any expansion to the Business zones to provide for more commercial and/or mixed-use activity within the Sumner Village Centre must have a clear and sound economic rationale.

Sumner exists within a commercial hierarchy in Christchurch, and is designed to meet the residents' needs in conjunction with other centres, particularly the Key Activity Centres identified in the Urban Development Strategy (for example the Central City and Linwood/Eastgate). The potential conversion of residential land for commercial and/or mixed-use development should be undertaken in an incremental manner and over time to protect (a) the economic viability and social and physical amenity of other commercial centres, especially the Key Activity Centres; and (b) to manage the potential negative effects of commercial expansion on the existing character and amenity of Sumner Village Centre.

Christchurch is in a state of flux as a result of significant earthquake damage, and this situation is likely to continue for many years. Areas across the city that are, or will, experience short-term expansion may face decline as new/old areas of the city open up – hurting both property developers and the wider community. The expansion of suburban centres post-earthquakes should, therefore, be undertaken in a conservative and prudent manner.

Sumner has experienced a population decrease as a result of the earthquakes, and pre-earthquake forecasts for population growth are now unlikely to be achieved. Therefore, commercial expansion in Sumner, to address population growth, is unlikely to be necessary. If any population growth does occur, for instance as a result of residential intensification, it is unlikely to be significant.

In contrast, Sumner has experienced an increase in employment in the professional sector. Between 2000 and 2010, the number of office-based employees more than doubled.

However, the number of businesses and employees in Sumner's retail sector has remained relatively static over that period.

Subject to further investigation in line with the requirements of the Resource Management Act 2991, some incremental expansion of commercial activities in Sumner Village Centre could be justified on a number of grounds, including:

- The displacement of some community and commercial activities from the Port Hills Red Zone[24];
- The use of Living 3 zoned land by existing commercial activities which have been legally established;
- Some mixed-use development already exists in Sumner Village Centre, indicating that more mixed-use development may be successful;
- The activation of ground floor frontages along main streets, and in lanes and courtyard areas for natural surveillance;
- Growth in office-based employment, and potential future demand for small scale offices to provide goods and services to the local community in a manner that is consistent with Sumner's district centre role and function; and
- Improved flood risk mitigation, in areas prone to inundation and flooding, where ground-floor space is used for commercial rather than residential uses.

Without further assessment of Christchurch's commercial context post-earthquakes, it is difficult to place an exact figure on a level of sustainable commercial growth for Sumner Village Centre. Further investigation is required as part of the work required to achieve a District Plan zone change.

However, for the purposes of the Draft Master Plan it is estimated that a sustainable level of growth for Sumner Village Centre, over the next decade, could be in the range of 20 to 25 per cent. This equates to growth of approximately 2500 to 3000 square metres (gross floorspace) or between 4000 to 5000 square meters of land25, and is based on the following assumptions:

(1) Approximately 780 square metres of new (gross) commercial floorspace could be provided for retail/hospitality purposes. Ideally additional floorspace would be provided over a number of sites, in key locations (such as landmark sites and street corners), to maintain Sumner Village Centre's boutique business character (for example, up to six small businesses with gross individual floor areas of 130 square metres each could be provided)26;

(2) Approximately 400 to 900 square metres could be provided for office-based activities, based on employment growth trends in Sumner Village Centre between 2000-2010 , and based on the calculation 18 square metres of gross floorspace is provided per employee27;

(3) Up to 1,765 square metres of gross floor space is needed for displaced Red Zone businesses/organisations.

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[24] Approximately 1765m^2 of floor area is located in the Port Hills Red Zone.
[25] Taking into account assumptions made about site coverage and the use of upper floors for commercial activities such as offices or restaurants.
[26] This would bring Sumner closer to the size Lyttelton and Avonhead commercial centres.
[27] To encourage active uses at street level, above ground floor office space is desirable.

Land/sites associated with improving the connections between the Village Centre and the beach should be considered the priority for any zoning conversion/commercial expansion (including Project 2: Lanes and Courtyards and the anchor site on Esplanade/Marriner Street in Project 4: Strengthening the Retail Core). Moreover, the scale and character of future commercial and/or mixed-used activities should be in keeping with aspirations of this Draft Master Plan, and the work produced from Project 6: Natural and Build Character. In changing the District Plan, therefore, a maximum limit may need to be placed on (a) the total quantum of new retail floorspace within certain blocks and (b) the scale of buildings and size of commercial units.

Further considerations for commercial growth are:

- Business consolidation in terms of Sumner's existing business character and function;
- Importance of catering for the day to day needs of an aging population; and
- Provision of affordable housing.

Other proposals for commercial use on Living 3 zoned land can be addressed by the standard provisions for resource consents of the Resource Management Act 1991.

Appendix 4 – District Plan summary

This appendix summarises the parts of the City Plan that are most relevant to the scale and function of suburban centres, and to Sumner Village Centre specifically. Summarised are the main rules of the City Plan that will influence how centres will rebuilt or changed. It also outlines the proposed Plan Change 56 and the possible influence this change will have on the rebuild process.

District Plan Objectives, Business (Volume 2, Section 12)

Objective 12.1 and its associated policies are concerned with the distribution of business activity. It seeks to have a distribution, scale and form of business activity that provides the community with access to goods, services and opportunities for interaction. While recognising that some centres are suitable for expansion in certain situations, any expansion of suburban centres through the District Plan should (a) assist in consolidating the role and functions of the centre; (b) be linked to population distribution; (c) avoid expansion into areas identified for residential consolidation; and (d) not have an adverse impact on other centres.

Objective 12.7 specifically concerns the role of suburban centres in enabling people to meet their needs for goods, services and social interaction. There is recognition within this objective that suburban centres provide for these needs at convenient levels to local populations. There is also an expectation of change, over time, with some centres growing while others decline in significance in response to a changing commercial market. Within this changing environment commercial centres should possess the ability to change within a framework of acceptable environmental limits, including the commercial, cultural and employment functions of the Central City.

Objective 12.8 seeks a high standard of amenity, design and layout for suburban centres. Good design and layout should be promoted at every opportunity to maintain an acceptable level of amenity and maintain the suburban centres role as a important servicing points for the residential areas of the city.

The District Plan contains multiple policies in support of these objectives.

Rules of the Plan (Volume 3)

The rules of the City Plan are the detailed means of implementing the objectives, polices and methods contained within Volume 2 of the City Plan. Outlined below are the specific rules that apply to the Suburban Centres and the zones of activity found within the Sumner Village Centre (i.e. Business 1 and 2, Living 3 zones).

Part 3 Business

With its Business 1 and Business 2 zones, Sumner Village Centre comprises 'Local' and 'District' centre activity. These zones are designed to meet the daily convenience shopping needs of its immediate catchment.

1.4 Business 1 – local centre general description

The purpose of these zones is to supply local opportunities for employment and small retail shops. The Busniess 1 zone is typically characterised by blocks of small and often older commercial buildings. The description recognises that these centres will often have poor physical layout and parking arrangements. A number of environmental results are anticipated for such centres which generally reflect the small scale and local appeal of the centres that adjoin residential areas. Residential activity is anticipated in Business 1 centres either in conjunction with commercial activity (for example on the upper floors). Business 1 zones, therefore, provide for a degree of mixed-use activity to be established in the centre.

1.5 Business 2 – district centre general description

The purpose of these zones is to provide for building development greater in scale and intensity than the Business 1 zone, and to provide for a supermarket business and one or more community facilities. The Business 2 zone component identifies the focal point of the centre.

3.2 Residential activity in the Business 1 zone

Residential units may be built in Business 1 zone adjoining an Living 3 zone. Residential units in these zones must comply with the standards applicable to Living 3 zones in addition to the Business 1 zone. Residential activity is anticipated to higher density in Business 1 zones hence the requirement to meet higher density standards (rule 7.3.1).

3.4 Development and community standards

The rules around the building form in Business 1 and Business 2 zones are generally more permissive than for Living zones except where Living zones adjoin the Business 1 or Business 2 zone. Here the building must comply with the Living zone recession plane (3.4.1) and there must be a three metre set-back (3.4.2). Screening and fencing are also required (3.4.3). Large extents of blank facade are not permitted unless set-back three metres from the street and landscaped (3.4.5 and 7.3.7). The maximum building size for Business 1 is eight metres in height with a 1.0 plot ratio (3.5.1 and 7.3.9, 3.5.2 and 7.3.10).

Part 12 – Transport

A separate set of rules addresses transport matters. Issues around access location, type manoeuvring space are assessed on a case-by-case basis as part of the assessment matters for resource consent (if required). Most relevant to the redevelopment of Sumner Village Centre are the rules around minimum parking standards.

Part 12, 2.2.1 Parking space numbers

Parking requirements are activity rather than zone based. The general requirement for retail activity will depend on floor area of the activity for cars. A typical example that would apply to bulk of retail units in Sumner Village Centre requires four car parking spaces per 100 square metres for Gross Leasable Floor Area (GLFA) of less than 750 square metres. Cycle parking is set at one space per 100 square metres GLFA.

Other activities will attract greater or lesser parking requirements. Another typical activity would be food and beverage outlets. The District Plan requires four car parking spaces per 100 square metres Public Floor Area (PFA) for the first 150 square metres PFA and 19 spaces per 100 square meters PFA thereafter. Cycle parking is set at one space per 100 square metres PFA.

Other

Living 3

In Sumner Village Centre, the business zones are surrounded by the Living 3 zones. The anticipated outcome for Living 3 zones is medium density housing with a significant degree of variety in housing type to appeal to a wide range of housing needs.

The Living 3 zone aims to provide for medium-density residential development. This reflects the strategic policy direction for long-term growth in Christchurch as established by the Greater Christchurch Urban Development Strategy (UDS). The UDS favours an increase in residential density around commercial centres (such as multiple units on a single site) to better support public transport, encourage more pedestrian activity and make more efficient use of urban land.

Special Amenity Area 18 – The Esplanade

A portion of the residential area along the Esplanade between its two intersections with Marriner Street is in a Special Amenity Area (SAM 18). This is because the area is considered to have a character which is distinct, representative or special from surrounding areas. In order to ensure that a coherent urban character is maintained and enhanced within these areas, special provisions for street scene and external appearance apply to sites within 'SAM 18'.

2.2.5 (b) Street scene – residential and other activities
The minimum set back from the road boundary in SAM 18 is 6 metres.

2.2.5 (c) Street scene – residential and other activities
Parking and outdoor storage areas shall be screened from adjoining road(s) by either landscaping, wall(s), fence(s) or a combination, except across those parts of the road boundary used as a vehicle crossing. The minimum height of screening for residential activities is 1.2 metres and for other activities is 1.8 metres.

2.2.9 External appearance – residential and other activities
The erection of new buildings and additions or alterations to existing buildings where visible from a public place, shall be a discretionary activity with the exercise of the Council's discretion limited to their visual impact.

Flood Management, Variation 48

The Sumner Village Centre is located within a flood management area. The Centre is identified within this area, not solely due to the proximity to the coast, but also due to stormwater issues. Both the City Plan and the Building Code contain requirements for minimum floor levels. There are exemptions to this rule for small additions and accessory buildings to properties. However, in the majority of cases, building work will be required to address issues of flood risk and incorporate methods in developments that seek to minimise or control the impact of this.

Plan Change 56 (in development)

The Council is currently drafting a change to the Business 1 and 2 parts of the City Plan to guide future development of suburban centres. Research and consultation conducted in 2008 revealed significant issues with the quality of new buildings in the suburban centres. New developments need to be of higher quality with better consideration of urban design. Plan Change 56 seeks to address these matters.

It is anticipated that Plan Change 56 will amend some of the Objectives, Policies and Methods of the City Plan along with a number of its rules. The content of these changes is still in development.

Appendix 5 – Summary of stakeholder and community feedback, April 2012

Topic	Likes	Dislikes	Wants	Concerns
Natural environment				
	Rural and sea views Seaside identity of the Village Centre	Ugly trees, like those in Nayland Street	Green corridors along coast and into hills for wildlife and recreation More trees Long term stabilisation of the cliffs A moat below the cliffs , or a park/skate park/car park Coastal Walkway Celebrate natural biodiversity Leverage off the beach/hills to become a tourist attraction Express local ecosystem restoration in Village Centre Establish Sumner as a dark sky reserve for star gazing	Not enough trees or street plantings Loss of usable land near the cliffs Current lack of focus on sustainability and environmental design Rural and sea views need protection
Community wellbeing, heritage and culture				
Topic	**Likes**	**Dislikes**	**Wants**	**Concerns**
	Maori history Heritage information Community Centre, Museum and Library Surf Life Saving Club Friendly people FUSE Youth Cafe	Lack of activities for youth Loss of community facilities/services Lack of meeting places Not enough outdoor festivals and events Lack of public toilets No indoor sports facility	Multi-purpose indoor and outdoor space Public art; artist's space Council events Rebuilt Community Centre/Theatre, Museum and Library Access to Cave Rock Picnic area between Surf Life Saving Club and Cave Rock Skate park/youth area; repair FUSE/a Time Zone Outdoor spaces for sitting and meeting people Recreation facilities	Quick decision needed on Library and Community Centre site Loss of churches and effect on the community/social networks Issue of NIMBY syndrome (Not In My Back Yard) in respect of a skate park

			A City Council service centre Co-located community services/health facilities Pre-school and Plunket facilities	
Movement				
Topic	**Likes**	**Dislikes**	**Wants**	**Concerns**
	Car parks outside shops and along the Esplanade	Separation between the beach and the business area Infrequent bus service, especially weekend service Lack of bus shelters Unappealing street, narrow or poor quality footpaths Fast traffic Lack of parking generally Dangerous/awkward intersection at Nayland Street Back-up of traffic along Nayland Street Footpath signage (obstruction/clutter)	Better connection between the beach and the business area More car parks; less car parks; communal car parking area; Council car parking Safe cycleways; cycle stands Divert traffic off Wakefield Avenue and down Nayland Street Pedestrian safety Light rail/monorail Slower roads; smoother road surfaces	Safety of pedestrian crossings City Plan requirements for off-street car parking Security of road access; through-route to Lyttelton Loss of biking and walking tracks, to attract people to Sumner
Economy and business				
Topic	**Likes**	**Dislikes**	**Wants**	**Concerns**
	Small independent retailers, boutique business character	Loss of convenience store Lack of weekday activity Not enough commercial land, lack of office space Visitors to the beach are not drawn to the Village Centre Drop in business due to road access/closures Tatty landscape plantings	Marriner Street weekend market Enable mixed-use development; more shops and offices Protect the boutique business character Promote Sumner as a tourist destination Better connection between the beach and the Village, attract recreationalists for business	Long term sustainable floorspace, balance between office and retail Chain retail stores High land prices Residents not contributing to local economy, not enough shopping locally

			Re-open Evans Pass Car parking Business pod Businesses, residents and the Council working together for business promotion Free wi-fi in the Village Centre	
Built environment				
Topic	**Likes**	**Dislikes**	**Wants**	**Concerns**
	Restrictions on height Small intimate Village feel Uniqueness Diversity of buildings	Lack of directional signage Poor lighting Inconsistent street edge (i.e. some building set back from the street) High rises The shipping containers	Move centre of Sumner closer to the beach Secret Sumner; hidden spaces Collaboration between land owners and the Council for maintenance Courtyards and laneways, Outdoor performance space Cohesive form and style of buildings; architectural code More mixed-use and affordable housing Link through supermarket and beach via Marriner Street Incorporate Crime Prevention Through Environmental Design	Minimum floor levels could spoil the streetscape Current lack of focus on sustainability and environmental design Rural and sea views need protection Universal access to buildings and public spaces for people with mobility issues Some spaces are dominated by cars

Appendix 6 – Natural hazards

As is the case for many towns and cities across New Zealand, Sumner is at risk from the adverse effects of natural hazards. These include earthquakes, slope instability, flooding, tsunami and sea-level rise. The Resource Management Act requires the City Council to control the effects of the use of land for the avoidance or mitigation of natural hazards (s31 and s106 of the RMA 1991).

Earthquakes

Sumner is close to the active Port Hills Fault (located at the interface of the Port Hills and Canterbury Plains) and to other known active faults to the west (the Greendale Fault) and east. High levels of ground shaking as a result of the 2010-11 earthquakes has caused significant damage to the rock and soil mass on the Port Hills and led to slope instability including rockfall, cliff collapse and landslides. The current high level of seismicity is expected to decline to pre-September 2010 levels over the next few decades.

Slope instability

Sumner's geology and topography make the area susceptible to a range of slope instability hazards including rockfall, cliff collapse and landslides. In addition to earthquakes, weathering and erosion, and high intensity and long duration rainfall, can also trigger slope instability. Because of the severe damage caused by the 2010 and 2011 earthquakes, slope instability will be a significant hazard for many decades. Areas affected by slope instability in proximity to Sumner Village Centre include Wakefield Avenue, Nayland Street and Shag Rock Reserve[28].

Flooding

The Sumner Village Centre has, in the past, experienced flooding from the Richmond Hill Catchment, and several homes and commercial properties in the area were flooded above floor level in the October 2000 storm event (a 1 in 40 year event). In recent years, the Council has undertaken works to increase the operational effectiveness of the existing drainage system and to create additional capacity. Furthermore, the Council has introduced Flood Management Areas into the District Plan (Variation 48) and buildings within Sumner Village Centre are now subject to minimum floor levels. The District Plan's requirements for minimum floor levels in Sumner Village Centre are higher than the minimum requirements of the New Zealand Building Code, to mitigate against a one in 200 year rainfall event (versus a 50 year event).

Tsunami

Summer is susceptible to potential tsunami inundation. The greatest impact on Sumner would come from a distance source tsunami, which would provide sufficient time for residents to evacuate. The predicted depth of flooding in Sumner at mean high water spring (MHWS), based on the 1868 Chilean earthquake, is expected to be at least 3 metres with velocities up to 3 metres over most of the Sumner valley floor. Lower velocities (for example in the range of 1 to 3 metres) are expected to cause high levels of damage to structures and infrastructure because of entrained debris and sediments. Tsunami warning sirens have

[28] Also locally known as *Peacock's Gallop.*

been installed at the Sumner Volunteer Fire Station to alert people to seek higher ground and/or evacuate in the event of a tsunami. Civil Defence agencies also encourage and provide information on evacuation planning for households and communities.

Climate change and sea level rise

The coast is a dynamic environment and the natural occurrences of sea water inundation and coastal erosion are expected to be exacerbated by climate change and sea level rise. Compared to the 1980-1999 average, sea level is expected to rise in Sumner by about 0.8 metres in the next 80 years. New Zealand and Regional Coastal Policy Statements and the Regional Coastal Environment Plan for the Canterbury Region recommend a precautionary approach to climate change and any new development of coastal areas.

National, regional and local government agencies, plus individual property owners, are all responsible for determining what is a precautionary approach. For the purposes of this Draft Master Plan, the use of minimum floor levels and the promotion of ground floor commercial use are two ways by which the precautionary approach can be applied in Sumner Village Centre at this time.

Appendix 7 – Pre-earthquake built character

The style, quality and appearance of the streetscape and individual buildings within the Village Centre was, and remains, highly variable. Several spaces, structures and buildings require repair and/or a higher level of maintenance to improve the overall amenity of the Village. However, the slightly scruffy elements of the Village Centre contribute to the relaxed and unpretentious atmosphere that is valued by its residents.

Many buildings in the commercial area along Wakefield Avenue, Nayland Street and a portion of Marriner Street are built to the pavement edge. They also have a combination of verandas, retail windows at the ground floor and other architectural detailing that contributes to the human scale of the street environment. In contrast to this, more recent redevelopment has been designed in response to the Village Centre's potential flood level issues with a change in floor level, elevating the building and creating more of a barrier between the buildings and footpath.

The human scale and grain[29] of the building form within the Village Centre is a reflection of the subdivision pattern, with many of the sites having a relatively fine grain of development. Many commercial buildings in the Village Centre have gross floor areas of around 100 to 200 square metres. This reinforces Sumner's small scale and niche business identity. However, some more recent commercial development is of a larger scale and floor area, reinforced through the design of the buildings and contrasting with the general character of the Village Centre.

Across the Village Centre the small spaces and voids add to the Village's character and potential for intrigue. Some of the spaces provide amenity and are utilised as publically accessible spaces. There are also large paved and asphalted areas that provide for car parking, but have poor amenity and appear relatively inefficient for their purpose in terms of spatial design.

Key elements of the Sumner Village Centre prior to the 2010 and the subsequent earthquakes were:

- Veranda posts and verandas.
- Balconies.
- Glazing onto the street.
- Recessed doorways, highly detailed entranceways.
- Small scale of building and their direct relationship with the street and other publicly accessible spaces.
- Diversity of building styles, forms and materials.
- Relative consistency in the scale and grain of the buildings.

[29] Grain is an urban design term that refers to the horizontal and vertical pattern and arrangement of development, street sections and blocks.

SUMNER 2011
CURRENT CITY PLAN - VILLAGE HEIGHT RESTRICTION (WAKEFIELD AVE - 12m or 8m)

SUMNER 2011
CURRENT CITY PLAN - VILLAGE HEIGHT RESTRICTION (NAYLAND ST - 12m or 8m)

Acknowledgements

Voluntary Participants:

Sumner Urban Design Group
Joint Advisory Group for Sumner
Business and property owners
Community

Elected Members:

Christchurch Mayor Bob Parker
Christchurch City Councillors
Hagley/Ferrymead Community Board
Ruth Dyson – Labour MP (Port Hills Electorate)

Stakeholders:

New Zealand Historic Places Trust
Christchurch Earthquake Recovery Authority (CERA)
New Zealand Transport Agency
Recover Canterbury

Consultant:
Jane Rennie, Boffa Miskell

Te Runanga O Ngai Tahu - Mahaanui Kurataiao Ltd
Frania Zygadlo

Christchurch City Council:

Capital Programme Group
City Environment Group
Regulation and Democracy Services Group
Community Services Group
Strategy and Planning Group
Public Affairs Group

11. 10. 2012

HAGLEY/FERRYMEAD SMALL GRANTS FUND ASSESSMENT COMMITTEE
22 AUGUST 2012

Report of a meeting of the Hagley/Ferrymead Small Grants Fund Assessment Committee held on Wednesday 22 August 2012 at 4pm in Committee Room 1, Civic Offices, 53 Hereford Street, Christchurch.

PRESENT: Nathan Ryan (Chairperson), Cecilia Fitzgerald, Michael Hannifin, Wayne Hawker, Brenda Lowe-Johnson and Bob Todd.

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

The Committee reports that:

PART C - REPORT ON DELEGATED DECISIONS TAKEN BY THE COMMITTEE

1. ELECTION OF A CHAIRPERSON

The Community Board Adviser called for nominations for the position of Chairperson for this meeting of the Hagley/Ferrymead Small Grants Fund Assessment Committee.

Nathan Ryan was nominated by Bob Todd, seconded by Brenda Lowe-Johnson.

There being no further nominations, it was **resolved** that Nathan Ryan be appointed Chairperson for this meeting of the Hagley/Ferrymead Small Grants Fund Assessment Committee.

2. HAGLEY/FERRYMEAD COMMUNITY BOARD SMALL GRANTS FUNDING 2012/13 ALLOCATIONS

The Committee considered a report and matrix presenting 56 applications to the Hagley/Ferrymead Small Grants Fund for 2012/13.

The Chairperson invited members to declare any conflicts of interest. Wayne Hawker declared a conflict of interest with the Phillipstown Community Centre Charitable Trust (application 9.) and left the table and took no part in the discussions regarding this application.

The Committee **resolved**:

(a) On the motion of Bob Todd, seconded by Brenda Lowe-Johnson, that the Committee approve the following allocations from the Hagley/Ferrymead Small Grants Fund for 2012/13.

Priority One Grant Applications

No.	Group	Project	Committee Decision
1.	Avebury House Community Trust	Community Concert in Avebury Park	That the Hagley/Ferrymead Small Grants Fund Assessment Committee makes a grant of $700 to the Avebury House Community Trust towards Community Concert event related expenses.
2.	Bromley Community Association Inc	Playgroup	That the Hagley/Ferrymead Small Grants Fund Assessment Committee makes a grant of $900 to the Bromley Community Association Inc towards Playgroup.

2 Cont'd

3.	Bromley Community Association Inc	Women's Group	That the Hagley/Ferrymead Small Grants Fund Assessment Committee makes a grant of $1,000 to the Bromley Community Association Inc towards Women's Recreation Group.
4.	Bromley Community Association Inc	Volunteer Recognition	That the Hagley/Ferrymead Small Grants Fund Assessment Committee makes a grant of $800 to the Bromley Community Association Inc towards Volunteer Recognition.
5.	Bromley Community Association Inc	Bromley Community Fair	That the Hagley/Ferrymead Small Grants Fund Assessment Committee makes a grant of $1,500 to the Bromley Community Association Inc towards Community Fair.
6.	Linwood Avenue Community Corner Trust	Volunteer Recognition	That the Hagley/Ferrymead Small Grants Fund Assessment Committee makes a grant of $800 to Linwood Avenue Community Corner Trust towards volunteer recognition.
7.	Linwood Avenue Community Corner Trust	Children's Day 2013	That the Hagley/Ferrymead Small Grants Fund Assessment Committee makes a grant of $500 to Linwood Avenue Community Corner Trust towards a Children's Day event in 2013.
8.	New Beginnings Preschool Incorporated	Family wellbeing programme	That the Hagley/Ferrymead Small Grants Fund Assessment Committee makes a grant of $2,750 to New Beginnings Preschool for their family wellbeing programme.
9.	Phillipstown Community Centre Charitable Trust	Phillipstown Festival and Phillipstown Fun Day	That the Hagley/Ferrymead Small Grants Fund Assessment Committee makes a grant of $3,500 to Phillipstown Community Centre Charitable Trust towards two community events.
10.	Te Mapua Child and Youth Trust	Warriors After School Programme	That the Hagley/Ferrymead Small Grants Fund Assessment Committee makes a grant of $1,500 to Te Mapua Child and Youth Trust towards the Warriors after school programme.
11.	Te Whare Roimata Trust	The Linwood Community Arts Programme	That the Hagley/Ferrymead Small Grants Fund Assessment Committee makes a grant of $3,000 to Te Whare Roimata for the Linwood Community Arts Programme.
12.	Te Whare Taonga O Nga Iwi Katoa Linwood Resource Centre Trust	Gardens Maintenance	That the Hagley/Ferrymead Small Grants Fund Assessment Committee makes a grant of $3,000 to Te Whare Taonga O Nga Iwi Katoa Linwood Resource Centre Trust towards their garden project for equipment and materials.
13.	Te Whare Taonga O Nga Iwi Katoa Linwood Resource Centre Trust	Operational Costs	That the Hagley/Ferrymead Small Grants Fund Assessment Committee makes a grant of $3,000 to Te Whare Taonga O Nga Iwi Katoa Linwood Resource Centre Trust for their operational costs.

2 Cont'd

14.	The Friends of Edmonds Factory Garden Inc	Entertainment at Edmonds	That the Hagley/Ferrymead Small Grants Fund Assessment Committee makes a grant of $1,000 to The Friends of Edmonds Factory Garden towards the cost of staging two community events.
15.	Woolston Combined Probus Club	Christmas Bus Fund	That the Hagley/Ferrymead Small Grants Fund Assessment Committee makes a grant of $500 to the Woolston Combined Probus Club towards the Christmas Bus Fund.
16.	Woolston Community Association Inc	Programme Expenses	That the Hagley/Ferrymead Small Grants Fund Assessment Committee makes a grant of $2,500 to the Woolston Community Association Inc towards programme expenses.
17.	Woolston Community Association Inc	Co-ordinators Wages/ Administration Wages	That the Hagley/Ferrymead Small Grants Fund Assessment Committee makes a grant of $5,000 to the Woolston Community Association Inc towards the coordinator's wages.
18.	Woolston Community Association Inc	Woolston Gala	That the Hagley/Ferrymead Small Grants Fund Assessment Committee makes a grant of $1,800 to Woolston Community Association Inc towards the Woolston Gala.
19.	Woolston Development Project Inc	Volunteer Recognition	That the Hagley/Ferrymead Small Grants Fund Assessment Committee makes a grant of $3,500 to the Woolston Development Project Inc towards the volunteer programme.

Priority Two Grant Applications

No.	Group	Project	Committee Decision
20.	Avon Loop Planning Association	Administration and overheads	That the Hagley/Ferrymead Small Grants Fund Assessment Committee makes a grant of $1,800 to the Avon Loop Planning Association towards administration.
21.	Bromley Community Association Inc	Computer Tuition	That the Hagley/Ferrymead Small Grants Fund Assessment Committee makes a grant of $1,200 to the Bromley Community Association Inc towards their computer tuition programme.
22.	Canterbury Westland Free Kindergarten Association	Installation of Sandpit Cover	That the Hagley/Ferrymead Small Grants Fund Assessment Committee makes a grant of $500 to the Canterbury Westland Free Kindergarten Association towards the costs of renewing sandpit protection and sandpit toys for the Hargest Crescent Kidsfirst Kindergarten.
23.	Christchurch Estuary Association	Rent for meeting room	That the Hagley/Ferrymead Small Grants Fund Assessment Committee makes a grant of $220 to the Christchurch Estuary Association toward meeting venue costs.

2 Cont'd

24.	Community Watch City – Sumner Incorporated	Secretarial costs	That the Hagley/Ferrymead Small Grants Fund Assessment Committee makes a grant of $500 to the Community Watch City - Sumner Incorporated towards administration costs.
25.	Dare Canterbury Incorporated	Resilience training through DARE programmes	That the Hagley/Ferrymead Small Grants Fund Assessment Committee makes a grant of $2,000 to Dare Canterbury Incorporated towards the DARE Canterbury Programmes.
26.	Eastside Barbell Incorporated	Youth Development Strength Training	That the Hagley/Ferrymead Small Grants Fund Assessment Committee makes a grant of $1,500 to Eastside Barbell Incorporated towards the coaching fees.
27.	Heathcote Mt Pleasant Anglican Parish	Community Lunch Programme	That the Hagley/Ferrymead Small Grants Fund Assessment Committee makes a grant of $500 to the Anglican Diocese of Christchurch, Heathcote/Mt Pleasant towards transport and guest speaker for the community social interaction programme.
28.	Heathcote Mt Pleasant Anglican Parish	St Mary's Village Hall – Update of old trestle tables	That the Hagley/Ferrymead Small Grants Fund Assessment Committee makes a grant of $1,000 to The Heathcote/Mt Pleasant Anglican Parish toward the upgrade of tables for the Heathcote Village Hall.
29.	Heathcote Valley Community Library Inc	Storage of Library materials due to earthquake damaged building	That the Hagley/Ferrymead Small Grants Fund Assessment Committee makes a grant of $1,650 to The Heathcote Valley Community Library towards storage of their equipment.
30.	Heathcote Village Project	Epicentre@Heathcote – Presentation of data	That the Hagley/Ferrymead Small Grants Fund Assessment Committee makes a grant of $500 to The Heathcote Village Project towards design and printing of community information.
31.	Kidsfirst Kindergarten Linwood	Trips and Cultural Experiences	That the Hagley/Ferrymead Small Grants Fund Assessment Committee makes a grant of $900 to Kidsfirst Kindergarten Linwood towards trips and cultural experiences.
32.	Kidsfirst Kindergarten Phillipstown	Indoor Science Resources and Play Equipment	That the Hagley/Ferrymead Small Grants Fund Assessment Committee makes a grant of $1,000 to Kidsfirst Kindergarten Phillipstown towards their indoor science resources and play equipment.
33.	Linwood Avenue Community Corner Trust	Craft Group	That the Hagley/Ferrymead Small Grants Fund Assessment Committee makes a grant of $200 to the Linwood Avenue Community Corner Trust towards craft group materials.
34.	Linwood Avenue Community Corner Trust	Community Information Leaflets	That the Hagley/Ferrymead Small Grants Fund Assessment Committee makes a grant of $500 to Linwood Avenue Community Corner Trust towards leaflet production.

2 Cont'd

35.	Linwood Community House Inc	Recreation activities	That the Hagley/Ferrymead Small Grants Fund Assessment Committee makes a grant of $1,000 to the Linwood Community House towards community recreation programmes.
36.	Linwood Rugby League Football Club Inc	Crowd safety on parks	That the Hagley/Ferrymead Small Grants Fund Assessment Committee makes a grant of $1,000 to Linwood Rugby League towards safety equipment.
37.	NZ Seido Karate Shibu	Equipment – Long Sticks (Bows)	That the Hagley/Ferrymead Small Grants Fund Assessment Committee makes a grant of $500 to NZ Seido Karate Shibu towards equipment.
38.	Purple Patch Inc	Craft Workshops	That the Hagley/Ferrymead Small Grants Fund Assessment Committee makes a grant of $300 to Purple Patch towards equipment cost for their new premises class room.
39.	Redcliffs Public Library Inc	Rental and operational costs	That the Hagley/Ferrymead Small Grants Fund Assessment Committee makes a grant of $2,350 to the Redcliffs Public Library towards rental and administration costs.
40.	SOSCARS Incorporated	Beanbags, shed and laptop	That the Hagley/Ferrymead Small Grants Fund Assessment Committee makes a grant of $1,009 toward a storage shed and bean bags for the SOSCARS programme.
41.	Sumner Cricket Club	Junior Cricket Gear	That the Hagley/Ferrymead Small Grants Fund Assessment Committee makes a grant of $750 to Sumner Cricket Club towards the purchase of cricket balls.
42.	Sumner Rugby Football Club	Team Equipment	That the Hagley/Ferrymead Small Grants Fund Assessment Committee makes a grant of $750 to Sumner Rugby Football Club towards the purchase of junior rugby balls and first aid supplies.
43.	Sumner Senior Citizens Club	Bus Transport	That the Hagley/Ferrymead Small Grants Fund Assessment Committee makes a grant of $500 to the Sumner Senior Citizens Club towards bus transport.
44.	Te Mapua Child & Youth Trust	Te Mapua Administration	That the Hagley/Ferrymead Small Grants Fund Assessment Committee makes a grant of $2,000 to the Te Mapua Child & Youth Trust toward administration costs associated with the Warriors programme.
45.	Te Whare Roimata Trust	Gold Coin Café	That the Hagley/Ferrymead Small Grants Fund Assessment Committee makes a grant of $3,000 to Te Whare Roimata Trust towards the Gold Coin Café.
46.	Te Whare Taonga O Nga Iwi Katoa Linwood Resource Centre Trust	Girls Group	That the Hagley/Ferrymead Small Grants Fund Assessment Committee makes a grant of $1,000 to Te Whare Taonga O Nga Iwi Katoa Linwood Resource Centre Trust towards their girls group.

2 Cont'd

47.	Te Whare Taonga O Nga Iwi Katoa Linwood Resource Centre Trust	Volunteer Recognition	That the Hagley/Ferrymead Small Grants Fund Assessment Committee makes a grant of $1,500 to Te Whare Taonga O Nga Iwi Katoa Linwood Resource Centre Trust towards volunteer costs and recognition.
48.	Te Whare Taonga O Nga Iwi Katoa Linwood Resource Centre Trust	Programme Costs	That the Hagley/Ferrymead Small Grants Fund Assessment Committee makes a grant of $1,800 to Te Whare Taonga O Nga Iwi Katoa Linwood Resource Centre Trust towards their programme costs.
49.	Te Whare Taonga O Nga Iwi Katoa Linwood Resource Centre Trust	Men's Action Project	That the Hagley/Ferrymead Small Grants Fund Assessment Committee makes a grant of $1,250 to Te Whare Taonga O Nga Iwi Katoa Linwood Resource Centre Trust towards the Men's Action Project.
50.	Woolston Development Project Inc	Women's Group	That the Hagley/Ferrymead Small Grants Fund Assessment Committee makes a grant of $1,000 to the Woolston Development Project Inc towards the Women's Group.
51.	Woolston Development Project Inc	Programme Resources	That the Hagley/Ferrymead Small Grants Fund Assessment Committee makes a grant of $800 to the Woolston Development Project Inc towards programme resources.
52.	Woolston Development Project Inc	Family Events	That the Hagley/Ferrymead Small Grants Fund Assessment Committee makes a grant of $800 to the Woolston Development Project Trust towards family events.

Priority Three Grant Applications

No.	Group	Project	Committee Decision
53.	Bromley Community Association Inc	Cleaning	That the Hagley/Ferrymead Small Grants Fund Assessment Committee decline this application from the Bromley Community Association Inc towards cleaning.
54.	Heathcote Valley Community Association	Neighbourhood Support Heathcote	That the Hagley/Ferrymead Small Grants Fund Assessment Committee decline this application from the Heathcote Valley Community Association for salary towards a data entry person.
55.	Sumner Community Centre Inc	Theatrical Lighting Moving Head Project	That the Hagley/Ferrymead Small Grants Fund Assessment Committee decline the application from the Sumner Community Centre Inc.

Priority Four Grant Applications

No.	Group	Project	Committee Decision
56.	KidsCan Charitable Trust	KidsCan Programme	That the Hagley/Ferrymead Small Grants Fund Assessment Committee decline the application from KidsCan StandTall Charitable Trust for Raincoats for Kids, Food for Kids and Shoes for Kids programmes.

2 Cont'd

(b) On the motion of Bob Todd, seconded by Brenda Lowe-Johnson, to delegate authority to the Committee Chairperson and Wayne Hawker to confirm the minutes of the meeting.

The Chairperson declared the meeting closed at 4.46pm.

CONFIRMED THIS 3RD DAY OF SEPTEMBER 2012

NATHAN RYAN
CHAIRPERSON

LYTTELTON/MT HERBERT COMMUNITY BOARD
14 AUGUST 2012

Report of a meeting of the Lyttelton/Mt Herbert Community Board held on Tuesday 14 August 2012 at 12.40pm in the Governors Bay Hotel, Main Road, Governors Bay

PRESENT: Paula Smith (Chairperson), Jeremy Agar, Ann Jolliffe, Claudia Reid, Adrian Te Patu and Andrew Turner.

APOLOGY: An apology for lateness and early departure was received and accepted from Claudia Reid who arrived at 12.45pm and left at 2.09pm being absent for Clauses 4, 8, 9, 13 and 14.

KARAKIA: Adrian Te Patu gave the opening karakia.

The Board acknowledged the passing of Margaret Mahy, author of Governors Bay, and Bruce Collett, a former Mayor of Lyttelton.

The Board reports that:

PART A – MATTERS REQUIRING A COUNCIL DECISION

1. NO. 2 SUMNER ROAD LYTTELTON – BOUNDARY ADJUSTMENT/REALIGNMENT

This item was considered by the full Council at its meeting on 27 September 2012, via a report from the Environment and Infrastructure Committee.

PART B - REPORTS FOR INFORMATION

2. DEPUTATIONS BY APPOINTMENT

2.1 KIM HICKFORD

Kim Hickford addressed the Board regarding a book being published in November 2012 as a tribute to the Lyttelton Volunteer Fire Brigade and its involvement in the earthquake response in the disaster hit Lyttelton community. Book sales will raise funds for a temporary social room for the volunteers at the Fire Station, which is currently being demolished. Ms Hickford indicated that the Fire Brigade would be making an application to the Board for some funding to support the book launch.

2.2 BRENT STANAWAY

Brent Stanaway, property owner of No. 2 Sumner Road, addressed the Board in support of the proposed Boundary Adjustment/Realignment of his property.

(Refer Clause 1).

3. CORRESPONDENCE

3.1 RUTH DYSON, MP

The Board **received** correspondence from Ruth Dyson, MP for Port Hills, regarding a proposal to name the Lyttelton Library after Margaret Mahy. The Board noted that the Governors Bay Primary School library was already named after Margaret Mahy.

The Board **decided** to refer the letter to Council Library staff to consider if there was a suitable way of commemorating Margaret Mahy, with suggestions that the name of the children's section

in the new Central Library or a Margaret Mahy collection at Lyttelton Library could be possible ways of acknowledging her life works and contribution to literature.

3. PRESENTATION OF PETITIONS

Nil.

4. NOTICES OF MOTION

The following Notice of Motion was submitted by Jeremy Agar:

> *That the Lyttelton/Mt Herbert Community Board support continued public ownership of New Zealand's strategic assets, and continued Christchurch City Council ownership of it's metropolitan and regional strategic assets, in particular, Lyttelton Port of Christchurch.*

Pursuant to Standing Order 3.10.4, with the consent of the meeting, Mr Agar altered the Notice of Motion as follows:

"That the Lyttelton/Mt Herbert Community Board support continued public ownership of New Zealand's strategic assets, and continued Christchurch City Council ownership of its metropolitan and regional strategic assets, in particular, Lyttelton Port of Christchurch and that the Board writes to the Prime Minister and the Mayor of Christchurch expressing this view."

The altered Notice of Motion was seconded by Paula Smith and when put to the meeting was declared **carried** unanimously.

5. RESERVE MANAGEMENT COMMITTEES

5.1 LYTTELTON RESERVES MANAGEMENT COMMITTEE – 16 JULY 2012

The Board **received** the minutes of the Lyttelton Reserves Management Committee meeting held on 16 July 2012 and **decided** to request staff to:

(a) Write to the Committee, acknowledging a letter that was sent to the Board in November 2011.

(b) Arrange for the Committee's Management Plan Review to be published on the Board page of the Council website, noting that the plan is not one prepared in terms of the Reserves Act.

(c) Arrange for the minutes of all Reserve Management Committee meetings to be posted on the Board page on the Council website.

(d) Provide advice, and work with the Committee to progress its funding application.

6. MINUTES OF LYTTELTON HARBOUR/WHAKARAUPO ISSUES GROUP – 10 JULY 2012

The Board **received** the minutes of the Lyttelton Harbour/Whakaraupo Issues Group meeting held on 20 July 2012 and requested that copies of the Summer 2011/12 Water Quality results, referred to in Item 6a, be circulated to Board members.

7. BRIEFINGS

7.1 EDWARD WRIGHT, ENVIRONMENT CANTERBURY

An apology was received from Edward Wright, Operations Planner Passenger Services, Environment Canterbury as he was unable to attend the meeting.

8. COMMUNITY BOARD ADVISER'S UPDATE

Specific mention was made of the following matters:

- The Board **decided** to request a briefing from Environment Canterbury on the development of a joint biodiversity management document for Banks Peninsula.

9. BOARD MEMBERS' INFORMATION EXCHANGE

Specific mention was made of the following matters:

- It was reported that local groups are keen to support the clearing of weed infested public areas (mainly road reserve) and to replant them with natives.

  The Board **decided** to indicate its support for community groups to carry out planting of suitable natives in weeded areas of Lyttelton, and to request staff advice on proceeding with such a project. It was noted that neighbours would need to be consulted and that all groups including the Lyttelton Reserves Management Committee and Lyttelton Environment Group needed to be involved and included in any future discussions.

- The Board **decided** to request a briefing from the Department of Conservation regarding the condition and future plans for Ripapa Island, and in particular, when the public will be able to get access to the Island again.

- The Board **decided** to request that a meeting be arranged with the Resource Consent Manager, the Grubb Cottage Trust, the Board and staff in order to resolve the parking issue preventing the final sign off of the consent for Grubb Cottage. The refurbishment of the cottage was completed in mid 2010 but it has been unable to open due to this long time unresolved parking issue.

- The Board noted the urgent need for Volcano Radio to find premises, following the announcement that Shadbolt House is to be demolished.

- The Board had undertaken a site visit to identify possible locations in Lyttelton for viewing seats, to be funded from donations received as a result of the earthquakes. The Board **decided** to request staff advice on the installation of viewing seats in selected locations around Lyttelton, and the proposal that they be painted heritage red.

- The Board **decided** to request that staff provide information on what, if anything, was happening in regard to Evans Pass, after having been briefed on several options about its closure some months ago.

- The Board **requested** that its Objectives for the 2010-2013 Triennium be posted on the Board page on the Council website and that the first sentence be amened to read:

  "These objectives are agreed by members of the Lyttelton/Mt Herbert Community Board."

10. QUESTIONS UNDER STANDING ORDERS

Nil.

PART C - REPORT ON DELEGATED DECISIONS

11. CONFIRMATION OF MEETING MINUTES

The Board **resolved** that the minutes of its meeting held on 31 July 2012 be confirmed subject to the following amendment:

Page 5, item 6, second paragraph: Amend name from "Rick Humphries" to "Rich Humphries."

12. ESTABLISHMENT OF A LYTTELTON/MT HERBERT YOUTH DEVELOPMENT SCHEME 2012/13

The Board **resolved** to establish a Youth Development Scheme until the end of this Triennium, based on the following criteria:

- Age groups 12-20 years
- Projects must have obvious benefits for the young person and if possible the wider community.
- Only one successful application permitted, per applicant, per year.
- Applicants should be undertaking other fundraising activities and not relying solely on Community Board support
- Successful applicants will be required to report back to the Community Board on their experiences.

13. LYTTELTON/MT HERBERT COMMUNITY BOARD STRENGTHENING COMMUNITIES FUNDING 2012/13 ALLOCATIONS

The Board **resolved** to approve the allocations for its Lyttelton/Mt Herbert Strengthening Communities Fund for 2012/13 as follows:

No.	Group	Project	Board Decision
1	Whakaraupo Carving Centre Trust	Whakaraupo Carving Centre Project	The Board **resolved** to decline the request as funding had been granted to this project as a Key Local Project.
2	Lyttelton/Mt Herbert Community Board	ANZAC Day 2012	The Board **resolved** to make a grant of $1,320 towards the ANZAC Day services in 2013 in Lyttelton and Diamond Harbour.
3	Lyttelton/Mt Herbert Community Board	Newsletter	The Board **resolved** to make a grant of $300 for the production of the Board's newsletters for local residents.
4	Lyttelton/Mt Herbert Community Board	Neighbourhood Week	The Board **resolved** to make a grant of $2,000 towards the Board's Neighbourhood Week project.
5	Project Lyttelton Incorporated	Project Lyttelton Projects including Treaty of Waitangi Training and Festival of Walking	The Board **resolved** to make a grant of $7,000 towards the Project Lyttelton Incorporated as a contribution to: (a) $1000 for administration/audit fees (b) $5000 for Festival of Walking (c) $1000 Treaty of Waitangi Training
6	Diamond Harbour Community Association	Stoddart Point Regeneration Project	The Board **resolved** to make a grant of $7,578 to the Diamond Harbour Community Association.

7	Lyttelton Community House Trust	Lyttelton Community House Projects	The Board **resolved** to make a grant of $8,100 towards the Lyttelton Community House projects.
8	Lyttelton Harbour Basin Youth Council Inc	Lyttelton Youth Centre Projects	The Board **resolved** to make a grant of $8,100 towards the Lyttelton Youth Centre projects.
9	Naval Point Club Lyttelton Incorporated	Naval Point Club Operations	The Board **resolved** to make a grant of $4,000 towards the Naval Point Club operations.

5. Project Lyttelton

Andrew Turner declared an interest in this item and took no part in the discussion or voting thereon.

Adrian Te Patu moved:

That $6,000 be granted to Project Lyttelton, being $1,000 for Treaty Training, $1,800 for administration/audit and $3,200 towards the Festival of Walking.

The motion was seconded by Ann Jolliffe.

Paula Smith moved by way of an amendment:

That $7,000 be granted to Project Lyttelton, and that it all be allocated to the Festival of Walking.

The amendment was seconded by Jeremy Agar and when put to the vote was declared a **tie**.

Jeremy Agar moved by way of an amendment:

That $7,000 be granted to Project Lyttelton, being $1,000 for Treaty Training, $1,000 for administration/audit and $5,000 towards the Festival of Walking.

The amendment was seconded by Adrian Te Patu and when put to the vote was declared **carried**.

6. Diamond Harbour Community Association

Adrian Te Patu declared an interest in this item and took no part in the discussion or voting thereon.

The Board **resolved** to request that in future staff ensure that each project was a separate application and accordingly detailed separately on matrices so that project costs could be clearly identified.

The meeting closed at 4.15pm.

CONFIRMED THIS 20TH DAY OF SEPTEMBER 2012.

PAULA SMITH
CHAIRPERSON

11. 10. 2012

RICCARTON/WIGRAM COMMUNITY BOARD
4 SEPTEMBER 2012

Report of a meeting of the Riccarton/Wigram Community Board held on Tuesday, 4 September 2012 at 5:30pm in the Community Room, Upper Riccarton Library, 71 Main South Road, Upper Riccarton.

PRESENT: Mike Mora (Chairperson), Natalie Bryden, Jimmy Chen, Judy Kirk, Sam Johnson and Peter Laloli.

APOLOGY: An apology was received and accepted from Helen Broughton.

The Board reports that:

PART B - REPORTS FOR INFORMATION

1. DEPUTATIONS BY APPOINTMENT

1.1 NEW ZEALAND POLICE UPDATE

Inspector Malcolm Johnston, Area Commander, Southern – New Zealand Police, updated the Board on current policing matters within the Riccarton/Wigram ward and the greater Christchurch area. Sergeant Steve Jones, Neighbour Policing Unit – Riccarton, gave an update on the successful work of the Neighbour Policing Unit in the Riccarton area.

1.2 ROADING POLICE UPDATE

Inspector Al Stewart - Road Policing Manager, New Zealand Police, updated the Board on road policing matters within the Riccarton/Wigram ward and the greater Christchurch area.

1.3 PROPOSED SET UP OF HALSWELL MARKET

Chrys Horn, and Phillipa Manning-Smith, residents of Halswell outlined to the Board their plans in setting up a market in the Halswell area. It is planned to commence a feasibility study on the concept shortly.

2. PRESENTATION OF PETITIONS

Nil.

3. CORRESPONDENCE

Nil.

4. BRIEFINGS

Nil.

5. RICCARTON WIGRAM SMALL GRANTS FUND ASSESSMENT COMMITTEE

The Board noted that funding totalling $72,529 was allocated by the Small Grants Fund Assessment Committee.

The Board **received** and noted for record purposes the report from the Riccarton/Wigram Small Grants Fund Assessment Committee meeting held on 20 August 2012.

6. COMMUNITY BOARD ADVISER'S UPDATE

- **Meeting with the University of Canterbury Vice-Chancellor and University Council**

  The Board discussed the items they wished to be raised at the upcoming meeting of Fendalton/Waimairi and Riccarton/Wigram Community Boards, the University Vice-Chancellor, and the University Council to be held on 26 September 2012 at the University.

7. QUESTIONS UNDER STANDING ORDERS

Nil.

PART C - DELEGATED DECISIONS

8. CONFIRMATION OF MEETING MINUTES – 14 AUGUST 2012

The Board **resolved** that the minutes of the Board's ordinary meeting of 14 August 2012 be confirmed.

9. APPLICATION TO THE RICCARTON/WIGRAM 2012/13 YOUTH DEVELOPMENT SCHEME - GEORGIA LEE WILLETTS

The Board considered a report on an application for funding from the Riccarton/Wigram 2012/13 Youth Development Scheme.

The Board **resolved** to support the application and grant $500 to Georgia Willetts towards expenses for the Christchurch UK Sister City Global Leadership Programme, from the 2012/13 Youth Development Fund.

10. APPLICATION TO THE RICCARTON/WIGRAM 2012/13 YOUTH DEVELOPMENT SCHEME – TAMARA MCELWAIN

The Board considered a report on an application for funding from the Riccarton/Wigram 2012/13 Youth Development Scheme.

The Board **resolved** to support the application and allocate $500 to Tamara McElwain as a contribution towards her expenses for her exchange trip to Europe from the 2012/13 Youth Development Fund.

11. APPLICATION TO THE RICCARTON WIGRAM 2012/13 YOUTH DEVELOPMENT SCHEME – GEORGINA AMBER TAYLOR AND PARIS MACKENZIE JANE TAYLOR

The Board considered a report on an application for funding from the Riccarton/Wigram 2012/13 Youth Development Scheme.

The Board **resolved** to support the applications and allocate $300 to Georgina Amber Taylor and $200 to Paris Mackenzie Jane Taylor as a contribution towards their trip to Dunedin from the 2012/13 Youth Development Fund.

12. COMMUNITY YOUTH SERVICE AND COMMUNITY GARDEN PRIDE AWARDS FUNDING 2012/13

The Riccarton/Wigram Community Board considered a report seeking additional funding for the Riccarton/Wigram Community and Youth Service, and Community Garden Pride Awards from the Riccarton/Wigram 2012/13 Discretionary Response Fund.

The Board **resolved** that $4,000 from the Riccarton/Wigram 2012/13 Discretionary Response Fund be granted towards the 2013 Community and Youth Service Awards and Community Pride Garden Awards.

13. LEASE OF UPPER RICCARTON WAR MEMORIAL LIBRARY

The Riccarton/Wigram Community Board considered a report to issue a ground lease to the Upper Riccarton War Memorial Library Incorporated to occupy the Upper Riccarton War Memorial Library at 372 Riccarton Road (Reserve 4620) for the primary purposes of a volunteer library service and a place for local community organisations to meet.

The Board **resolved**:

(a) To approve the granting of a new lease to Upper Riccarton War Memorial Library Incorporated over Reserve 4620 located at 372 Riccarton Road, a reserve in trust for municipal building purposes for a total period of up to 30 years, comprising an initial term of ten years with two rights of renewal of ten years each. The right of renewal being subject to the Council being satisfied that the terms and conditions of the lease have been complied with, and that there is sufficient need for the activity specified in the lease, and that in the public interest some other municipal activity should not have priority.

(b) That the lease allows for the sublease or casual hire of the “Plunket” building to not-for-profit community group(s) with such use to be in accordance with Section 61(2A) of the Reserves Act 1977.

(c) To authorise the Corporate Support Unit Manager to conclude and administer the terms and conditions of the lease.

Note: Peter Laloli declared an interest in this item and took no part in the Board’s discussion or voting on this matter.

14. LEASE TO CHURCH CORNER TOY LIBRARY INC. AT SIR J MACKENZIE LIBRARY

The Riccarton/Wigram Community Board considered a report to issue a new lease to Church Corner Toy Library Inc. to occupy the Sir John McKenzie Memorial Library at 393 Riccarton Road (Reserve 4884) for the purposes of providing toy lending services.

The Board **resolved**:

(a) Approve the granting of a new lease to Church Corner Toy Library Inc over Reserve 4884 located at 393 Riccarton Road, a local purpose (memorial library site in trust) reserve of 185 square metres, for a total period of up to 15 years, comprised of a five year initial term with two rights of renewal of five years. The right of renewal being subject to the Council being satisfied that the terms and conditions of the lease have been complied with, and that there is sufficient need for the activity specified in the lease, and that in the public interest some other sport, game, or recreational activity should not have priority.

(b) Authorise the Corporate Support Unit Manager to conclude and administer the terms and conditions of the lease

15. WIGRAM SKIES AND AIDANFIELD SUBDIVISIONS – PROPOSED ROAD AND RIGHT OF WAY NAMING

The Board considered a report seeking approval for 11 new road names and one new right of way name for the Wigram Skies and the Aidanfield subdivisions.

STAFF RECOMMENDATION

It is recommended that the Board consider and approve the proposed road names as follows:

Wigram Skies: Stage 2A - 2C

Deal Street	Limbrick Road	Orr Street
McKendry Road	Auster Avenue	Coull Street
Rich Terrace	Mackay Street	Ronaldson Terrace
Vale Terrace	Lightbody Lane	

Aidanfield

Templetons Way

BOARD CONSIDERATION

The Board **agreed** to change the proposed name of Limbrick Road to Maclaren Road.

BOARD DECISION

The Board **resolved** that the road names be as follows:

Wigram Skies: Stage 2A - 2C

Deal Street	Maclaren Road	Orr Street
McKendry Road	Auster Avenue	Coull Street
Rich Terrace	Mackay Street	Ronaldson Terrace
Vale Terrace	Lightbody Lane	

Aidanfield

Templetons Way

16. BIBIANA STREET - PROPOSED NO STOPPING RESTRICTION

The Board considered a report seeking approval for the installation of No Stopping Restrictions on Bibiana Street.

The Board **resolved**:

(a) That the stopping of vehicles be prohibited at any time on the north west side of Bibiana Street commencing at a point 71 metres east of its intersection with Bernadette Street, and extending in an easterly direction around the bend to the north east for a total distance of 52 metres.

(b) That the stopping of vehicles be prohibited at any time on the east side of Bibiana Street commencing at a point 70 metres southwest of its intersection with Gabriel Grove and extending in a southwest direction for a distance of 14 metres.

(c) That the stopping of vehicles be prohibited at any time on the east side of Bibiana Street commencing at its intersection with Gabriel Grove and extending in a southerly direction for a distance of 28 metres.

16 Cont'd

(d) That the stopping of vehicles be prohibited at any time on the south side of Gabriel Grove commencing at its intersection with Bibiana Street and extending in a south easterly direction for a distance of 6 metres.

(e) That the stopping of vehicles be prohibited at any time on the north side of Gabriel Grove commencing at its intersection with Bibiana Street and extending in a southeast direction for a distance of 6 metres.

(f) That the stopping of vehicles be prohibited at any time on the east side of Bibiana Street commencing at its intersection with Gabriel Grove and extending in a northerly direction for a distance of 11 metres.

17. AIDANFIELD DRIVE/MCMAHON INTERSECTION - PROPOSED NO STOPPING RESTRICTIONS

The Board considered a report seeking approval for No Stopping Restrictions at the intersection of Aidanfield Drive and McMahon Drive.

The Board **resolved**:

(a) That the stopping of vehicles be prohibited at any time on the south west side of Aidanfield Drive commencing at its intersection with McMahon Drive and extending in a south easterly direction for a distance of 25 metres.

(b) That the stopping of vehicles be prohibited at any time on the north east side of Aidanfield Drive commencing at its intersection with McMahon Drive and extending in a south easterly direction for a distance of 38 metres.

(c) That the stopping of vehicles be prohibited at any time on the south east side of McMahon Drive commencing at its intersection with Aidanfield Drive and extending in a north easterly direction for a distance of 30 metres.

(d) That the stopping of vehicles be prohibited at any time on the north west side of McMahon Drive commencing at its intersection with Aidanfield Drive and extending in a north easterly direction for a distance of 39 metres.

(e) That the stopping of vehicles be prohibited at any time on the east side of Aidanfield Drive commencing at its intersection with McMahon Drive and extending in a northerly direction for a distance of 44 metres.

(f) That the stopping of vehicles be prohibited at any time on the west side of Aidanfield Drive commencing at its intersection with McMahon Drive and extending in a northerly direction for a distance of 45 metres.

(g) That the stopping of vehicles be prohibited at any time on the north west side of McMahon Drive commencing at its intersection with Aidanfield Drive and extending in a south westerly direction to its northern intersection with Somerville Crescent.

(h) That the stopping of vehicles be prohibited at any time on the north west side of McMahon Drive commencing at its northern intersection with Somerville Crescent and extending in a south westerly direction for a distance of 10 metres.

(i) That the stopping of vehicles be prohibited at any time on the north east side of Somerville Crescent commencing at its northern intersection with McMahon Drive and extending in a north westerly direction for a distance of 10 metres.

(j) That the stopping of vehicles be prohibited at any time on the south west side of Somerville Crescent commencing at its northern intersection with McMahon Drive and extending in a north westerly direction for a distance of 10 metres.

17 Cont'd

(k) That the stopping of vehicles be prohibited at any time on the south east side of McMahon Drive commencing at its intersection with Aidanfield Drive and extending in a south westerly direction for a distance of 45 metres.

18. WATERLOO ROAD INDUSTRIAL INTERSECTIONS - PROPOSED NO STOPPING RESTRICTIONS

The Board considered a report seeking the Board's approval for the installation of No Stopping Restrictions on Waterloo Road and roads that intersect with Waterloo Road between Carmen Road and Racecourse Road.

The Board **resolved**:

Revocation of No Stopping Restrictions

(a) That the stopping of vehicles currently prohibited at any time on the north side of Waterloo Road commencing at its intersection with Carmen Road and extending in an easterly direction for a distance of 44 metres be revoked.

(b) That the stopping of vehicles currently prohibited at any time on the south side of Waterloo Road commencing at its intersection with Braeburn Drive and extending in an easterly direction for a distance of 12 metres be revoked.

(c) That the stopping of vehicles currently prohibited at any time on the south side of Waterloo Road commencing at its intersection with Braeburn Drive and extending in an westerly direction for a distance of 12 metres be revoked.

(d) That the stopping of vehicles currently prohibited at any time on the east side of Braeburn Drive commencing at its intersection with Waterloo Road and extending in an southerly direction for a distance of six metres be revoked.

(e) That the stopping of vehicles currently prohibited at any time on the west side of Braeburn Drive commencing at its intersection with Waterloo Road and extending in an southerly direction for a distance of six metres be revoked.

No Stopping Restrictions

(f) That the stopping of vehicles be prohibited at any time on the North side of Waterloo Road commencing at its intersection with Carmen Road and extending in an Easterly direction for a distance of 68 metres.

(g) That the stopping of vehicles be prohibited at any time on the western side of Halwyn Drive commencing at its intersection with Waterloo Road and extending in a Northerly direction for a distance of 20 metres.

(h) That the stopping of vehicles be prohibited at any time on the Eastern side of Halwyn Drive commencing at its intersection with Waterloo Road and extending in a Northerly direction for a distance of 20 metres.

(i) That the stopping of vehicles be prohibited at any time on the Northern side of Waterloo Road commencing at its intersection with Halwyn Drive and extending in a Westerly direction for a distance of 15 metres.

(j) That the stopping of vehicles be prohibited at any time on the Northern side of Waterloo Road commencing at its intersection with Halwyn Drive and extending in an Easterly direction for a distance of 15 metres.

18 Cont'd

(k) That the stopping of vehicles be prohibited at any time on the Western side of Paragon Place commencing at its intersection with Waterloo Road and extending in a Northerly direction for a distance of 15 metres.

(l) That the stopping of vehicles be prohibited at any time on the Eastern side of Paragon Place commencing at its intersection with Waterloo Road and extending in a Northerly direction for a distance of 15 metres.

(m) That the stopping of vehicles be prohibited at any time on the Northern side of Waterloo Road commencing at its intersection with Paragon Place and extending in a Westerly direction for a distance of 15 metres.

(n) That the stopping of vehicles be prohibited at any time on the northern side of Waterloo Road commencing at its intersection with Paragon Place and extending in an easterly direction for a distance of 12 metres.

(o) That the stopping of vehicles be prohibited at any time on the Western side of Braeburn Drive (western intersection) commencing at its intersection with Waterloo Road and extending in a Southerly direction for a distance of 19 metres.

(p) That the stopping of vehicles be prohibited at any time on the Eastern side of Braeburn Drive (western intersection) commencing at its intersection with Waterloo Road and extending in a Southerly direction for a distance of 20 metres.

(q) That the stopping of vehicles be prohibited at any time on the Southern side of Waterloo Road commencing at its intersection with Braeburn Drive (Western intersection) and extending in a Westerly direction for a distance of 15 metres.

(r) That the stopping of vehicles be prohibited at any time on the Southern side of Waterloo Road commencing at its intersection with Braeburn Drive (Western intersection) and extending in an Easterly direction for a distance of 15 metres.

(s) That the stopping of vehicles be prohibited at any time on the Western side of Braeburn Drive (Eastern intersection) commencing at its intersection with Waterloo Road and extending in a Southerly direction for a distance of 35 metres.

(t) That the stopping of vehicles be prohibited at any time on the Eastern side of Braeburn Drive (Eastern intersection) commencing at its intersection with Waterloo Road and extending in a Southerly direction for a distance of 20 metres.

(u) That the stopping of vehicles be prohibited at any time on the Southern side of Waterloo Road commencing at its intersection with Braeburn Drive (Eastern end) and extending in a Westerly direction for a distance of 15 metres.

(v) That the stopping of vehicles be prohibited at any time on the Southern side of Waterloo Road commencing at its intersection with Braeburn Drive (Eastern end) and extending in an Easterly direction for a distance of 15 metres.

(w) That the stopping of vehicles be prohibited at any time on the Western side of Gerald Connolly Place commencing at its intersection with Waterloo Road and extending in a Southerly direction for a distance of 20 metres.

(x) That the stopping of vehicles be prohibited at any time on the Western side of Gerald Connolly Place commencing at its intersection with Waterloo Road and extending in a Southerly direction for a distance of 20 metres.

18 Cont'd

(y) That the stopping of vehicles be prohibited at any time on the Southern side of Waterloo Road commencing at its intersection with Gerald Connolly Place and extending in a Westerly direction for a distance of 15 metres.

(z) That the stopping of vehicles be prohibited at any time on the Southern side of Waterloo Road commencing at its intersection with Gerald Connolly Place and extending in an Easterly direction for a distance of 15 metres.

19. WAIMAIRI ROAD (COLLEGE HOUSE SLIP LANE) PROPOSED P5 LOADING ZONE AND NO STOPPING RESTRICTION

The Board considered a report seeking approval for the proposed Loading Zone and No Stopping Restriction on the eastern side of Waimairi Road on the slip lane outside College House.

The Board **resolved**:

(a) That a Loading Zone be installed on the eastern side of Waimairi Road on the slip lane at the Waimairi Road/Peer Street intersection commencing at a point 412 metres north from its intersection with Roundtree Street and extending in a northerly direction for a distance of 18 metres.

(b) That the stopping of vehicles be prohibited at any time on the east side of the Waimairi Road slip lane commencing at a point 430 metres north of Waimairi Road's intersection with Roundtree Street and extending in a northerly direction for a distance of 7 metres.

(c) That the stopping of vehicles be prohibited at any time on the west side of the Waimairi Road slip lane commencing at a point 415 metres north of Waimairi Road's intersection with Roundtree Street and extending in a northerly direction for a distance of 40 metres.

20. CHRISTCHURCH SOUTHERN MOTORWAY RELATED - NO STOPPING RESTRICTIONS AND INTERSECTION CONTROLS

The Board considered a report seeking approval for the installation of No Stopping Restrictions and Intersection Controls on Council roads that intersect with or have been altered by the Christchurch Southern Motorway works.

The Board **resolved**:

Revocations - No Stopping Restrictions

(a) That the stopping of vehicles currently prohibited at any time on the north western side of Shands Road commencing at its intersection with Halswell Junction Road and extending in a north easterly direction for a distance of 148 metres be revoked.

(b) That the stopping of vehicles currently prohibited at any time on the south eastern side of Shands Road commencing at its intersection with Halswell Junction Road and extending in a north easterly direction for a distance of 374 metres be revoked.

(c) That the stopping of vehicles currently prohibited at any time on the north western side of Shands Road commencing at its intersection with Halswell Junction Road and extending in a south westerly direction for a distance of 118 metres be revoked.

(d) That the stopping of vehicles currently prohibited at any time on the south eastern side of Shands Road commencing at its intersection with Halswell Junction Road and extending in a south westerly direction for a distance of 127 metres be revoked.

20 Cont'd

(e) That the stopping of vehicles currently prohibited at any time on the north side of Hickory Place commencing at its intersection with Halswell Junction Road and extending in a westerly direction for a distance of 34 metres be revoked.

(f) That the stopping of vehicles be prohibited at any time on the south side of Hickory Place commencing at its intersection with Halswell Junction Road and extending in a westerly direction for a distance of 12 metres be revoked.

Revocations – Intersection Controls

(g) That the existing give way control against Shands Road northern approach at its intersection with Halswell Junction Road be revoked.

(h) That the existing give way control against Shands Road southern approach at its intersection with Halswell Junction Road be revoked.

(i) That the existing give way control against Awatea Road at its intersection with Wigram Road (old alignment) be revoked.

(j) That the existing give way control against Dunbars Road at its intersection with Wigram Road (old alignment) be revoked.

(k) That the existing give way control against Hickory Place at its intersection with Halswell Junction Road be revoked.

(l) That the existing stop control against Connaught Drive at its intersection with Halswell Junction Road be revoked.

(m) That the existing give way control against Edmonton Road at its intersection with Halswell Junction Road be revoked.

(n) That the existing give way control against Branston Street at its intersection with Halswell Junction Road be revoked.

(o) That the existing give way control against Columbia Avenue at its intersection with Halswell Junction Road be revoked.

(p) That the existing give way control against Wilmers Road at its intersection with Halswell Junction Road be revoked.

Recommendations - No Stopping Restrictions

(q) That the stopping of vehicles be prohibited at any time on the north western side of Shands Road commencing at its intersection with Halswell Junction Road and extending in a north easterly direction for a distance of 196 metres.

(r) That the stopping of vehicles be prohibited at any time on the south eastern side of Shands Road commencing at its intersection with Halswell Junction Road and extending in a north easterly direction for a distance of 374 metres.

(s) That the stopping of vehicles be prohibited at any time on the north western side of Shands Road commencing at its intersection with Halswell Junction Road and extending in a south westerly direction for a distance of 118 metres.

(t) That the stopping of vehicles be prohibited at any time on the south eastern side of Shands Road commencing at its intersection with Halswell Junction Road and extending in a south westerly direction for a distance of 127 metres.

20 Cont'd

(u) That the stopping of vehicles be prohibited at any time on the western side of Springs Road commencing at its intersection with Halswell Junction Road and extending in a northerly direction for a distance of 86 metres.

(v) That the stopping of vehicles be prohibited at any time on the eastern side of Springs Road commencing at its intersection with Halswell Junction Road and extending in a northerly direction for a distance of 108 metres.

(w) That the stopping of vehicles be prohibited at any time on the west side of Springs Road commencing at its intersection with Halswell Junction Road and extending in a southerly direction for a distance of 98 metres.

(x) That the stopping of vehicles be prohibited at any time on the east side of Springs Road commencing at its intersection with Halswell Junction Road and extending in a southerly direction for a distance of 117 metres.

(y) That the stopping of vehicles be prohibited at any time on the east side of Springs Road commencing at its intersection with Wilmers Road new alignment and extending in a northerly direction for a distance of 20 metres.

(z) That the stopping of vehicles be prohibited at any time on the east side of Springs Road commencing at its intersection with Wilmers Road new alignment and extending in a southerly direction for a distance of 20 metres.

(aa) That the stopping of vehicles be prohibited at any time on the north east side of Awatea Road commencing at its intersection with Wigram Road (new alignment) and extending in a north westerly direction for a distance of 25 metres.

(ab) That the stopping of vehicles be prohibited at any time on the north east side of Awatea Road commencing at its intersection with Wigram Road (new alignment) and extending in a south westerly direction (along the slip lane, being a variation to the contract) for a distance of 80 metres.

(ac) That the stopping of vehicles be prohibited at any time on the south west side of Awatea Road commencing at its intersection with Dunbars Road (new alignment) and extending in a north westerly direction for a distance of 16 metres.

(ad) That the stopping of vehicles be prohibited at any time on the southern side of Dunbars Road (new alignment) commencing at a point 197 metres west its intersection with Westlake Road and extending in a westerly direction then continuing around the corner to the south west for a total distance of 93 metres.

(ae) That the stopping of vehicles be prohibited at any time on the north western side of Wigram Road (new alignment) commencing at its intersection with Awatea Road and extending in a north easterly direction for a distance of 50 metres.

(af) That the stopping of vehicles be prohibited at any time on the south eastern side of Wigram Road (new alignment) commencing at its intersection with Awatea Road and extending in a north easterly direction for a distance of 52 metres.

(ag) That the stopping of vehicles be prohibited at any time on the north western side of Dunbars Road (new alignment) commencing at its intersection with Awatea Road (new alignment) and extending in a south westerly direction then around the bend to the west for a total distance of 72 metres.

(ah) That the stopping of vehicles be prohibited at any time on the northern side of Hickory Place commencing at its intersection with Halswell Junction Road and extending in a westerly direction for a distance of 34 metres.

20 Cont'd

(ai) That the stopping of vehicles be prohibited at any time on the southern side of Hickory Place commencing at its intersection with Halswell Junction Road and extending in a westerly direction for a distance of 25 metres.

(aj) That the stopping of vehicles be prohibited at any time on the north west side of Connaught Drive commencing at its intersection with Halswell Junction Road and extending in a south westerly direction for a distance of 36 metres.

(ak) That the stopping of vehicles be prohibited at any time on the south east side of Connaught Drive commencing at its intersection with Halswell Junction Road and extending in a south westerly direction for a distance of 42 metres.

(al) That the stopping of vehicles be prohibited at any time on the north west side of Edmonton Road commencing at its intersection with Halswell Junction Road and extending in a south westerly direction for a distance of 35 metres.

(am) That the stopping of vehicles be prohibited at any time on the south east side of Edmonton Road commencing at its intersection with Halswell Junction Road and extending in a south westerly direction for a distance of 20 metres.

(an) That the stopping of vehicles be prohibited at any time on the north west side of Branston Street commencing at its intersection with Halswell Junction Road and extending in a north easterly direction for a distance of 20 metres.

(ao) That the stopping of vehicles be prohibited at any time on the south east side of Branston Street commencing at its intersection with Halswell Junction Road and extending in a north easterly direction for a distance of 20 metres.

(ap) That the stopping of vehicles be prohibited at any time on the north west side of Columbia Avenue commencing at its intersection with Halswell Junction Road and extending in a south westerly direction for a distance of 20 metres.

(aq) That the stopping of vehicles be prohibited at any time on the south east side of Columbia Avenue commencing at its intersection with Halswell Junction Road and extending in a south westerly direction for a distance of 25 metres.

(ar) That the stopping of vehicles be prohibited at any time on the north east side of Wilmers Road new alignment commencing at its intersection with Springs Road and extending in a south easterly direction for a distance of 50 metres.

(as) That the stopping of vehicles be prohibited at any time on the south west side of Wilmers Road new alignment commencing at its intersection with Springs Road and extending in a south easterly direction for a distance of 50 metres.

(at) That the stopping of vehicles be prohibited at any time on the south side of Wilmers Road new alignment commencing at its intersection with Old Wilmers Road and extending in a westerly direction for a distance of 20 metres.

(au) That the stopping of vehicles be prohibited at any time on the south side of Wilmers Road new alignment commencing at its intersection with Old Wilmers Road and extending in an easterly direction for a distance of 20 metres.

(av) That the stopping of vehicles be prohibited at any time on the west side of Old Wilmers Road commencing at its intersection with Wilmers Road new alignment and extending in a south westerly direction for a distance of 62 metres.

20 Cont'd

(aw) That the stopping of vehicles be prohibited at any time on the east side of Old Wilmers Road commencing at its intersection with Wilmers Road new alignment and extending in a southerly direction for a distance of 30 metres.

(ax) That the stopping of vehicles be prohibited at any time on the northern east side of Dunbars Road lay-by, access to properties 139, 1/141, 2/141, 143, 1145, 147, 149 & 151 commencing at a point 73 metres east of its intersection with Dunbars Road and extending in a south easterly direction for a distance of 17 metres.

Recommendations – Intersection Controls

(ay) That a give way control be installed against Wigram Road (new alignment) at its intersection with Awatea Road.

(az) That a give way control be installed against the south western approach of Dunbars Road (new alignment) at its intersection with Awatea Road.

(ba) That a give way control be installed against Hickory Place at its intersection with Halswell Junction Road.

(bb) That a stop control be installed against Connaught Drive at its intersection with Halswell Junction Road.

(bc) That a give way control be installed against Edmonton Road at its intersection with Halswell Junction Road.

(bd) That a give way control be installed against Branston Street at its intersection with Halswell Junction Road.

(be) That a give way control be installed against Columbia Avenue at its intersection with Halswell Junction Road.

(bf) That a give way control be installed against Wilmers Road new alignment at its intersection with Springs Road.

(bg) That a give way control be installed against Old Wilmers Road at its intersection with Wilmers Road new alignment.

21. ELECTED MEMBERS' INFORMATION EXCHANGE

- The Board were updated on a resource consent that has been granted in Curletts Road for a pre-school. The Board voiced concern that the consent had been granted when there is no provision for a right hand turn in or out of the property and the preschool is to be located on a highly congested state highway.

- Board members were informed that Council staff had made a presentation to the Ilam-Upper Riccarton Residents' Association on the proposed Plan Change 70 - Management of Residential Units and Non-Family Accommodation. It was noted that the Board were unaware of the proposed plan change. The Board **agreed** that the proposed Plan Change could possibly be of interest to the City Community Boards and **requested** that staff hold a seminar on the proposed plan change.

- The Board were advised that the Riccarton Community Centre is on the list of Council Community Facilities Rebuild Priority list.

The Board Chairperson thanked Board members and staff for their attendance and contributions and declared the meeting closed at 7.34 pm.

CONFIRMED THIS 18TH DAY OF SEPTEMBER 2012

MIKE MORA
CHAIRPERSON

RICCARTON/WIGRAM COMMUNITY BOARD
18 SEPTEMBER 2012

Report of a meeting of the Riccarton/Wigram Community Board held on Tuesday, 18 September 2012 at 5:30pm in the Community Room, Upper Riccarton Library, 71 Main South Road, Upper Riccarton.

PRESENT: Mike Mora (Chairperson), Helen Broughton, Natalie Bryden, Jimmy Chen, Sam Johnson, Judy Kirk and Peter Laloli.

APOLOGIES: An apology for early departure was received and accepted from Helen Broughton who departed the meeting at 5.56pm and was absent for clauses 1, 3 to 7, 9 to 16 and part of clause 2.

The Board reports that:

PART A – MATTERS REQUIRING A COUNCIL DECISION

1. NOTICE OF MOTION

The following Notice of Motion was submitted by Mike Mora:

Rationale:
Proposed Metropolitan Youth Development Fund
Recently the Board discussed the issue of Youth Development Scheme applications that have been received from organisations that have many applicants from different wards attending an event, e.g. choirs, orchestras etc. When the applications come to the many city boards there can be inconsistencies in the staff recommendations for each applicant and each Board has different criteria/guidelines on how they allocate. The Board feel that these applications should be treated by a metropolitan fund in the way that funding applications that cover more than one ward are dealt by the Metropolitan Discretionary Fund and provide applicants with a consistent criteria and guidelines as to the amount that they would be allocated.

Motion:

The Riccarton/Wigram Community Board request the Council to set up a Metropolitan Youth Development Fund to assist applications from youth organisations that have applicants from more than one ward.

The Board **received** and accepted the Notice of Motion and with the consent of Mike Mora the alteration of the words to read:

"That the Riccarton/Wigram Community Board request the Council to consider a Metropolitan Youth Development Fund to assist applications from youth organisations."

The Notice of Motion was seconded by Judy Kirk and on being put to the meeting was declared **carried.**

PART B - REPORTS FOR INFORMATION

2. DEPUTATIONS BY APPOINTMENT

2.1 NEW ZEALAND TRANSPORT AGENCY (NZTA) QUARTERLY UPDATE

Tony Spowart, Regional Traffic and Safety Manager – NZTA, updated the Board on NZTA matters within the Riccarton/Wigram Ward.

3. PRESENTATION OF PETITIONS

Nil.

4. CORRESPONDENCE

Nil.

5. BRIEFINGS

Nil.

6. COMMUNITY BOARD ADVISER'S UPDATE

6.1 Update on Earthquake Recovery

Members were updated on the outcomes of the recent Earthquake Recovery Committee meetings.

7. ELECTED MEMBERS' INFORMATION EXCHANGE

- **Former Lionel Hunter site – 4 Deans Avenue**

  The Board **request** staff advice on how the Community Board was able to initiate with the Council a plan change for the former Lionel Hunter site (4 Deans Avenue).

- **Ward Earthquake Recovery Advocates**

  Members were advised that the Council has approved the Community Boards Chairpersons' request for Ward Earthquake Recovery Advocates.

- **Temporary Walk in Customer Services – Hornby area**

  The Board were advised that the Corporate and Financial Committee will make a recommendation to the Council that a temporary walk in customer services facility be installed in the Hornby area.

8. QUESTIONS UNDER STANDING ORDERS

Nil.

PART C - DELEGATED DECISIONS

9. CONFIRMATION OF MEETING MINUTES – 4 SEPTEMBER 2012

The Board **resolved** that the minutes of the Board's ordinary meeting of 4 September 2012 be confirmed.

10. APPLICATION TO RICCARTON/WIGRAM 2012/13 DISCRETIONARY RESPONSE FUND - UNIVERSITY OF CANTERBURY CANOE CLUB

The Board considered a report regarding the University of Canterbury Canoe Club application for the Sea Kayak project for funding from the Riccarton/Wigram 2012/13 Discretionary Response Fund.

10 Cont'd

STAFF RECOMMENDATION

It is recommended that the Riccarton/Wigram Community Board approve a grant of $1,500 from its 2012/13 Discretionary Response Fund to the University of Canterbury Canoe Club for the Sea Kayak project.

BOARD DECISION

The Board **resolved** to approve a grant of $1,700 from its 2012/13 Discretionary Response Fund to the University of Canterbury Canoe Club for the Sea Kayak project.

11. APPLICATION TO THE RICCARTON/WIGRAM YOUTH DEVELOPMENT SCHEME – KATHERINE MAY MORRIS

The Board considered a report seeking an application for funding from the Riccarton/Wigram Community Board's 2012/13 Youth Development Scheme.

The Board **resolved** to support the application and allocate $500 to Katherine May Morris as a contribution towards her trip to Johannesburg, South Africa from the 2012/13 Youth Development Scheme.

12. APPLICATION TO THE RICCARTON/WIGRAM YOUTH DEVELOPMENT SCHEME – MAICALIA STEINEGG

The Board considered a report seeking Community Board approval for an application for funding from the 2012/13 Youth Development Scheme.

STAFF RECOMMENDATION

It is recommended that the Community Board support the application and allocate $200 to Maicalia Steinegg as a contribution towards her expenses for her trip to Melbourne with the Burnside High School Orchestra from the 2012/13 Youth Development Fund.

BOARD DECISION

That the Board allocate $100 to Maicalia Steinegg as a contribution towards her expenses for her trip to Melbourne with the Burnside High school Orchestra fro the 2012/13 Youth development Fund.

The motion was put to the meeting and declared **carried** on division No 1 by three votes to two, the voting being as follows:

For (3): Natalie Bryden, Sam Johnson, Peter Laloli

Against (2): Jimmy Chen, Judy Kirk

Abstained: Mike Mora

13. APPLICATION TO THE RICCARTON/WIGRAM YOUTH DEVELOPMENT SCHEME – ISAAC DALY

The Board considered a report seeking Community Board approval for an application for funding from the 2012/13 Youth Development Scheme.

STAFF RECOMMENDATION

It is recommended that the Community Board support the application and allocate $200 to Isaac Daly as a contribution towards his expenses for his trip to Melbourne with the Burnside High School Orchestra from the 2012/13 Youth Development Fund.

13 Cont'd

Sam Johnson moved, seconded by Peter Laloli that an allocation of $100 be approved.

On being put to the meeting, the motion was declared **tied** three votes apiece on division No 2, the voting being as follows:

For (3): Natalie Bryden, Sam Johnson, Peter Laloli

Against (3): Jimmy Chen, Judy Kirk, Mike Mora

The Chairperson then used his casting vote and the motion was declared **lost**.

BOARD DECISION

The Board **resolved** to support the application and allocate $200 to Isaac Daly as a contribution towards his expenses for his trip to Melbourne with the Burnside High School Orchestra from the 2012/13 Youth Development Fund.

14. RESOLUTION TO BE PASSED - SUPPLEMENTARY REPORTS

The Board's approval was sought to submit a supplementary report for consideration at this meeting regarding an Application to Riccarton/Wigram 2012/13 Youth Development Scheme. The reason, in terms of section 46(vii) of the Local Government Official Information and Meetings Act 1987, why the report cannot be delayed until a subsequent meeting of the Community Board is because the applicant requires confirmation on the decision before the next board meeting.

The Board **resolved** to accept the supplementary report.

15. APPLICATION TO THE RICCARTON/WIGRAM YOUTH DEVELOPMENT SCHEME – JEREMY GEORGE FLETT

The Board considered a report seeking approval for an application for funding from the Community Board's 2011/12 Youth Development Scheme.

The Board **resolved** to allocate $300 to Jeremy George Flett as a contribution towards his expenses for his trip to Wellington from the 2011/12 Youth Development Fund.

The Board Chairperson thanked Board members and staff for their attendance and contributions and declared the meeting closed at 6.59 pm.

CONFIRMED THIS 2ND DAY OF OCTOBER 2012

MIKE MORA
CHAIRPERSON

SHIRLEY/PAPANUI COMMUNITY BOARD
5 SEPTEMBER 2012

Report of the meeting of the Shirley/Papanui Community Board held on Wednesday 5 September 2012 at 4pm in the Board Room, Papanui Service Centre, corner Langdons Road and Restell Street, Papanui.

PRESENT: Chris Mene (Chairperson), Anna Button, Ngaire Button and Pauline Cotter.

APOLOGIES: Apologies were received and accepted from Kathy Condon, Chris English and Aaron Keown.

The Board adjourned from 6.18pm to 6.28pm.

The Board reports that:

PART B - REPORTS FOR INFORMATION

1. DEPUTATIONS BY APPOINTMENT

1.1 TUI TEPORA MATENGA – POSITIVE YOUTH DEVELOPMENT SCHEME REPORT BACK

Tui Tepora Matenga was due to report back to the Board regarding attendance at the National Kapa Haka competition held in Whangarei from 22 July to 28 July 2012.

An apology for non-attendance was received from Tui Tepora Matenga.

1.2 BEDE MARTIN – TODD AND TINDALL FOUNDATIONS

Bede Martin, Director of Interact Canterbury and former Christchurch-based project manager for the Todd and Tindall Foundations' Earthquake Recovery Funds, was in attendance at the meeting and provided an overview of the activities of the Foundations to the Board.

Mr Martin had been contracted by the Tindall Foundation to undertake a social rebuilding survey in the Shirley area to enable him to advise the Foundation of potential funding need, some of which would be referred to other providers. He advised the Board he would be reporting back to the Foundation next week on the outcome of his survey of 20 key stakeholders in Shirley.

The Board **decided** to accept Bede Martin's request to provide him with Board members' views on the impact the earthquakes have had on the provision of social services in Shirley. Mr Martin will supply Board members with the questionnaire.

1.3 EMMA TWADDELL – ST ALBANS RESIDENTS ASSOCIATION (SARA)

Emma Twaddell, representing the St Albans Residents Association (SARA), updated the Board on recent activities of the Association and their proposals for community development.

2. PRESENTATION OF PETITIONS

Nil.

3. NOTICES OF MOTION

3.1 The following notice of motion submitted by Pauline Cotter, seconded by Chris Mene, pursuant to Standing Order 3.10.1 for the 5 September 2012 meeting of the Shirley/Papanui Community Board, received on 28 August 2012.

"*Following requests from the community, via the St Albans Community Conversation Forums run by the Board and staff, April 2012 and August 2012, that the Shirley/Papanui Community Board requests Council to consider employing an on site Manager for the new Transitional Community Facility in St Albans, to provide the local residents with support to strengthen their community during Earthquake recovery.*"

The Board **decided** to temporarily suspend Standing Order 2.1.3 at 4.30pm for the purpose of allowing members of the public to contribute to the discussion on this item.

The Board **decided** to lift the temporary suspension of Standing Order 2.1.3 at 4.38pm.

With the consent of the meeting, Pauline Cotter altered the notice of motion so that it read:

"Following requests from the community, via the St Albans Community Conversation Forums run by the Board and staff, April 2012 and August 2012, that the Shirley/Papanui Community Board requests Council consider employing a part time Coordinator of Volunteers for the new Transitional Community Facility in St Albans, to provide the local residents with support to strengthen their community during Earthquake recovery."

The Board **decided** that the management of the St Albans Transitional Community Facility be further discussed at the next St Albans Community Conversation.

Pauline Cotter **withdrew** her notice of motion.

4. BRIEFINGS

4.1 GROUP APPLICATIONS TO THE POSITIVE YOUTH DEVELOPMENT FUND SCHEME

Claire Phillips, Strengthening Communities Adviser briefed the Board regarding a minor administrative change that recognises group applications to the Board's Positive Youth Development Fund Scheme.

Changes to the Positive Youth Development Fund Scheme application form were tabled.

4.2 CRANFORD STREET – MAIN NORTH ROAD PEDESTRIAN SAFETY

Sean Lewis, Team Leader Traffic Systems, briefed the Board on available options regarding the Board's request made on 14 March 2012 to improve pedestrian safety at the Cranford Street/Main North Road intersection.

The Board **decided** that, given the complexity of the options available, the matter of improving pedestrian safety at the Cranford Street/Main North Road intersection be the topic of a Board Workshop on 3 October 2012 at 3.30pm and that the Team Leader Traffic Systems be invited to participate.

5. CORRESPONDENCE

5.1 HOWARD BOOTH – PROPOSED REDWOOD PRIMARY SCHOOL SPEED ZONE

The Board **received** correspondence from Howard Booth requesting the Board consider the installation of school zone signage on Prestons Road by the Redwood Primary School.

The Board **decided** to request staff to contact Redwood Primary School to seek their view on the installation of school zone signage on Prestons Road by the Redwood Primary School.

5 Cont'd

5.2 DENNIS HILLS – BELFAST DISTRICT MUSEUM TRUST (INC)

The Board **received** a copy of correspondence from Dennis Hills of the Belfast District Museum Trust (Inc) to the Council's City Environment Group about the Kapuatohe Historic Reserve Management Plan.

The Board **decided** that, in order for them to have a better understanding of the working of the Belfast District Museum Trust, staff be requested to advise them when the next Annual General Meeting of the Trust was being held.

6. COMMUNITY BOARD ADVISER'S UPDATE

The Board **received** information from the Community Board Adviser on Board related activities, including upcoming meetings and events. Specific mention was made of the following:

- **EDGEWARE VILLAGE GREEN**

  In answer to the Board's request on 1 August 2012, the Board received clarification from staff on the status of the land at 43a Edgeware Road in terms of the Edgeware Village Green Incorporated's use of a portion of it, and what permissions are necessary.

- **SHIRLEY/PAPANUI COMMUNITY BOARD SMALL GRANTS FUND ASSESSMENT COMMITTEE MINUTES – 7 AUGUST 2012**

  The Board **received** the minutes of Shirley/Papanui Small Grants Fund Assessment Committee meeting of 7 August 2012 held to allocate the local Small Grants Fund for 2012/13.

- **BERWICK/CRANFORD STREETS INTERSECTION – PEDESTRIAN GUARD RAIL**

  In answer to the Board's request of 4 July 2012, staff provided information following their investigation into the feasibility of installing a pedestrian guard rail on the south-western side of the Berwick/Cranford Streets intersection.

  The Board **decided** to accept the advice that no further action be taken on the matter, but agreed to monitor any future issues around pedestrian safety at the Berwick/Cranford Streets intersection.

- **PROPOSED MEETING WITH HON HEKIA PARATA, MINISTER OF EDUCATION**

  During their meeting with local school principals on 10 August 2012, it had been agreed that the Board would consider inviting the Minister of Education to meet with them to discuss the concerns expressed by the schools at the meeting.

  The Board noted that Ngaire Button was in contact with the Minister's Office and would be seeking community board involvement in local school concerns.

- **COUNCIL UPDATE ON PROJECTS**

  On 12 June 2012, the Board requested more information on certain Capital projects contained within the Council Update for April 2012.

  Staff provided the information requested for Westminster Park Toilets, Roto Kohatu Reserve and Northwood Park Recreation Facilities.

- **WARRINGTON STREET RUBBISH BINS**

  As the result of a complaint by Mrs Lorraine Lowe of Warrington Street, staff advised that a rubbish bin had been installed outside 60 Warrington Street. The bin was under contract and would be regularly emptied.

6 Cont'd

- **CHRISTCHURCH EARTHQUAKE AWARDS**

  The Board noted that the Council is seeking nominations in a second round of the Christchurch Earthquake Awards to give people who were previously unaware of the awards an opportunity to nominate a worthy candidate. The awards are to honour people who undertook acts of kindness, service or heroism during the earthquakes and may have been missed previously.

  The Board **decided** to request staff to assist them in lodging nominations for 13 community organisations/individuals, noting that nominations will close on Friday 21 September 2012.

7. ELECTED MEMBERS' INFORMATION EXCHANGE

- **ST ALBANS TRANSITIONAL COMMUNITY FACILITY OPENING**

  The Board received advice that the St Albans Transitional Community facility would be available for bookings from 17 September 2012.

- **ASHTON MEWS – NEW TREES**

  The Board **decided** that staff be requested to prepare an article for the Board's Community Update and Consultation page on the Council's public website regarding the successful community engagement that had taken place to replace trees in Ashton Mews.

- **HEALTH AND COMMUNITY VISION**

  Chris Mene tabled the Canterbury District Health Board's Health and Community Vision diagram, which had been modified with a community "lens". It was agreed to share this vision at local network meetings within the ward.

8. QUESTIONS UNDER STANDING ORDERS

Nil.

PART C - REPORT ON DELEGATED DECISIONS TAKEN BY THE BOARD

9. CONFIRMATION OF MEETING MINUTES – 15 AUGUST 2012

The Board **resolved** that the minutes of its ordinary meeting of Wednesday 15 August 2012 be confirmed.

10. BRIGGS ROAD PROPOSED NO STOPPING RESTRICTION

The Board considered a report seeking approval for the stopping of vehicles to be prohibited at any time on the north side of Briggs Road outside of 127 and 125 Briggs Road.

The Board **resolved**:

(a) That any existing parking restrictions on the north side of Briggs Road between the intersection with Marshland Road and a point 80 metres west of this intersection be revoked.

(b) That the stopping of vehicles be prohibited at any time on the north side of Briggs Road commencing at the intersection with Marshland Road and extending in a westerly direction for a distance of 100 metres.

11. EASEMENT FOR PUMP STATION CONTROL CABINET ON MACFARLANE PARK

The Board considered a report seeking its approval to the granting of an easement to the Council for the right to convey sewage in gross over part of MacFarlane Park, identified as Lot 1 on DP15482.

STAFF RECOMMENDATION

It is recommended that the Board approve an easement shown edged blue on Attachment 1 in the agenda in gross to convey sewage over the land identified as Lot 1 on DP15482, also known as the MacFarlane Park, subject to the following conditions:

(a) The restoration of the Reserve to the condition it was in prior to the commencement of the works;

(b) The Unit Manager Corporate Support being authorised to finalise and conclude the granting of the easement;

(c) The consent of the Department of Conservation being sought.

BOARD DECISION

The Board **resolved** that:

(a) The staff recommendation be adopted.

(b) Staff note the Board's view that while there was no requirement for the immediate neighbour to the proposed wastewater pumping station to be consulted, such consultation should be undertaken as a courtesy.

12. PURCHAS STREET (GERALDINE STREET TO MANCHESTER STREET) RENEWAL PROJECT

The Board considered a report seeking its approval for the Purchas Street (from Geraldine Street to Manchester Street) renewal project.

STAFF RECOMMENDATION

It is recommended that the Shirley/Papanui Community Board approve for construction the proposed plan for the Purchas Street Renewal (SCIRT: 10457-DE-RD-DG-4101).

BOARD DISCUSSION

The Board registered its view that the Council, as part of the Stronger Christchurch Infrastructure Rebuild Team Alliance, consider completing the renewal of the remaining portions of Purchas Street that have existing deep disk kerb and channelling, at the same times as the Geraldine Street to Manchester Street portion.

The Board **resolved** that the staff recommendation be adopted.

13. APPLICATION TO THE SHIRLEY/PAPANUI COMMUNITY BOARD'S POSITIVE YOUTH DEVELOPMENT SCHEME – MACKENZIE TAYLOR SOPER

The Board considered a report seeking approval of an application for funding for Mackenzie Taylor Soper from the Shirley/Papanui Community Board's 2012/13 Positive Youth Development Scheme.

The Board **resolved** that a grant of $300 from its 2012/12 Positive Youth Development Fund be made to assist Mackenzie Taylor Soper to attend the Sister City Global Leadership Programme European Tour from 6 to 26 January 2013.

14. APPLICATION TO THE SHIRLEY/PAPANUI COMMUNITY BOARD 2012/13 DISCRETIONARY RESPONSE FUND – SHIRLEY TENNIS CLUB AND PAPANUI YOUTH DEVELOPMENT TRUST

The Board considered a report seeking approval applications for funding from the Shirley/Papanui Community Board's 2012/13 Discretionary Response Fund from the Shirley Tennis Club and the Papanui Youth Development Trust for $5,000.

STAFF RECOMMENDATION

It is recommended that the Shirley/Papanui Community Board:

(a) Approve a grant of $400 from its 2012/13 Discretionary Response Fund to Shirley Tennis Club for funding of the replacement of the honours boards.

(b) Approve a grant of $3,500 from its 2012/13 Discretionary Response Fund to Papanui Youth Development Trust towards running Whakaoho Community Day 2013.

The Board **resolved**:

(a) To approve a grant of $600 from its 2012/13 Discretionary Response Fund to Shirley Tennis Club for funding of the replacement of the honours boards.

(b) That the request from the Papanui Youth Development Trust for funding towards running Whakaoho Community Day 2013 lay on the table to enable staff to provide additional information regarding funding over different financial years.

15. APPLICATION TO THE SHIRLEY/PAPANUI COMMUNITY BOARD 2012/13 DISCRETIONARY RESPONSE FUND – NORTHCOTE KIDSFIRST KINDERGARTEN, FAMILY HISTORY SOCIETY OF NEW ZEALAND AND NORTHGATE COMMUNITY SERVICES

The Board considered a report seeking approval for three applications for funding from its 2012/13 Discretionary Response Fund for Kidsfirst Kindergarten – Northcote, Family History Society of New Zealand and Northgate Community Services Trust.

STAFF RECOMMENDATION

It is recommended that the Shirley/Papanui Community Board:

(a) Approve a grant of $1,000 from its 2012/13 Discretionary Response Fund to Kidsfirst Kindergarten – Northcote for Outside Play Equipment.

(b) Approve a grant of $1,500 from its 2012/13 Discretionary Response Fund to Family History Society of New Zealand towards The Family History Expo.

(c) Approve a grant of $500 from its 2012/13 Discretionary Response Fund to Northgate Community Services Trust for Accounting Expenses.

The Board **resolved**:

(a) That staff recommendations (a) and (b) be adopted.

(b) That the request from Northgate Community Services Trust for Accounting Expenses lay on the table to enable staff to provide additional information.

16. RESOLUTION TO BE PASSED - SUPPLEMENTARY REPORT

The Board's approval was sought to submit a supplementary report for consideration at the meeting regarding an application to the Shirley/Papanui Community Board's Positive Youth Development Scheme – Burnside High School Orchestra, to the Board's 2013/13 Positive Youth Development Fund.

The reason, in terms of section 46(vii) of the Local Government Official Information and Meetings Act 1987, why the report were not included on the main agenda is that the application was held over pending a decision on how to process bulk applications.

The reason why discussion of this report cannot be delayed until a subsequent meeting of the Community Board is because the applicants travel on 26th September. The next Community Board meeting will be on 19 September 2012.

The Board **resolved** to receive and accept the report.

Clause 17 of these minutes refers.

17. APPLICATION TO THE SHIRLEY/PAPANUI COMMUNITY BOARD'S POSITIVE YOUTH DEVELOPMENT SCHEME – BURNSIDE HIGH SCHOOL ORCHESTRA

The Board considered a report seeking approval of applications for funding from the Shirley/Papanui Community Board's 2012/13 Positive Youth Development Scheme for the Burnside High School Orchestra.

STAFF RECOMMENDATION

It is recommended that the Shirley/Papanui Community Board grant $400 from its 2012/13 Positive Youth Development Scheme to assist with the costs of Burnside High School Orchestra members April Ju, Andrew John Robinson, Hannah Xuanen Khor, Gabriel Xanyao Khor travelling to Melbourne for a 10 day tour working alongside the Melbourne Symphony Orchestra from 26 September - 7 October 2012.

BOARD DISCUSSION

Staff advised that the Fendalton/Waimairi Community Board recently agreed to fund $1,000 to the Burnside Orchestra to cover the 19 young people attending this trip from their ward.

The Board **resolved** to make a grant of $200 from its 2012/13 Positive Youth Development Scheme, being $50 to each of the following four members of the Burnside High School Orchestra - April Ju, Andrew John Robinson, Hannah Xuanen Khor, Gabriel Xanyao Khor, to assist with the costs of travelling to Melbourne for a 10 day tour working alongside the Melbourne Symphony Orchestra from 26 September – 7 October 2012.

The meeting concluded at 8.55pm.

CONFIRMED THIS 19TH DAY OF SEPTEMBER 2012

CHRIS MENE
CHAIRPERSON

SHIRLEY/PAPANUI COMMUNITY BOARD
19 SEPTEMBER 2012

Report of the meeting of the Shirley/Papanui Community Board held on Wednesday 19 September 2012 at 4pm in the Board Room, Papanui Service Centre, corner Langdons Road and Restell Street, Papanui.

PRESENT: Chris Mene (Chairperson), Anna Button, Ngaire Button, Pauline Cotter, Chris English and Aaron Keown.

APOLOGIES: An apology for absence was received and accepted from Kathy Condon.
An apology for lateness was received from Chris English who was absent for part of clause 9.
An apology for lateness was received from Ngaire Button who was absent for clause 9 and part of clause 1.

The Board adjourned from 6.10pm to 6.35pm.

The Board reports that:

PART B – REPORTS FOR INFORMATION

1. DEPUTATIONS BY APPOINTMENT

1.1 PAPANUI BAPTIST YOUTH GROUP – CULTURAL EXCHANGE TRIP REPORT BACK

The Papanui Baptist Youth Group attended to report back on their Cultural Youth Exchange trip to Fiji in July 2012.

The Chairperson thanked the Papanui Baptist Youth Group for their presentation.

1.2 JAMIE POOL – BOYS BRIGADE NATIONAL LEADERSHIP DEVELOPMENT COURSE REPORT BACK

Jamie Pool attended to report back to the Board on his attendance at the Boys Brigade National Leadership Development Course in June 2012.

The Chairperson thanked Jamie Pool for his presentation.

1.3 EMMA TWADDELL – ST ALBANS RESIDENTS ASSOCIATION (SARA)

Emma Twaddell updated the Board on the CERA Community Forum from her perspective as a Community Forum member.

The Chairperson thanked Emma Twaddell for her presentation.

2. PRESENTATION OF PETITIONS

Nil.

3. NOTICES OF MOTION

Nil.

4. BRIEFINGS

Nil.

5. CORRESPONDENCE

5.1 DENNIS HILLS – BELFAST DISTRICT MUSEUM TRUST (INC) – AGM

The Board **received** correspondence from Dennis Hills, Secretary/Treasurer of the Belfast District Museum Trust Inc., which answered the Board's request for information on the Trust's next Annual General Meeting.

The Board **decided** that staff be requested to convey to Mr Hills that Board members would appreciate an invitation to the Belfast District Museum Annual General Meeting once a date had been determined for that meeting.

5.2 DENNIS HILLS – BELFAST DISTRICT MUSEUM TRUST (INC) – ORGANISATION

The Board **received** correspondence from Dennis Hills, Secretary/Treasurer of the Belfast District Museum Trust Inc., in answer to the Board's wish for a better understanding of the operation of the Belfast District Museum Trust.

The Board **decided** that staff be requested to thank Mr Hills for the comprehensive information provided.

5.3 AMBERLEE ALLISON – EDGEWARE ROAD

The Board **received** correspondence from Amberlee Allison, resident of Edgeware Road, proposing that as part of the resealing and kerbing of Edgeware Road, the section between Hills Road and the Sherborne/Cranford Streets receive additional enhancements.

The Board **decided** to request staff to consider the options for Edgeware Road as proposed by Amberlee Allison, involving the creation of a boulevard streetscape with trees, cycleway, planted berms and other enhancements between Hills Road and Sherborne/Cranford Street as this portion of road is undergoing a total rebuild and has been partially closed since June 2011.

6. COMMUNITY BOARD ADVISER'S UPDATE

The Board **received** information from the Community Board Adviser on Board related activities, including upcoming meetings and events. Specific mention was made of the following:

- **EDGEWARE VILLAGE GREEN**

  The Board **received** information from staff in answer to the Board's request on 1 August 2012 regarding the status of the land at 43a Edgeware Road in terms of the Edgeware Village Green Incorporated's use of a portion of it. The Board noted an error in paragraph two of the memorandum regarding the location of the Edgeware Village Green Incorporated garden and shed and **decided** that staff be requested to clarify this.

- **LOCAL EARTHQUAKE RECOVERY COORDINATION – 6 SEPTEMBER 2012**

  The Board noted the update provided by the Community Board Adviser.

- **POSITIVE AGEING EXPO – 1 OCTOBER 2012**

  The Board confirmed arrangements for attending the Age Concern 2012 Positive Ageing Expo, being held on 1 October 2012 at Papanui High School.

6 Cont'd

- **LOCAL GOVERNMENT NEW ZEALAND TRAINING OPPORTUNITY**

  The Board noted the availability of a Local Government New Zealand training course "A Practical Guide to Consultation", being hosted by the Waimakariri District Council on 1 November 2012.

  The Board **decided** that they would not attend this training opportunity.

7. ELECTED MEMBERS' INFORMATION EXCHANGE

- **EDIBLE GARDEN AWARDS**

  The Board **received** information requested from staff on the proposed establishment of Edible Garden Awards.

  The Board **requested** that staff now identify resources and provide an indicative budget for the proposed Edible Garden Awards with the intention that judging take place in February 2013 with an award ceremony in March 2013.

- **CAPITAL ENDOWMENT FUND**

  In discussion the Board noted that, should the Council adopt the staff recommendation of the Capital Endowment Fund report received by the Corporate and Financial Committee on 14 September 2012, the Board has a number of valued projects that it would put forward.

- **MINISTRY OF EDUCATION – REORGANISATION OF CHRISTCHURCH SCHOOLS**

  The Board discussed the Ministry of Education's recent announcement on the reorganisation of Christchurch Schools and the impact on schools within the Shirley/Papanui ward. The Board **decided** that they would continue liaising with local School Principals on this large and complex issue and provide whatever support they could to Principals.

  The Board noted their particular concern regarding the situation that Ouruhia School and Shirley Intermediate School face.

  The Board **decided** that to increase their understanding of the issues, that staff be requested to obtain from the Ministry of Education the rationale for the reorganisation of schools within the Shirley/Papanui ward.

- **ST ALBANS COMMUNITY CONVERSATIONS**

  Chris Mene advised the Board that the third St Albans Community Conversation would take place on Monday 24 September 2012, the purpose of these conversations being to determine the shared vision of the community and establish an appropriate vehicle for moving forward with that vision.

8. QUESTIONS UNDER STANDING ORDERS

Nil.

PART C – REPORT ON DELEGATED DECISIONS TAKEN BY THE BOARD

9. CONFIRMATION OF MEETING MINUTES – 5 SEPTEMBER 2012

The Board **resolved** that the minutes of its ordinary meeting of Wednesday 5 September 2012 be confirmed.

10. MARY STREET – PROPOSED NO STOPPING

The Board considered a report seeking the Board's approval that the no stopping restriction be extended on the south side of Mary Street by the Main North Road to remove one parking space.

STAFF RECOMMENDATION

It is recommended that the Shirley / Papanui Community Board:

(a) Revoke the following parking restrictions:

(i) That any existing parking restrictions on the south side of Mary Street between the intersection with Main North Road and a point 50 metres south-east of this intersection be revoked.

(b) Approve the following parking restrictions:

(i) That the stopping of vehicles be prohibited at any time on the south side of Mary Street commencing at the intersection with Main North Road and extending in a south-easterly direction for a distance of 27 metres.

(ii) That the parking of vehicles be restricted to a maximum period of 30 minutes on the south side of Mary Street commencing at a point 27 metres east of the Main North Road intersection and extending in an easterly direction for a distance of 23 metres.

BOARD DECISION

The Board **resolved**:

(a) That any existing parking restrictions on the south side of Mary Street between the intersection with Main North Road and a point 50 metres south-east of this intersection be revoked.

(b) To approve the following parking restrictions:

(i) That the stopping of vehicles be prohibited at any time on the south side of Mary Street commencing at the intersection with Main North Road and extending in a south-easterly direction for a distance of 27 metres.

(ii) That the parking of vehicles be restricted to a maximum period of 30 minutes on the south side of Mary Street commencing at a point 27 metres east of the Main North Road intersection and extending in an easterly direction for a distance of 23 metres.

(c) That staff be requested to inform the Board on the feasibility of installing yellow hatching at the Grassmere Street/Main North Road intersection to assist with the merging of right turning traffic exiting Grassmere Street.

(d) That staff be requested to inform the Board on the feasibility of Horner Street having a right turn arrow at its intersection with Main North Road to increase the alternatives for traffic wishing to exit from the Papanui Cluster of streets Street onto Main North Road.

11. APPLICATION TO THE SHIRLEY/PAPANUI COMMUNITY BOARD 2012/13 DISCRETIONARY RESPONSE FUND – PAPANUI YOUTH DEVELOPMENT TRUST

The Board considered a report seeking application for funding from its 2012/13 Discretionary Response Fund from the Papanui Youth Development Trust towards running Whakaoho Community Day 2013.

11 Cont'd

STAFF RECOMMENDATION

It is recommended that the Shirley/Papanui Community Board approve a grant of $3,500 from its 2012/13 Discretionary Response Fund to Papanui Youth Development Trust towards running Whakaoho Community Day 2013.

BOARD DISCUSSION

The Board noted that this report was laid on the table at the Board's meeting on 5 September 2012 to enable staff to provide additional information on funding over different financial years.

Staff provided advice that discretionary response funding must be spent in the twelve month period following the date of approval.

BOARD DECISION

That the Board **resolved** to defer consideration of the request for funding from the Papanui Youth Development Trust towards running Whakaoho Community Day 2013, until 14 November 2012 as staff advice had been received that discretionary response funding must be spent in the twelve month period following the date of approval.

12. APPLICATION TO THE SHIRLEY/PAPANUI COMMUNITY BOARD 2012/13 DISCRETIONARY RESPONSE FUND – NORTHGATE COMMUNITY SERVICES

The Board considered a report seeking application for funding from its 2012/13 Discretionary Response Fund from Northgate Community Services Trust for accounting expenses.

STAFF RECOMMENDATION

It is recommended that the Shirley/Papanui Community Board approve a grant of $500 from its 2012/13 Discretionary Response Fund to Northgate Community Services Trust for Accounting Expenses.

BOARD DISCUSSION

The Board noted that this report was laid on the table at the Board's meeting on 5 September 2012 to enable staff to provide additional information on the Northgate Community Services Trust application.

Staff provided the additional information requested.

BOARD DECISION

That the Board **resolved** to approve a grant of $500 from its 2012/13 Discretionary Response Fund to Northgate Community Services Trust for Accounting Expenses.

The Board noted that their approval was a one-off matter to assist Northgate Community Services Trust for this purpose.

The meeting concluded at 7.41pm.

CONFIRMED THIS 3RD DAY OF OCTOBER 2012

CHRIS MENE
CHAIRPERSON

SPREYDON/HEATHCOTE COMMUNITY BOARD
3 September 2012

Report of a meeting of the Spreydon/Heathcote Community Board held on 3 September 2012 at 5pm in the Board Room, Pioneer Stadium, 75 Lyttelton Street

PRESENT: Phil Clearwater (Chairperson), Barry Corbett, Paul McMahon, Helene Mautner, Karolin Potter and Tim Scandrett.

APOLOGIES: An apology for absence was received and accepted from Sue Wells.

The Board reports that:

PART B - REPORTS FOR INFORMATION

1. DEPUTATIONS BY APPOINTMENT

1.2 MOUNTAIN BIKE TRACK AT BOWENVALE RESERVE / HUNTSBURY RIDGE

Graham Allan, Zane Smith and Nick Thurley from the Port Hills volunteer group presented their proposal and plan for a new mountain bike track to be made at Bowenvale Reserve / Huntsbury Ridge.

In their view, the terrain of this area is considered ideal for an intermediate level track and the benefits of the proposal include a safer experience for mountain bikers. They considered that the new track would offer good visibility and a low downhill gradient of approximately five degrees and would relieve the pressure of increasing bike traffic currently on the Rāpaki mountain bike track as it links at four points to Bowenvale Reserve. They said that construction will be volunteer-led and created with little to no cost to Christchurch City Council.

They noted that while pedestrians cannot be excluded the new track would be built as a bike priority route, it will be unlike any other track on the Port Hills expanding the mountain bike experience in a central location.

The Board **decided** to request that staff report to the 23 November 2012 Community Board meeting on how the construction of a track at Bowenvale Reserve/Huntsbury Ridge as presented can be made to happen in a way that creates a bike priority route.

2. PETITIONS

Nil.

3. CORRESPONDENCE

A letter was received and tabled from representatives from the Risingholme Community Centre thanking the Board for their help since the closure of their building and requesting that the Board continue to support and assist them where possible. In particular, the letter outlines the need for the rebuilding of the craft workshop rooms at the Centre.

4. BRIEFINGS

Nil.

5. EARTHQUAKE DESIGN AND CAPABILITY

Nil.

6. COMMUNITY BOARD ADVISER'S UPDATE

- Ward earthquake matters
- Manuka Cottage location of an alternative premises
- Risingholme Community Centre craft room building on the priority list of Christchurch City Council buildings to be repaired
- Earthquake award nominations.

7. BOARD MEMBERS INFORMATION EXCHANGE

Mention was made of the following matters:

- TC3 meetings
- Kiwirail needs to finish clearing their site at the Goods Shed located on the corner of Cass and Colombo Streets - particularly the view from the Durham Street overbridge
- Summit Road Society representative.

8. QUESTIONS UNDER STANDING ORDERS

Nil.

PART C - REPORT ON DELEGATED DECISIONS TAKEN BY THE BOARD

6. CONFIRMATION OF MINUTES – 17 AUGUST 2012

The Board **resolved** that the minutes of the Board's ordinary meeting of 17 August 2012 be confirmed.

7. NOTICES OF MOTION

The following Notice of Motion was submitted by Helene Mautner.

That the Spreydon/Heathcote Community Board requests that the Council adopt a building demolition policy for Council owned properties so that:

a) where possible, buildings are deconstructed 'plank by plank' rather than bulldozed in order to preserve building materials and to reduce the amount of waste going to landfill;

b) and in line with the Council's existing sustainability policy, that recovered building materials are recycled and/or used as raw materials;

c) and that the Council consider what incentives and regulations may be used to encourage the use of recycled building materials in the rebuild.

The Board acknowledged that the Council seems to be following its sustainability policy and with the Canterbury Earthquake Recovery Authority (CERA) responsible for most demolitions of buildings this matter would be best directed to CERA for consideration.

The Notice of Motion was altered with the agreement of Helene Mautner as follows:

7 Cont'd

That the Spreydon/Heathcote Community Board write to the Canterbury Earthquake Recovery Authority (CERA) regarding their policy on building demolition and the recycling of building materials. Further that the Board request CERA to attend a Board meeting in October 2012 to provide a briefing on this matter.

The Notice of Motion was seconded by Paul McMahon and on being put to the meeting was declared **carried.**

8. APPLICATION TO SPREYDON/HEATHCOTE COMMUNITY BOARD 2012/13 DISCRETIONARY RESPONSE FUND – SYDENHAM JUNIOR CRICKET CLUB

The Board considered a report requesting its approval to grant $3000 from its 2012/13 Discretionary Response Fund to Sydenham Junior Cricket Club for the South West Youth Cricket Partnership project.

The Board **resolved** to approve a grant of $3,000 from its 2012/13 Discretionary Response Fund to Sydenham Junior Cricket Club for the South West Youth Cricket Partnership project.

9. CHRISTCHURCH SOUTHERN MOTORWAY – RELATED NO STOPPING RESTRICTIONS AND INTERSECTION CONTROLS

The Board considered a report seeking its approval of the no stopping restrictions and intersection controls as listed below.

The Board **resolved** to approve the no stopping restrictions and intersection controls as listed below.

Revocations - No Stopping Restrictions

(a) That the stopping of vehicles currently prohibited at any time on the south western side of Spencer Street commencing at its intersection with Jerrold Street North and extending in a north westerly direction for a distance of 33 metres be revoked.

(b) That the stopping of vehicles currently prohibited at any time on the north eastern side of Spencer Street commencing at its intersection with Jerrold Street North and extending in a north westerly direction for a distance of 32 metres be revoked.

(c) That the stopping of vehicles currently prohibited at any time on the eastern side of Collins Street commencing at its intersection with Brougham Street/Jerrold Street North and extending in a northerly direction for a distance of 46 metres be revoked.

(d) That the stopping of vehicles currently prohibited at any time on the western side of Collins Street commencing at its intersection with Jerrold Street North/Brougham Street and extending in a northerly direction for a distance of 31 metres be revoked.

(e) That the stopping of vehicles currently prohibited at any time on the western side of Simeon Street commencing at its intersection with Jerrold Street South/Brougham Street and extending in a southerly direction for a distance of 35 metres be revoked.

(f) That the stopping of vehicles currently prohibited at any time on the eastern side of Simeon Street commencing at its intersection with Brougham Street/Jerrold Street South and extending in a southerly direction for a distance of 35 metres be revoked.

9 Cont'd

Revocations – Intersection Controls

That the existing give way control against Spencer Street at its intersection with Brougham/Jerrold Street North Street be revoked.

Recommendations - No Stopping Restrictions

(a) That the stopping of vehicles be prohibited at any time on the south western side of Spencer Street commencing at its intersection with Jerrold Street North and extending in a north westerly direction for a distance of 33 metres.

(b) That the stopping of vehicles be prohibited at any time on the north eastern side of Spencer Street commencing at its intersection with Jerrold Street North and extending in a north westerly direction for a distance of 32 metres.

(c) That the stopping of vehicles be prohibited at any time on the western side of Collins Street commencing at its intersection with Jerrold Street North/Brougham Street and extending in a northerly direction for a distance of 31 metres.

(d) That the stopping of vehicles be prohibited at any time on the eastern side of Collins Street commencing at its intersection with Brougham Street/Jerrold Street North and extending in a northerly direction for a distance of 46 metres.

(e) That the stopping of vehicles be prohibited at any time on the western side of Simeon Street commencing at its intersection with Jerrold Street South/Brougham Street and extending in a southerly direction for a distance of 35 metres.

(f) That the stopping of vehicles be prohibited at any time on the eastern side of Simeon Street commencing at its intersection with Brougham Street/Jerrold Street South and extending in a southerly direction for a distance of 35 metres.

Recommendations – Intersection Controls

(a) That a give way control be installed against Spencer Street at its intersection with Jerrold Street North.

(b) That a give way control be installed against Collins Street at its intersection with Brougham Street/Jerrold Street North.

(c) That a give way control be installed against Simeon Street at its intersection with Jerrold Street South/Brougham Street.

Tim Scandrett abstained from voting on this item.

The meeting concluded at 6.44pm.

CONFIRMED THIS 21ST DAY OF SEPTEMBER 2012

PHIL CLEARWATER
CHAIRPERSON

SPREYDON/HEATHCOTE COMMUNITY BOARD
21 SEPTEMBER 2012

Report of a meeting of the Spreydon/Heathcote Community Board held on 21 September 2012 at 8am in the Board Room, Pioneer Stadium, 75 Lyttelton Street

PRESENT: Tim Scandrett (Chairperson), Barry Corbett, Paul McMahon, Helene Mautner, Karolin Potter, and Sue Wells.

APOLOGIES: Apologies for absence were received and accepted from Phil Clearwater.

An apology for lateness was received and accepted from Paul McMahon who arrived at 8.06am and was absent for clauses 11, 12 and part of 3.

The Board reports that:

PART A - MATTERS REQUIRING A COUNCIL DECISION

1. NOTICE OF MOTION

The following Notice of Motion was submitted by Karolin Potter.

That the Spreydon/Heathcote Community Board requests the Christchurch City Council to establish a portal (a small group of council staff) specialising in the concerns and interests of not for profit agencies in engaging with the DEE (Detailed Engineering Evaluation) and consent processes (Facilities Rebuild, Temporary Accommodation Approvals, Building Consents etc) of the Council.

The Notice of Motion was amended with the consent of Karolin Potter and **adopted** as follows:

That the Spreydon/Heathcote Community Board requests the Christchurch City Council to provide urgent support for not for profit agencies in engaging with the DEE (Detailed Engineering Evaluation) and consent processes (Facilities Rebuild, Temporary Accommodation Approvals, Building Consents etc) of the Council.

Note: There is evidence in the literature to show that Non Government Organisations (NGO) and Not For Profits (NFP) collapse following catastrophic events not because they are no longer deemed to be useful to the community but because of their vulnerability in terms of infrastructure and funding. Once an NFP has lots its infrastructure it loses its ability to serve the community and immediately, ipso facto loses its funding. Their month by month funding means they lack the resources and in particular business and facilities insurance (many do not own their own building) that enable business organisations to continue to ride out a storm. Further they often lack the kind of business skills that would enable them to navigate and fund government and local government consent processes in a rebuild situation. And finally most agencies may at most have one or two paid employees and are dependent on volunteers form the community who themselves have demands placed on them for their families and themselves in surviving the same crisis. Many of the small community services are an emotional home for people in the community that is within walking distance and on the same route as the supermarket, the hairdresser and the bank. Without these facilities people are left bereft, vulnerable and lonely.

2. BARRINGTON STREET PROPOSED SIGNALISED PEDESTRIAN CROSSING AT CASHMERE HIGH SCHOOL

General Manager responsible:	General Manager City Environment Group, DDI 941-8608
Officer responsible:	Unit Manager, Transport & Greenspace
Authors:	Michael Thomson, Senior Traffic Engineer; Jennie Hamilton, Consultation Leader

2 Cont'd

PURPOSE OF REPORT

1. The purpose of this report is to seek the Board's recommendation to the Council to approve the removal of the central island pedestrian crossing facility on Barrington Street, adjacent to the Cashmere High School entrance, and upgrading this facility to a signalised pedestrian crossing, (refer **Attachment 1**).

EXECUTIVE SUMMARY

2. Cashmere High School – with approximately 1700 students - has the second largest student roll of all secondary schools in Christchurch. An assessment of secondary schools within the city revealed that Cashmere High School was one of only a few secondary schools that is not provided with a signalised crossing facility on the road along any of its frontages.

3. In recent years, school staff have raised concerns about the safety of students who need to cross Barrington Street to gain access to and from the school grounds. In response to this, an upgrade of the crossing facility was put on the pedestrian request priority database (a list with approximately $10 million worth of requests).

4. The top priority signalised crossing project is on Shirley Road at Shirley Primary School, which is finding the operation of a school patrol more and more difficult due to the increasing traffic volumes. Shirley Road has, however, suffered significant infrastructural damage to both surface and underground facilities.

5. As a result, Council staff have been requested to put the signalised crossing project at Shirley Road on hold until earthquake repairs are completed. The next priority project of similar value and achieving similar objectives for road safety at schools is Barrington Street at the Cashmere High School entrance. While Barrington Street has suffered some earthquake damage extensive enquiries with Stronger Christchurch Infrastructure Rebuild Team (SCIRT), water and waste engineers, and roading engineers, reveal that the signalisation project will not be affected by any earthquake repair work on Barrington Street.

6. An independent investigation of the planned signalised crossing at Barrington Street supported the existing proposal and stated that signals are the only practical / safe option for this site.

FINANCIAL IMPLICATIONS

7. Funding for this project will be allocated from the Road Safety at Schools budget within the 2009-19 LTCCP.

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

8. As above.

LEGAL CONSIDERATIONS

9. The installation of any traffic control, 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?

10. As above.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

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

2 Cont'd

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

12. As above.

ALIGNMENT WITH STRATEGIES

13. This project aligns with the Council's Pedestrian, Cycling and Road Safety strategies.

Do the recommendations align with the Council's strategies?

14. As above.

CONSULTATION FULFILMENT

15. Cashmere High School has provided written support for the proposal to replace the current island pedestrian crossing outside its Barrington Street entrance with a signalised pedestrian crossing.

16. A memorandum sent by the Council's project team on 16 March 2012 advised the Spreydon/Heathcote Community Board that plans for a signalised pedestrian crossing across Barrington Street, near the entrance to Cashmere High School had been fast-tracked after a similar crossing elsewhere could not proceed because of earthquake damage. Funding for this safety improvement project was available that financial year. As a result the project team was finalising plans so the proposal could go out for consultation.

17. Eighty five project information leaflets were delivered or posted to residents and owners of properties near the proposed signalised crossing outside Cashmere High School on Thursday 22 March 2012. Details of the safety improvement proposal were emailed or posted to other external stakeholders. Any comments were requested by the Council's project team before noon on Thursday 5 April 2012.

18. Those who wanted more information about the proposal were invited to meet the traffic engineer and other members of the project team at the crossing site on the evening of Tuesday 27 March 2012.

19. One resident who attended the drop-in session asked for an obscured no stopping line outside her driveway to be repainted and, if possible, for the no stopping restriction area to be extended slightly. The project team will repaint the obscured no stopping line but does not recommend extending the no stopping restriction.

20. Another resident at the meeting said she was comfortable with the proposed crossing design as long she could continue to reverse out her driveway. She asked whether the Council could introduce two hour parking on the section of road between Somerfield Street and Moana Street. This request is outside the scope of this safety improvement project.

21. A resident living in a property south of the school entrance requested no stopping lines so she could safety reverse out of her driveway. The project team does not recommend extending no stopping lines to outside 53b Barrington Street.

22. A spokeswomen for the Royal New Zealand Foundation of the Blind commented that it was great to see signalised crossings like this being installed as visually impaired Cashmere High students and older adults in the area would also benefit. She was advised that the pedestrian crossing would have an audio-tactile call box to let visually impaired people know when it was safe to cross.

23. Another resident submitted that the proposed signalised crossing should be moved closer to the intersection of Somerfield Street and Barrington Street. He stated that since 2006 he and his wife had been hit six times – four times by motorists and twice by student cyclists – while backing out of their driveway south of the existing crossing. All six incidents occurred because the parent and students did not follow basic road rules. A signalised crossing near the high school entrance would cause further congestion, he said.

24. After considering this submission the project team agreed that the best location for students living east of Barrington Street to access Cashmere High School is at the proposed location near the Barrington Street entrance. A signalised pedestrian crossing near the Barrington Street/Somerfield Street intersection would require more complex turning movements and also encourage heavier use of Rose Street and Somerfield Streets, both collector roads. Barrington Street is a minor arterial road. The project team believes that the answer to improving drop off/pick up issues is not denying a safe crossing point for the students and school, but working with the school, residents and parents to improve drop off/pick up behaviour. The situation would be monitored after installation.

25. An Environment Canterbury spokesperson requested that two bus stops be added to this section of Barrington Street as part of the signalised pedestrian crossing project. The project team have advised the Environment Canterbury spokesperson that this request was previously investigated when the bus route changed, however Council staff were unable to get resident agreement to having bus stops outside their properties. The project team have forwarded this request to the Council public transport infrastructure staff.

26. At the same time as consultation on this project, consultation was occurring on a similar project at Clyde Road adjacent to the University. This project involved a signalised crossing requested by the Ilam School community as part of that school's travel plan development. Several residents objected to those proposed signals and advised of legal action against the Council. As a result, both signalised crossing projects were put on hold pending an independent engineering evaluation by external consultants. The independent external report concluded that a signalised crossing at Barrington Street met the New Zealand Transport Agency Pedestrian Planning and Design guidelines, was economically viable, and after extensive surveying of school road supervising staff and road crossing activity, that signals are the only practical / safe option for this site.

27. Following the submission by one adjoining resident urging the Council to relocate the signals closer to the Somerfield Street intersection, further discussions have been held with senior school staff, who monitor /supervise the existing crossing point. They confirm the Council staff views that the proposed location is the most suitable and agree that the provision of signals to assist the students will not change the existing conflict that this resident has when backing out of his driveway, with students going to and from school.

28. All respondents who commented on the proposed signalised pedestrian crossing were sent a letter thanking them for their input and a copy of the plan to be considered by the Spreydon/Heathcote Community Board before making its recommendation to Council. The letter informed respondents when the plan would be presented to the Community Board. Details of the meeting (time, venue etc) were also provided so that any interested people could attend or address the Community Board before a decision was made.

29. Those who have commented on the proposal will be advised of the Council's decision.

STAFF RECOMMENDATION

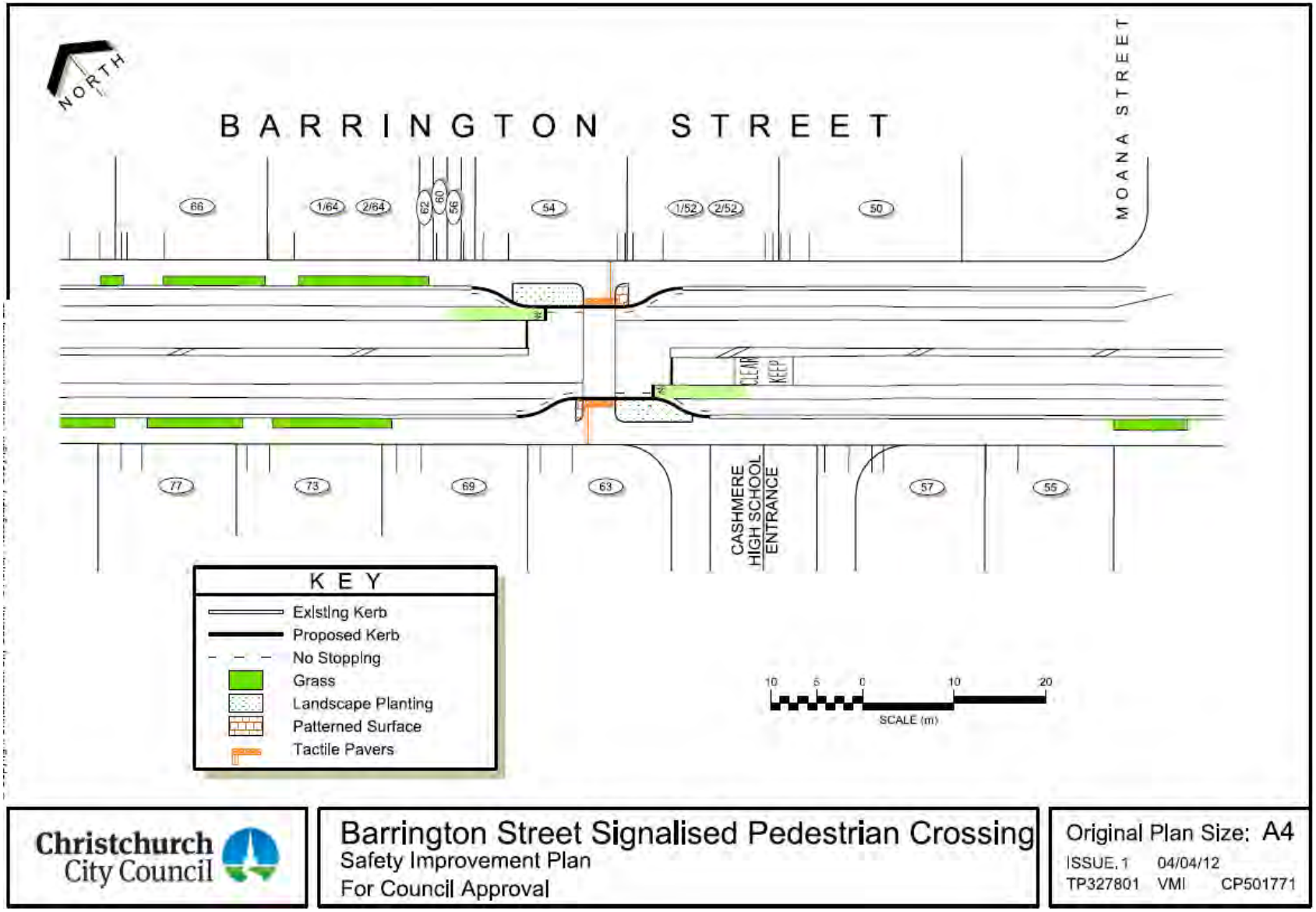
It is recommended that the Spreydon/Heathcote Community Board recommends that the Council approve that a pedestrian crossing, controlled by traffic signals be installed on Barrington Street located at a point 66 metres northwest of its intersection with Moana Street.

2 Cont'd

BOARD RECOMMENDATION

The Board recommends that the Council approve a pedestrian crossing, controlled by traffic signals be installed on Barrington Street located at a point 66 metres northwest of its intersection with Moana Street.

ATTACHMENT 1 TO CLAUSE 2



PART B - REPORTS FOR INFORMATION

3. DEPUTATIONS

Elaine Mayo Chairperson of Addington Community House Incorporated updated the Board regarding the relocation of Manuka Cottage. An application is being made to one of the earthquake funds to finance the purchase of a new cottage. Elaine reported that a new property has been located with expansion and growth plans for the work of the cottage.

Elaine Mayo expressed appreciation and thanks to the Board and staff for all their help with getting Manuka Cottage relocated and operational again.

4. PETITIONS

Nil.

5. CORRESPONDENCE

4.1 A letter was **received** from Barrington United Bowling Club regarding replacing the boundary fence between the club and the playground.

4.2 A letter was **received** from Cashmere Bowling Club inviting Board members to their opening.

6. BRIEFINGS

Nil.

7. EARTHQUAKE DESIGN AND CAPABILITY

Nil.

8. COMMUNITY BOARD ADVISER'S UPDATE

- Ward earthquake matters
- Re-opening of South Library and Service Centre building.

9. BOARD MEMBERS INFORMATION EXCHANGE

Mention was made of the following matters:

- Cashmere Bowling Club rooms
- Opening of St Martins New World
- Ministry of Education closure / merging of some Christchurch schools.

10. QUESTIONS UNDER STANDING ORDERS

Nil.

PART C - REPORT ON DELEGATED DECISIONS TAKEN BY THE BOARD

11. CONFIRMATION OF MINUTES – 3 SEPTEMBER 2012

The Board **resolved** that the minutes of the Board's ordinary meeting of 3 September 2012 be confirmed.

12. CONFIRMATION OF MINUTES – 11 SEPTEMBER 2012

The Board **resolved** that the minutes of the combined Riccarton/Wigram and Spreydon/Heathcote Community Board's meeting of 11 September 2012 be confirmed subject to amendments to record that apologies for absence were received and accepted from Phil Clearwater, Karolin Potter, Tim Scandrett and Sue Wells.

13. RESOLUTION TO BE PASSED - SUPPLEMENTARY AGENDA

The Board's approval was sought to submit a supplementary report for consideration at this meeting regarding an application to the Spreydon/Heathcote 2012/13 Youth Achievement Fund. The reason, in terms of section 46(vii) of the Local Government Official Information and Meetings Act 1987, why the report was not included on the main agenda was that it was not available at the time the agenda was prepared.

The Board **resolved** to accept the supplementary report (Clause 14 below), as detailed above.

14. SPREYDON/HEATHCOTE 2012/13 YOUTH ACHIEVEMENT FUNDING APPLICATION – SAMANTHA BROWN, TESSA STEEL, NICK SMITH, LAURA STEFFENS, FELICITY LOWEN, NATHAN CHAI, JIBRAAN SAFI AND HEJRATULLAH KHAN.

The Board considered a report seeking its approval for applications from Samantha Brown, Tessa Steel, Nick Smith, Laura Steffans, Felicity Lowen, Nathan Chai, Jibraan Safi and Hejratullah Khan from the 2012/13 Youth Achievement Fund.

The Board **resolved** to approve to:

(a) Allocate Samantha Brown $250 from the 2012/13 Youth Achievement Scheme fund to represent Canterbury Under 15 years Basketball at the national tournament in Wellington from 8 to 12 October 2012.

(b) Allocate Tessa Steel $250 from the 2012/13 Youth Achievement Scheme fund to compete at level five rhythmic gymnastics at the Gymsports New Zealand national championships in Dunedin from 9 to 13 October 2012.

(c) Allocate Nick Smith $350 from the 2012/13 Youth Achievement Scheme fund to represent New Zealand Secondary Schools Orienteering at the Australian Schools Orienteering Championships in Tasmania from 20 to 30 September 2012.

(d) Allocate Laura Steffens $350 from the 2012/13 Youth Achievement Scheme fund to compete in the Under 19 years age group at the Barfoot and Thompson World Triathlon Grand Final in Auckland on 21 October 2012.

(e) Allocate Felicity Lowen $250 from the 2012/13 Youth Achievement Scheme fund to compete at the New Zealand Short Course Swimming Championships in Wellington from 30 September to 4 October 2012.

(f) Allocate Nathan Chai $250 from the 2012/13 Youth Achievement Scheme fund to represent Canterbury Metro Under 65 kilograms Rugby at the South Island tournament in Nelson from 21 to 23 September 2012.

(g) Allocate Jibraan Safi $250 from the 2012/13 Youth Achievement Scheme fund to represent Canterbury Metro Under 65 kilograms Rugby at the South Island tournament in Nelson from 21 to 23 September 2012.

(h) Allocate Hejratullah Khan $250 from the 2012/13 Youth Achievement Scheme fund to represent Canterbury Metro Under 65 kilograms Rugby at the South Island tournament in Nelson from 21 to 23 September 2012.

The meeting concluded at 9.29am.

CONFIRMED THIS 3RD DAY OF OCTOBER 2012

TIM SCANDRETT
DEPUTY CHAIRPERSON

11. 10. 2012

COMBINED SPREYDON/HEATHCOTE AND RICCARTON/WIGRAM COMMUNITY BOARD
11 SEPTEMBER 2012

Report of a combined meeting of the Spreydon/Heathcote and Riccarton/Wigram Community Boards held on 11 September 2012 at 5.30pm in the Community Room, Upper Riccarton Library, 71 Main South Road

PRESENT: Mike Mora (Chairperson), Barry Corbett, Paul McMahon, Helene Mautner, Judy Kirk, Sam Johnson, Natalie Bryden and Peter Laloli.

APOLOGIES: Apologies for absence were received and accepted from Phil Clearwater, Karolin Potter, Tim Scandrett, Sue Wells and Jimmy Chen.

An apology for lateness was received and accepted from Helen Broughton who arrived at 6pm and was absent for clause 2 and part of clause 3.

An apology for early departure was received and accepted from Barry Corbett who departed at 6.16pm and was absent for part of clause 3.

The Board reports that:

PART A - MATTERS REQUIRING A COUNCIL DECISION

1. NGA PUNA WAI AND CANTERBURY AGRICULTURAL PARK ACCESS IMPROVEMENTS – HALSWELL ROAD / TEMPLETONS ROAD

The Riccarton/Wigram and Spreydon/Heathcote Community Boards considered a report seeking their approval of the proposed scheme design for Halswell and Templetons Road to improve access to Nga Puna Wai and Canterbury Agricultural Park.

General Manager responsible:	General Manager, City Environment Group, DDI 941-8608
Officer responsible:	Unit Manager, Asset and Network Planning
Author:	Jennie Hamilton, Consultation Leader and John Edmonds, Project Manager

PURPOSE OF REPORT

1. The purpose of this report is to seek the Riccarton/Wigram and Spreydon/Heathcote Community Boards approval for:

   (a) The proposed scheme design for Halswell Road and Templetons Road access improvements to Nga Puna Wai and Canterbury Agricultural Park outlined in Area A in **Attachment 1**.

   (b) The removal of trees to make way for the new access road to the park off Halswell Road, a shared path on Halswell Road and improvements to the park end of Templetons Road outlined in Areas A and B in **Attachment 1**.

   (c) To seek the Riccarton/Wigram Community Board's approval for the new access road, low level vehicle crossing over the Heathcote River/Opawaho, entrance and stock gates, and car park in Area B in **Attachment 1**.

   (d) And the Boards recommendation to the Council that, pursuant to Section 114 of the Public Works Act 1981, declare as road, subject to consent by the Minister of Conservation, an area currently designated Local Purpose (Utility) Reserve identified in **Attachment 2** of this report.

1 Cont'd

EXECUTIVE SUMMARY

2. Construction of Christchurch's Southern Motorway has created a need for new access points to Nga Puna Wai and Canterbury Agricultural Park.

3. These new entries are important to ensure that major events, such as the Canterbury Agricultural and Pastoral (A and P) Show, can be accommodated and operate successfully in the park.

4. The Canterbury Park Access improvements project is part of the Council's capital programme. Two of its three stages, McMahon Drive access and Templetons Road temporary access have been completed. The Halswell Road access is the final phase.

5. The proposed scheme involves both the Riccarton/Wigram and Spreydon/Heathcote Community Board areas. Templetons Road is located on the boundary of Wigram and Spreydon Wards. Halswell Road and the new access road are located in the Wigram Ward.

6. The Heathcote River/Opawaho and the park are on the north-west boundary of Templetons Road and the Aidanfield subdivision.

7. As indicated in the Nga Puna Wai and Canterbury Agricultural Park Management Plan, approved by the Council in 2010, the park's new primary access will be via a new street that will be built as part of Stage 9 of the Aidanfield development in Halswell.

8. In order for this new street off Halswell Road to be approved, the New Zealand Transport Agency (NZTA) has advised that direct vehicle access from Halswell Road to Templetons Road will no longer be possible. The link from Templetons Road to Halswell Road will be via a connector road and the new access road. Pedestrians and cyclists will still be able to enter Templetons Road from Halswell Road.

9. At the time this report was written, the proposed name of the new access road, Augustine Drive, and of the connecting street, Templetons Way, were subject to the approval of the Riccarton/Wigram Community Board at its meeting on 4 September 2012. This report will bracket these proposed names to indicate they have not been confirmed at this stage.

10. Provision of the proposed access road (Augustine Drive) off Halswell Road requires a portion of a Local Purpose (Utility) Reserve identified as LOT 154 DP 303385 to be held as public road. The portion of the Reserve to be set apart as a public road is identified as Section 1 in the attached plan (refer **Attachment 2**) and comprises approximately 380 square metres subject to survey.

11. The subject portion of the Local Purpose (Utility) Reserve to be declared under Section 114 of the Public Works Act 1981 as a Public Road is already shown in the Christchurch City Council City Plan for road.

12. Construction of the proposed 10 metre wide access road (Augustine Drive), connector road (Templetons Way), and improvements to Templetons Road will be undertaken by Aidanfield Holdings Ltd. The Council is providing a 14 metre-wide low-level vehicle crossing across the Heathcote River/Opawaho on the new road into the park by way of a low culvert.

13. As a result of the new access road, changes are proposed in Templetons Road and Halswell Road (refer Area A in **Attachment 1**). Key features of the scheme include a modified cul-de-sac at the Halswell Road end of Templetons Road, a 2.5 metre shared path for pedestrians and cyclists, a 2.5 metre berm planted with deciduous magnolia trees, and a two metre wide service strip (refer to cross sections in **Attachment 3**). Proposed changes in Halswell Road include a left turn lane into the new access road and a right turn bay at the new intersection.

1 Cont'd

14. The Council's Transport and Greenspace Arborist Team agree the tree removals proposed in the scheme plan are appropriate given the requirements to provide improved access to the park. Conditions of the team's agreement are that new tree plantings shown in the scheme plan are carried out to compensate for the tree removals, protective fencing is to be erected to prevent damage to surrounding trees during construction near the stream, where feasible trees should be transplanted, and the selected contractor is to consult with the arborists before commencing work.

15. Implementation of all proposed works in Area A is scheduled in the current financial year ending 30 June 2013. The low level vehicle crossing, access road, gates and car park in Area B are also programmed for construction this financial year. Area C - stage nine of the Aidanfield development is outside the scope of approvals sought in this report.

16. A temporary bailey bridge was installed across the river in 2011 to provide additional vehicle access to the park during show week only. This bridge will be removed when the new access road (Augustine Drive) through the Aidanfield subdivision is built.

FINANCIAL IMPLICATIONS

17. The final phase of the Nga Puna Wai and Canterbury Agricultural Park Access Improvements project (namely Halswell Road access), is estimated to cost $1,436,300 to complete. This includes compensation estimated at $185,000 to be paid to Aidanfield Holdings for a four metre increase in the road corridor width for the 10 metre-wide access road, its continuation to meet Halswell Road and minor changes to existing properties frontages along Templetons Road, and new shared cycle and pedestrian paths on Halswell Road and Templetons Road.

18. The phase estimate, and other project actual costs to date, are within the project budget of $2,513,200.

19. Funding for the project is provided in the Long Term Council Community Plan (2009-2019) in the Planned Capital Programme, Canterbury Park Access, page 247.

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

20. Yes, based on current estimates, there is sufficient budget allocated within the 2009-2019 LTCCP to implement the project.

LEGAL CONSIDERATIONS

21. Consent by the Minister of Conservation, under section 114 of the Public Works Act 1981, is required to declare the portion of the Local Purpose (Utility) Reserve identified as Section 1 in the attached scheme plan (**Attachment 2**) for road.

22. Connection to the State Highway, Halswell Road requires NZTA approval. It has agreed with the draft scheme plan.

23. The following consents will be required prior to the construction of Areas A and B:

    (a) Christchurch City Council land use consents for the 8.5 metre carriageway width on Templetons Road and the two turn-around areas on Templetons Road. Also for works in an ecological heritage site and associated works with the vehicle crossing and landscaping on the river bank.

    (b) Christchurch City Council building consent for construction of the vehicle crossing across the Heathcote River/Opawaho,

    (c) Environment Canterbury resource consent for the vehicle crossing across the Heathcote River/Opawaho

1 Cont'd

24. Installation of any parking restriction signs and/or markings must comply with the Land Transport Rule: Traffic Control devices 2004.

25. Part 1, Clause 5 of the Christchurch City Council Traffic and Parking Bylaw 2008 provides the Council with the authority to install traffic and parking restrictions by resolution.

26. The Community Boards have delegated authority from the Council to exercise the delegations as set out in the Register of Delegations dated 13 December 2007. The list of delegations for the Community Boards includes the resolution of parking restrictions and Traffic Control devices.

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

27. As above.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

28. The project is identified in the Planned Capital Programme of the LTCCP.

29. It also aligns with the Council's community outcomes for safety and community – a safe city; a city of inclusive and diverse communities; a city of people who value and protect the natural environment; a well covered city; a prosperous city; a healthy city; a city for recreation, fun and creativity; a city of lifelong learning; an attractive well-designed city.

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

30. As above.

ALIGNMENT WITH STRATEGIES

31. This proposal aligns with the Council's 2008 Access and Events Management Strategy for Nga Puna Wai and Canterbury Agricultural Park.

32. The proposed access to the park off Halswell Road implements Action 6(d) is identified in Part D 'Future Developments' of the Nga Puna Wai and Canterbury Agricultural Park Management Plan 2010.

33. The proposal is also aligned with the following strategies:

    (a) Parks and Waterways Policy 2002.

    (b) Physical Recreation and Sport Strategy 2002.

    (c) New Zealand Land Transport Strategy.

    (d) Road Safety Strategy 2004.

    (e) The Christchurch City Council's Cycle Strategy 2004.

    (f) National Walking and Cycle Strategy.

    (g) Pedestrian Strategy 2001.

    (h) Parking Strategy 2003.

34. The proposal is consistent with the requirements for arterial roads and local roads as defined within the City Plan.

1 Cont'd

Do the recommendations align with the Council's strategies?

35. Yes.

CONSULTATION FULFILMENT

36. The Nga Puna Wai and Canterbury Agricultural Park access proposal was presented to the Riccarton/Wigram Community Board on 15 May 2012 and Spreydon/Heathcote Community Board on 18 May 2012.

37. The Canterbury Park Access community consultation on the proposal was undertaken between 21 June 2012 and 13 July 2012. 120 leaflets were hand delivered to residents in Templetons Road, Cardinal Drive, Halswell Road and surrounding streets. In addition, leaflets were posted or emailed to absentee property owners and key stakeholders, including the Canterbury A and P Association and park users.

38. 21 submissions were received. Of these 13 (61.90 per cent) generally supported the proposal, six (28.57 per cent) opposed the proposal and two (9.52 per cent) did not indicate their position.

39. Those in support included the A and P Association which stated: "This is a very good design of the Templetons Road area. The Canterbury A and P Association is very much in support of what is proposed and congratulates the design team."

40. Three of those who did not support the proposal believed that preventing access from Halswell Road to Templetons Road, and constructing a connecting road (Templetons Way) to the new access to the park (Augustine Drive), would increase traffic in Cardinal Drive. The project team considered that the proposal was unlikely to cause any significant increase in traffic along Cardinal Drive as the proposed 10 metre wide access road to the Park would be an easier, more direct route for most drivers. The right-turn bay in Halswell Road at the new intersection would also be a safer option than the right turn into Cardinal Drive.

41. A Templetons Road resident who lives beside the 'T' intersection with the proposed connector road (Templetons Way) was concerned that the recent consultation leaflet was the first she had heard about the approved roading layout in the adjacent Aidanfield subdivision. This was identified in the North Halswell Plan incorporated in the City Plan in 1999. The layout was also part of subdivision consent granted in March 2012 for the development's final stage.

    The resident is particularly concerned about the impact of headlights and noise from turning cars. The Council's project team is proposing to realign the footpath outside her property and has prepared a landscaping concept plan for planting inside and outside her boundary. The landscape architect will consult the owner on the type of planting.

42. Following consultation, specific questions about the type of trees were addressed. The project team proposes that deciduous magnolias should be planted along Templetons Road and in part of the landscaped area near Halswell Road. Two additional parking spaces for the public have also been added in this cul-de-sac.

43. The Council's project team has had discussions with a property owner at the park end of Templetons Road who expressed concern about loss of parking, not being able to back a trailer out of his drive and 'over engineering' of the proposal. As a result, the project team has provided two car parking spaces for the public, a turnaround area and undertaken modelling indicating the owner has space to back out his trailer. The Council will reinstate stone edging on the retaining wall and fix a localised drainage problem. However, based on technical advice, the project team is recommending that the entrance should be reduced from five metres to four metres wide to offset the impact of the public car parks. The turn off is designed to look more like a private entrance to encourage vehicles to use the new main access road into the park.

1 Cont'd

44. A key concern of several respondents was the difficulty of turning right into Halswell Road from Templetons Road. They stated that this would also apply to the proposed access road to the park. The project team is unable to address this issue at this stage. Any future traffic lights at the intersection of the new access road (Augustine Drive) and Halswell Road will depend on the scale and timing of development on the opposite side of Halswell Road.

45. The speed of approaching traffic along Halswell Road was also a concern to some submitters. Several asked that the 80 kilometre per hour speed limit be lowered to 50 or 60 kilometres per hour well before the turn into the proposed access road. Although the Christchurch City Council is about to undertake a speed review, Halswell Road is under the jurisdiction of the NZTA. The submitter's comments have been forwarded to the NZTA. Meanwhile, the Council's project team proposes to amend the consultation plan by providing a left turning lane into the new access road to move turning traffic clear of through traffic. This action is supported by the NZTA.

46. Submitters who made comments and provided contact addresses were sent a copy of the plan for Community Board approval and a letter outlining the project team's responses to their suggestions and concerns. They were was also advised of the Community Board meeting date and time and how to contact the Board Advisers if they wished to seek speaking rights.

STAFF RECOMMENDATION

(a) That the Riccarton/Wigram and Spreydon/Heathcote Community Boards approve the proposed scheme design for Halswell Road and Templetons Road access improvements to Nga Puna Wai and Canterbury Agricultural Park shown in Area A in **Attachment 1**.

(b) That Riccarton/Wigram and Spreydon/Heathcote Community Boards approve the removal of trees to make way for the new access road to the park off Halswell Road, a shared path on Halswell Road and improvements to the park end of Templetons Road as shown in Areas A and B in **Attachment 1**.

(c) That the Riccarton/Wigram Community Board approves the new access road, low level vehicle crossing over the Heathcote River/Opawaho, entrance gates and stock gates and car park in Area B in **Attachment 1**.

(d) That Riccarton/Wigram and Spreydon/Heathcote Community Boards recommend to the Council that, pursuant to Section 114 of the Public Works Act 1981, the Christchurch City Council declare as road, subject to consent by the Minister of Conservation, that area comprising 380 square metres (subject to survey) shown as Section 1 in the attached scheme plan being part of LOT 154 DP 303385 a Local Purpose (Utility) Reserve (refer **Attachment 2**).

Revoke existing parking restrictions

(e) That all existing parking restriction on the north-east and south-west side of Templetons Road between Halswell Road and the end of Templetons Road be revoked.

Revoke existing give-way controls

(f) That the existing give-way control against Templetons Road at its intersection with Halswell Road be revoked.

New no stopping restrictions

(g) That the stopping of vehicles be prohibited at any time on the north side of Cardinal Drive commencing at its intersection with Templetons Road and extending in a north-easterly direction for a distance of 27 metres.

(h) That the stopping of vehicles be prohibited at any time on the south side of Cardinal Drive commencing at its intersection with Templetons Road and extending in a north-easterly direction for a distance of 27 metres.

1 Cont'd

(i) That the stopping of vehicles be prohibited at any time on the northeast side of the end of Templetons Road, including the turning head and the entrance of 28 Templetons Road, commencing from its intersection with Cardinal Drive and extending in a north-westerly direction for a total distance of 57 metres as indicated on **Attachment 1**.

(j) That the stopping of vehicles be prohibited at any time on the north-east side of Templetons Road commencing at its intersection with Cardinal Drive and extending in a south-easterly direction for a distance of 14 metres.

(k) That the stopping of vehicles be prohibited at any time on the northeast side of Templetons Road commencing at a point 94 metres from its intersection with Cardinal Drive and extending in a south-easterly direction for a distance of 39.5 metres.

(l) That the stopping of vehicles be prohibited at any time on the south-west side of Templetons Road commencing at its intersection with Templetons Way and extending in a south-easterly direction for a distance of 22 metres.

(m) That the stopping of vehicles be prohibited at any time around the head of the cul-de-sac located at the south-east end of Templetons Road commencing on the south-west side of Templetons Road, at a point 54 metres from its intersection with Templetons Way, and extending south-easterly in an anti-clockwise direction around the head of the cul-de-sac for a total distance of 58 metres finishing on the north-east side of Templetons Road as indicated on **Attachment 1**.

(n) That the stopping of vehicles be prohibited at any time on the south-west side of Templetons Road commencing at its intersection with Templetons Way and extending in a north-westerly direction for a distance of 18 metres.

(o) That the stopping of vehicles be prohibited at any time on the southwest side of Templetons Road commencing at a point 87 metres from its intersection with Templetons Way and extending in a north-westerly direction following the kerb around the build out for a total distance of 47 metres as indicated on **Attachment 1**.

(p) That the stopping of vehicles be prohibited at any time on the south-west side of Templetons Road commencing at a point 145 metres north-west of its intersection with Templetons Way and extending in a north-westerly direction, and then around to northeast for a total distance of 33 metres finishing on the north-east side of Templetons Road as indicated on **Attachment 1**.

(q) That the stopping of vehicles be prohibited at any time on the north-west side of Templetons Way commencing from its intersection with Templetons Road and extending in a south-westerly direction for a distance of 21 metres.

(r) That the stopping of vehicles be prohibited at any time on the south-east side of Templetons Way commencing at its intersection with Templetons Road and extending in a south-westerly direction for a distance of 21 metres.

(s) That the stopping of vehicles be prohibited at any time on the north-east side of Augustine Drive commencing at its intersection with Halswell Road and extending in a north-westerly direction for a distance of 54 metres.

(t) That the stopping of vehicles be prohibited at any time on the south-west side of Augustine Drive commencing at its intersection with Halswell Road and extending in a north-westerly direction for a distance of 49 metres.

New pedestrian / cycle shared path

(u) That the footpath on the south-western side of Templetons Road be designated as a shared pedestrian / cycle path commencing at its intersection of Templetons Way and extending in a south-easterly direction for a distance of 116 metres.

1 Cont'd

(v) That the footpath on the south-western side of Templetons Road be designated as a shared pedestrian / cycle path commencing at its intersection of Templetons Way and extending in a north-westerly direction for a distance of 166 metres.

(w) That the footpath on the north-western side of Halswell Road be designated as a shared pedestrian / cycle path commencing at its intersection with Augustine Drive and extending in a north-easterly direction for a distance of 66 metres.

(x) That the footpath on the south-eastern side of Halswell Road be designated as a shared pedestrian / cycle path commencing at a point 15 metres from its intersection with Hendersons Road and extending in a south-westerly direction for a distance of 63 metres.

New give way controls

(y) That a give-way control be placed against Augustine Drive at its intersection with Halswell Road.

(z) That a give-way control be placed against the south-east approach of Templetons Road at its intersection with Templetons Way.

RICCARTON/WIGRAM AND SPREYDON/HEATHCOTE BOARD RECOMMENDATION:

That the Council that, pursuant to Section 114 of the Public Works Act 1981, declare as road, subject to consent by the Minister of Conservation, that area comprising 380 square metres (subject to survey) shown as Section 1 in the attached scheme plan being part of LOT 154 DP 303385 a Local Purpose (Utility) Reserve (refer **Attachment 2**).

Refer to clause 3 for the Board's decisions taken under delegated authority on this item.

BACKGROUND (THE ISSUES)

47. The proposed scheme will provide the primary access to the Nga Puna Wai and Canterbury Agricultural Park. New entry points became necessary because of the construction of Christchurch's Southern Motorway.

48. A new 10 metre wide access road (Augustine Drive) off Halswell Road will run through the final stage of the Aidanfield subdivision and connect with the park. A 14 metre wide low level vehicle crossing will enable three lanes of traffic (two lanes entry and one exit).

49. Proposals outlined in Area A, and the new access road, low level vehicle crossing across the Heathcote River/Opawaho, entrance gates (similar to those at McMahon Drive) and stock gates, and car park in Area B, require the approval of one or both of the Riccarton/Wigram and Spreydon/Heathcote Community Boards. Area C proposals have been approved as part of the subdivision consent process.

50. The proposed scheme meets project objectives because it:

    (a) is consistent with the Access and Events Management Strategy, Christchurch Southern Motorway project work and the Nga Puna Wai and Canterbury Agricultural Park Management Plan.

    (b) Meets NZTA requirements regarding connections to the surrounding road network under its authority.

    (c) Meets budget and achieves best value for money.

    (d) Considers the Christchurch Southern Motorway construction programme to ensure access improvements are co-ordinated.

1 Cont'd

(e) Considers in its design future proposed developments as identified in the South West Area Plan and relevant City Plan changes.

(f) Makes appropriate provision for user safety and the required level of service.

THE OPTIONS

51. Two options were considered by the Council's project team. Option two was preferred and formed the basis of the plan taken to the community for consultation.

Option one

52. The key features of option one were:

(a) Templetons Road closed with a 14 metre wide cul-de-sac head with a large berm area with street trees provided between the head and Halswell Road.

(b) Templetons Road to measure 7.5 metres wide with a cycle path and footpath on the south-east side.

(c) A 14 metre wide cul-de-sac head on the north-west end of Templetons Road.

(d) Parking restriction on one side of Templetons Road to maintain two way traffic and access for emergency vehicles and refuge collection.

(e) Cycle path to merge with footpath at the existing footbridge.

(f) New intersection on Templetons Road with the future access road from the subdivision.

(g) The cross section is: 0.5 metre service strip, 1.5 metre footpath, 1.5 metre berm/street tree, 2.5 metre two-way cycle path, 1.5 metre berm, 7.5 metre road and a 4.6 metre berm/footpath.

(h) Shared path footpath along the south side of Halswell Road between Hendersons Road and Templetons Road.

(i) Refuge island on Halswell Road for pedestrians and cyclists to cross Halswell Road to Templetons Road.

(j) Shared path along the north side of Halswell Road between Templetons Road and the new access road.

(k) A 10 metre wide new access road widening to 13.5 metres at the Halswell Road intersection. The intersection to be a give-way control with two exit lanes and a refuge island in the middle.

(l) Right turn bay to provide refuge area for traffic turning into new access road to the park.

(m) A 14 metre wide concrete vehicle bridge across the Heathcote River/Opawaho to park. This would need to be 50 metres long due to the existing ground profile across the Heathcote River with the adjacent land. An underpass would be necessary to maintain access along the river bank.

(n) New car park with 14 spaces within the park.

53. Option one was not preferred because of the major costs associated with the vehicle bridge and major environmental, ecological and aesthetic impacts on the river bank. The extent of the two way cycle path and footpath on Templetons Road limits tree options and would be costly to maintain. The 7.5 metre carriageway width would only allow parking on one side of Templetons Road.

1 Cont'd

Option two

54. The key features of the preferred Option two are:

(a) A modified 12 metre wide cul-de-sac at the end of Templetons Road. Vehicles can no longer enter or exit Halswell Road. It includes a large berm area with street trees. As a result of consultation two public car parks are proposed in this area.

(b) A large berm area with street trees is formed behind the cul-de-sac area fronting Halswell Road.

(c) Templetons Road will be an 8.5 metre wide carriageway with a shared cycle/pedestrian path on the south-east side.

(d) A new footpath will connect the shared path on Templetons Road to the existing path on Halswell Road east of Templetons Road.

(e) The cross section for Templetons Road (refer **Attachment 3**) provides for a two metre berm, a 2.5 metre shared path, 2.5 metre berm with street trees (deciduous magnolias), 8.5 metre carriageway, 4.6 metre berm/footpath.

(f) Parking is permitted on both sides of the road except where there are 'no stopping' lines.

(g) The temporary bailey bridge on the north end of Templetons Road will be removed when the access road to the park is open.

(h) The existing wooden bridge at the north end of Templetons Road will remain in place for pedestrian and cycle access, and provide a secondary entry for emergency vehicles.

(i) Proposed pedestrian/cycle gate on the shared path. The gate is to be the same style as the gate at the McMahon Drive entrance.

(j) The layout of the Templetons Road/Cardinal Drive intersection will be changed so that the end of Templetons Road near the park resembles a private driveway to encourage motorists to use the new park entrance. The entry width has been reduced from five metres to four metres. Two car parks and a turnaround are proposed.

(k) A give-way sign on the south-east end of Templetons Road will give priority to traffic from the new access road.

(l) Street trees (deciduous magnolias) and grass berm along the west side of Templetons Road.

(m) Proposed holding rails (with cycle give-way sign) on the shared path at intersections to discourage motorists from accessing shared path.

(n) Proposed refuge island on Halswell Road to provide access for pedestrians and cyclists to the shared path along Templetons Road.

(o) Proposed seal widening and a right turn bay on Halswell Road at the new intersection.

(p) As a result of consultation feedback, a left turn facility at this intersection to move turning traffic, clear of through traffic.

(q) New give-way control on the proposed road at this intersection.

(r) New kerb and channel on the north side of Halswell Road between Templetons Road and the new access road (Augustine Drive).

1 Cont'd

(s) Proposed 2.5 metre shared path on the south side of Halswell Road between Henderson Road and Templetons Road. A cutdown for cyclists on Halswell Road to access the nearby shared path.

(t) Proposed 2.5 metre shared path on the north side of Halswell Road. A cutdown for cyclists on Halswell Road to access the shared path on Templetons Road and a cutdown for cyclists to exit on to Halswell Road from the shared path on Templetons Road.

(u) Removal of nine existing street trees on Templetons Road and Halswell Road. Twenty seven trees will be planted in Area A.

55. Scheme proposals within Nga Puna Wai and Canterbury Agricultural Park include:

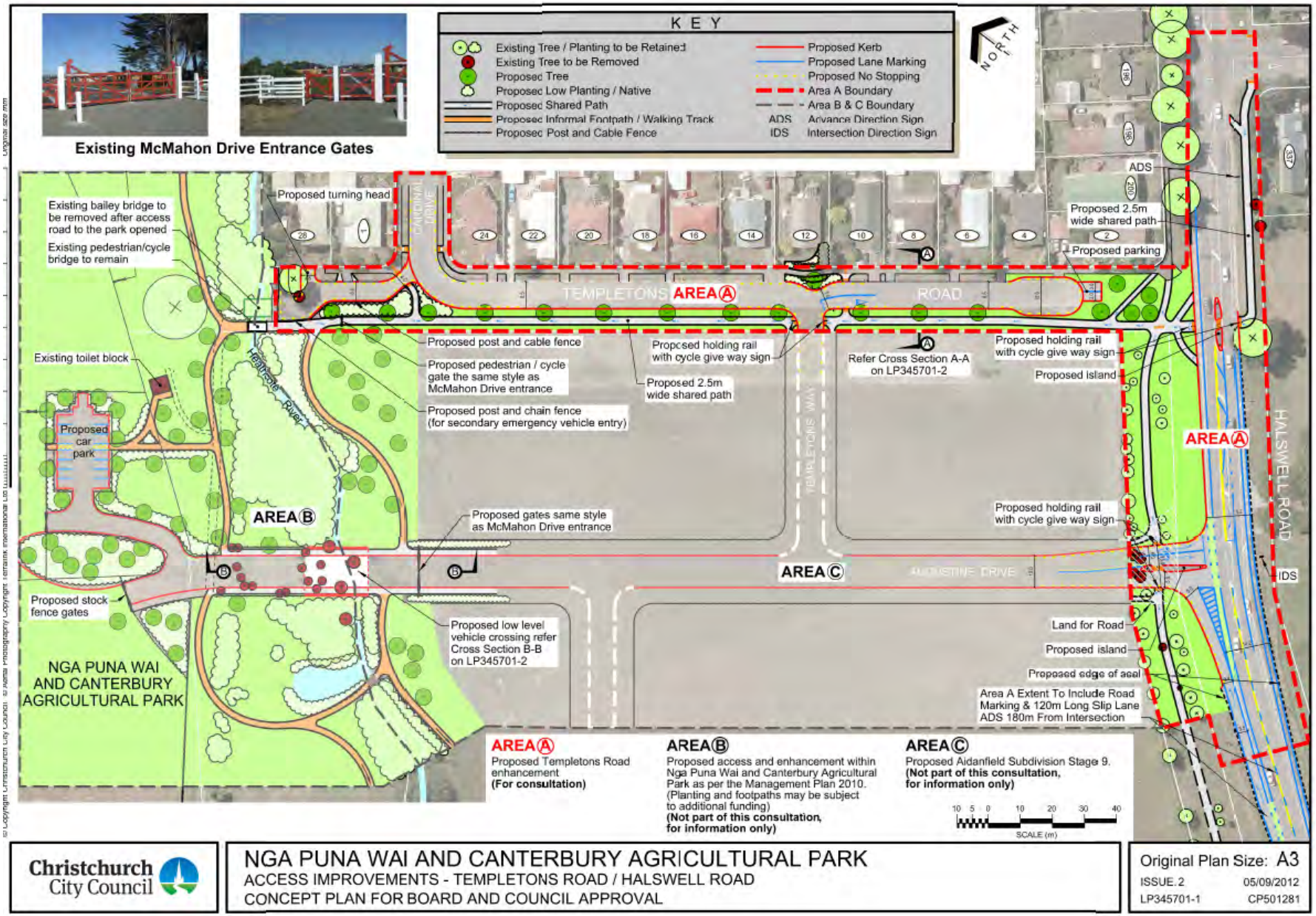
(a) Gates the same style as McMahon Drive entrance.

(b) Low level vehicle crossing across the Heathcote River/Opawaho.

(c) Removal of trees as shown in Area B.

(d) Construction of a car park.

ATTACHMENT 1 TO CLAUSE 1



ATTACHMENT 2 TO CLAUSE 1

ISSUE	AMENDMENT	SIGNED	DATE
A	From RPS481-03	JA	08/12

PROPOSED LAND FOR ROAD

Christchurch City Council

SURVEYED		DRAWING NUMBER RPS481-05	ORIGINAL SHEET SIZE A4	SCALES 1:250
DRAWN	JA	FILE REFERENCE WBS 304/4695		
DATE	08/2012	PROJECT NUMBER RPS 481		SHEET 1 OF 1

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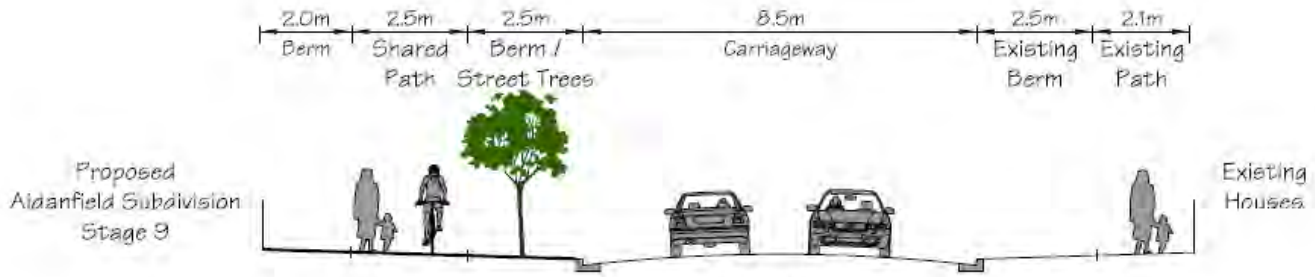
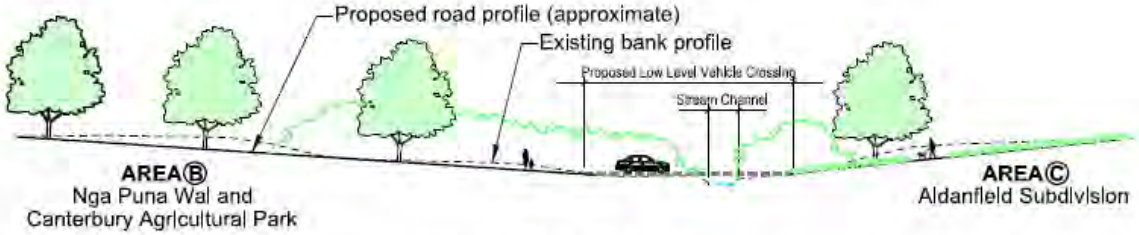


AREA A
TEMPLETONS ROAD
CROSS SECTION A-A
(For consultation)



AREA B
NGA PUNA WAI AND CANTERBURY AGRICULTURAL PARK
CROSS SECTION B-B
(Not part of this consultation, for information only)

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Christchurch City Council

NGA PUNA WAI AND CANTERBURY AGRICULTURAL PARK
ACCESS IMPROVEMENTS - TEMPLETONS ROAD / HALSWELL ROAD

Original Plan Size: A4
ISSUE. 1 14/05/2012
LP345701-2 CP501281

PART B - REPORTS FOR INFORMATION

2. DEPUTATIONS BY APPOINTMENT

2.1 PETER NEWTON

Peter Newton, a resident of Cardinal Drive, raised his concerns regarding the Nga Puna Wai and Canterbury Agricultural Park Access Improvements – Halswell Road/Templetons Road proposal. In his opinion if Templeton's Road is closed, traffic will use Cardinal Drive in order to avoid a right hand turn onto Halswell Road into traffic travelling at a speed limit of 80 kilometres per hour. Mr Newton also has concerns that up to 130 new sections which are being created in Aidansfield will also use Cardinal Drive, therefore increasing traffic volume. Mr Newton feels that Augustine Drive needs to be made to be a safer and more attractive route for traffic to avoid traffic using Cardinal Drive as an easier and alternative access to Halswell Road.

Clause 3 (Part C) of these minutes records the Boards' decision on this matter.

PART C - REPORT ON DELEGATED DECISIONS TAKEN BY THE BOARD

3. NGA PUNA WAI AND CANTERBURY AGRICULTURAL PARK ACCESS IMPROVEMENTS – HALSWELL ROAD / TEMPLETONS ROAD CONTINUED

The Riccarton/Wigram and Spreydon/Heathcote Community Boards considered a report seeking their approval of the proposed scheme design for Halswell and Templetons Road to improve access to Nga Puna Wai and Canterbury Agricultural Park.

STAFF RECOMMENDATION

(a) That the Riccarton/Wigram and Spreydon/Heathcote Community Boards approve the proposed scheme design for Halswell Road and Templetons Road access improvements to Nga Puna Wai and Canterbury Agricultural Park shown in Area A in **Attachment 1**.

(b) That Riccarton/Wigram and Spreydon/Heathcote Community Boards approve the removal of trees to make way for the new access road to the park off Halswell Road, a shared path on Halswell Road and improvements to the park end of Templetons Road as shown in Areas A and B in **Attachment 1**.

(c) That the Riccarton/Wigram Community Board approves the new access road, low level vehicle crossing over the Heathcote River/Ōpāwaho, entrance gates and stock gates and car park in Area B in **Attachment 1**.

Revoke existing parking restrictions

(d) That all existing parking restriction on the north-east and south-west side of Templetons Road between Halswell Road and the end of Templetons Road be revoked.

Revoke existing give-way controls

(e) That the existing give-way control against Templetons Road at its intersection with Halswell Road be revoked.

New no stopping restrictions

(f) That the stopping of vehicles be prohibited at any time on the north side of Cardinal Drive commencing at its intersection with Templetons Road and extending in a north-easterly direction for a distance of 27 metres.

(g) That the stopping of vehicles be prohibited at any time on the south side of Cardinal Drive commencing at its intersection with Templetons Road and extending in a north-easterly direction for a distance of 27 metres.

(h) That the stopping of vehicles be prohibited at any time on the northeast side of the end of Templetons Road, including the turning head and the entrance of 28 Templetons Road, commencing from its intersection with Cardinal Drive and extending in a north-westerly direction for a total distance of 57 metres as indicated on **Attachment 1**.

(i) That the stopping of vehicles be prohibited at any time on the north-east side of Templetons Road commencing at its intersection with Cardinal Drive and extending in a south-easterly direction for a distance of 14 metres.

(j) That the stopping of vehicles be prohibited at any time on the northeast side of Templetons Road commencing at a point 94 metres from its intersection with Cardinal Drive and extending in a south-easterly direction for a distance of 39.5 metres.

(k) That the stopping of vehicles be prohibited at any time on the south-west side of Templetons Road commencing at its intersection with Templetons Way and extending in a south-easterly direction for a distance of 22 metres.

3 Cont'd

(l) That the stopping of vehicles be prohibited at any time around the head of the cul-de-sac located at the south-east end of Templetons Road commencing on the south-west side of Templetons Road, at a point 54 metres from its intersection with Templetons Way, and extending south-easterly in an anti-clockwise direction around the head of the cul-de-sac for a total distance of 58 metres finishing on the north-east side of Templetons Road as indicated on **Attachment 1**.

(m) That the stopping of vehicles be prohibited at any time on the south-west side of Templetons Road commencing at its intersection with Templetons Way and extending in a north-westerly direction for a distance of 18 metres.

(n) That the stopping of vehicles be prohibited at any time on the southwest side of Templetons Road commencing at a point 87 metres from its intersection with Templetons Way and extending in a north-westerly direction following the kerb around the build out for a total distance of 47 metres as indicated on **Attachment 1**.

(o) That the stopping of vehicles be prohibited at any time on the south-west side of Templetons Road commencing at a point 145 metres north-west of its intersection with Templetons Way and extending in a north-westerly direction, and then around to northeast for a total distance of 33 metres finishing on the north-east side of Templetons Road as indicated on **Attachment 1**.

(p) That the stopping of vehicles be prohibited at any time on the north-west side of Templetons Way commencing from its intersection with Templetons Road and extending in a south-westerly direction for a distance of 21 metres.

(q) That the stopping of vehicles be prohibited at any time on the south-east side of Templetons Way commencing at its intersection with Templetons Road and extending in a south-westerly direction for a distance of 21 metres.

(r) That the stopping of vehicles be prohibited at any time on the north-east side of Augustine Drive commencing at its intersection with Halswell Road and extending in a north-westerly direction for a distance of 54 metres.

(s) That the stopping of vehicles be prohibited at any time on the south-west side of Augustine Drive commencing at its intersection with Halswell Road and extending in a north-westerly direction for a distance of 49 metres.

New pedestrian / cycle shared path

(t) That the footpath on the south-western side of Templetons Road be designated as a shared pedestrian / cycle path commencing at its intersection of Templetons Way and extending in a south-easterly direction for a distance of 116 metres.

(u) That the footpath on the south-western side of Templetons Road be designated as a shared pedestrian / cycle path commencing at its intersection of Templetons Way and extending in a north-westerly direction for a distance of 166 metres.

(v) That the footpath on the north-western side of Halswell Road be designated as a shared pedestrian / cycle path commencing at its intersection with Augustine Drive and extending in a north-easterly direction for a distance of 66 metres.

(w) That the footpath on the south-eastern side of Halswell Road be designated as a shared pedestrian / cycle path commencing at a point 15 metres from its intersection with Hendersons Road and extending in a south-westerly direction for a distance of 63 metres.

3 Cont'd

New give way controls

(x) That a give-way control be placed against Augustine Drive at its intersection with Halswell Road.

(y) That a give-way control be placed against the south-east approach of Templetons Road at its intersection with Templetons Way.

BOARD RECOMMENDATION:

The Riccarton/Wigram and Spreydon/Heathcote Community Boards **resolved** to approve the staff recommendations (a) to (y) with the following additional clause:

(z) That the Spreydon/Heathcote and Riccarton/Wigram Community Boards approach New Zealand Transport Agency to reduce the speed limit on Halswell Road to 60 kilometres per hour.

The meeting concluded at 6.21pm.

CONFIRMED THIS 2ND DAY OF OCTOBER 2012

MIKE MORA
CHAIRPERSON
RICCARTON/WIGRAM COMMUNITY BOARD

CONFIRMED THIS 21ST DAY OF SEPTEMBER 2012

PAUL MCMAHON
ELECTED MEMBER
SPREYDON/HEATHCOTE COMMUNITY BOARD

METROPOLITAN SMALL GRANTS FUND SUBCOMMITTEE
24 AUGUST 2012

Report of a meeting of the Metropolitan Small Grants Fund Subcommittee held on Friday 24 August 2012 at 9.30am in the Boardroom, Papanui Service Centre, corner Langdons Road and Restell Street, Papanui.

PRESENT: Mike Mora (Chairman), Jeremy Agar, Val Carter, Phil Clearwater, Chris Mene, Islay McLeod, Pam Richardson and Linda Stewart.

APOLOGIES: Apologies for absence were received and accepted from Paula Smith and Bob Todd (Jeremy Agar and Islay McLeod deputising respectively.)

Apologies for early departure were received from Phil Clearwater and Islay Mcleod who departed the meeting at 13.35pm and were absent for part of Clause 2.

The Subcommittee reports that:

PART C - REPORT ON DELEGATED DECISIONS TAKEN BY THE SUBCOMMITTEE

1. ELECTION OF A CHAIRPERSON

The Subcommittee **resolved** that System B be adopted as the method of voting.

The Community Board Adviser called for nominations for the position of Chairperson.

Mike Mora was nominated by Phil Clearwater, seconded by Val Carter.

Mike Mora was declared elected as Chairman of the Metropolitan Small Grants Fund Subcommittee for 2012/13.

2. METROPOLITAN SMALL GRANTS FUND 2012/13 – ALLOCATIONS

The Subcommittee considered a report and an accompanying matrix detailing the applications made to the Metropolitan Small Grants Fund for 2012/13.

The Subcommittee **resolved**:

(a) To approve the allocations of $341,311 from the 2012/13 Metropolitan Small Grants Fund as follows:

Priority One Grants

	Organisation	Project	Committee Resolution
1.	Alzheimer's Disease & Related Disorders Canterbury Incorporated (00036502)	Community Awareness Support	That the Metropolitan Small Grants Fund Subcommittee makes a grant of $5,000 to Alzheimers Canterbury towards equipment for the community awareness programme.
2.	Bhutanese Society Of Christchurch, NZ Inc (00036734)	Bhutanese Community Strengthening	That the Metropolitan Small Grants Fund Subcommittee makes a grant of $4,700 to the Bhutanese Society of Christchurch towards Bhutanese Community Strengthening.

2 Cont'd

	Organisation	Project	Committee Resolution
3.	Camp Quality New Zealand Inc: Christchurch Region (00036710)	Training weekend for companions	That the Metropolitan Small Grants Fund Subcommittee makes a grant of $5,000 to Camp Quality New Zealand Inc: Christchurch Region towards a training weekend for companions.
4.	Canterbury Communications Trust (Plains FM) (00036718)	Pilot Refugee and Migrant radio programme	That the Metropolitan Small Grants Fund Subcommittee makes a grant of $1,144 towards the Canterbury Communications Trust (Plains FM) new pilot Refugee and Migrant programme.
5.	Canterbury hockey Association (00036135)	Educating coaches and umpires and equipment purchase	That the Metropolitan Small Grants Fund Subcommittee makes a grant of $4,500 to Canterbury Hockey towards coach and umpire education and the purchase of hockey balls.
6.	Canterbury Neighbourhood Support Incorporated (00036558)	Canterbury Neighbourhood Support administration costs	That the Metropolitan Small Grants Fund Subcommittee makes a grant of $5,000 to Canterbury Neighbourhood Support towards administration costs.
7.	Canterbury Yachting Association (00036142)	Canterbury Yachting Officials Training Programme 2012	That the Metropolitan Small Grants Fund Subcommittee makes a grant of $4,000 to Canterbury Yachting Association towards training of officials.
8.	Child helpline Trust (00036163)	Operational costs of Helpline	That the Metropolitan Small Grants Fund Subcommittee makes a grant of $4,100 to Child Helpline Trust towards operational expenses.
9.	Christchurch City Mission (00036298)	Printing and stationary costs of the Christchurch City Missions Services	That the Metropolitan Small Grants Fund Subcommittee makes a grant of $4,090 to the Christchurch City Mission towards printing and stationary costs.
10.	Computers for Special Needs Trust (00036275)	Computer Loan Scheme	That the Metropolitan Small Grants Fund Subcommittee makes a grant of $4,500 to Computers for Special needs Trust towards the Computer Loan Scheme.
11.	Hagley Community College (00036421)	Refugee Women's Day 2012	That the Metropolitan Small Grants Fund Subcommittee makes a grant of $4,700 to Hagley Community College towards Refugee Women's Day 2012.
12.	Korean Society of Christchurch Incorporated (00036532)	Annual Korean Culture Festival	That the Metropolitan Small Grants Fund Subcommittee makes a grant of $5,000 to the Korean Society of Christchurch towards the Annual Korean Culture Festival.
13.	Multiple Schlerosis & Parkinsons Society of Canterbury (Inc) (00036395)	School Holiday Programme	That the Metropolitan Small Grants Fund Subcommittee makes a grant of $1,600 to the Multiple Sclerosis & Parkinson's Society of Canterbury towards their school holiday programmes.
14.	Parent to Parent Greater Canterbury Region (00036713)	Rent for temporary office	That the Metropolitan Small Grants Fund Subcommittee makes a grant of $3,033 to parent to parent Canterbury Region towards rental costs.
15.	Presbyterian Support (Upper South Island) (00036422)	The Grandparents as parents Service of Family Works/Pesbyterian Support	That the Metropolitan Small Grants Fund Subcommittee makes a grant of $4,950 to Presbyterian Support towards Grandparents as parents social events.

2 Cont'd

	Organisation	Project	Committee Resolution
16.	Restorative Justice Services (00036715)	Office Manager – Administrative Functions	That the Metropolitan Small Grants Fund Subcommittee makes a grant of $4,000 to restorative Justice Services towards the Administrator's salary.
17.	Russian Cultural Centre Trust (00036589)	Russian language School and Pre-school	That the Metropolitan Small Grants Fund Subcommittee makes a grant of $5,000 to the Russian Culture Centre Trust towards the Russian language School and Pre-school.
18.	South City Youth Trust (00036085)	24-7 Youth Work	That the Metropolitan Small Grants Fund Subcommittee makes a grant of $5,000 to South City Youth Trust towards salaries to a 24/7 youth worker in Hagley Community College.
19.	SPAN Charitable Trust (00036604)	Sports and Recreation Support for Golf and Cricket Activities	That the Metropolitan Small Grants Fund Subcommittee makes a grant of $4,370 to the SPAN Charitable Trust towards sporting equipment, green fees and coaching costs.
20.	Street Football Aotearoa (0036276)	Street Football Christchurch	That the Metropolitan Small Grants Fund Subcommittee makes a grant of $1,000 to Street Football Aotearoa towards venue hire towards the Christchurch Street Football programme.
21.	Swimming New Zealand (00035168)	Life Jacket Education	That the Metropolitan Small Grants Fund Subcommittee makes a grant of $1,000 to Swimming New Zealand for the purchase of 50 life jackets for use in their Swim to Survive programme. (**Note**: The staff recommendation was $2,000)
22.	Swimming New Zealand (00035169)	Volunteer Swim Teacher Training	That the Metropolitan Small Grants Fund Subcommittee makes a grant of $2,000 to Swimming New Zealand towards learn to swim coaching courses for swim club volunteers.
23.	The Canterbury Branch of the Muscular Dystrophy Association of new Zealand Incorporated (00036550)	Adult Camp for Clients with Muscular Dystrophy	That the Metropolitan Small Grants Fund Subcommittee makes a grant of $3,000 to The Canterbury Branch of the Muscular Dystrophy Association of New Zealand Incorporated towards the annual adults camp.
24.	The Canterbury branch of Muscular Dystrophy Association of New Zealand Incorporated (00036552)	Children's Camp for Young People with Muscular Dystrophy	That the Metropolitan Small Grants Fund Subcommittee makes a grant of $3,000 to The Canterbury Branch of the Muscular Dystrophy Association of New Zealand Incorporated towards the annual children's camp.
25.	Young Men's Christian Association of Christchurch Inc (00036522)	Wet Programme equipment, Wainui Park camp	That the Metropolitan Small Grants Fund Subcommittee makes a grant of $5,000 to Young Men's Christian Association of Christchurch inc towards we programme equipment for Wainui Park Camp.

2 Cont'd

Priority Two Grants

	Organisation	Project	Committee Resolution
26.	180 Degrees Trust (00036475)	Purchase and replacement of sports equipment	That the Metropolitan Small Grants Fund Subcommittee makes a grant of $5,000 to 180 Degrees Trust towards the purchase of sports equipment.
27.	Active Recovery Centre (00034832)	Education programmes and social support to those in recovery from addictions	That the Metropolitan Small Grants Fund Subcommittee makes a grant of $1,500 to Active Recovery Centre towards power, administration, equipment and stationery costs.
28.	Adventure Specialities Trust (00035131)	Strengthening Families Camp	That the Metropolitan Small Grants Fund Subcommittee makes a grant of $3,500 to Adventure Specialities trust towards the Strengthening Families Camp.
29.	Arawa Canoe Club Incorporated (00036432)	Junior Coaching Programme	That the Metropolitan Small Grants Fund Subcommittee makes a grant of $2,000 to Arawa Canoe Club Incorporated towards the employment of a junior coach.
30.	Arawa Canoe Club Incorporated (00036435)	Junior equipment	That the Metropolitan Small Grants Fund Subcommittee makes a grant of $2,200 to Arawa Canoe Club Incorporated towards the purchase of junior equipment
31.	Arthritis Foundation of New Zealand: Southern Regional Centre (00036559)	Arthritis New Zealand Regional Coordinator – Volunteer Programme	That the Metropolitan Small Grants Fund Subcommittee makes a grant of $3,000 to the Arthritis Foundation of New Zealand towards the Southern Regional Coordinator's salary for the volunteer programme.
32.	ASK (Autism Spectrum Kiwis) Trust (00036543)	Meetings, administration and library books	That the Metropolitan Small Grants Fund Subcommittee makes a grant of $2,000 to Autism Spectrum Kiwis towards the costs of training, library books and administration costs.
33.	Badminton Canterbury Association Incorporated (00036109)	Office equipment	That the Metropolitan Small Grants Fund Subcommittee makes a grant of $400 to Badminton Canterbury towards the purchase of a lockable filing cabinet.
34.	Badminton Canterbury Association Incorporated (00036110)	Senior training – shuttlecocks	That the Metropolitan Small Grants Fund Subcommittee makes a grant of $918 to Badminton Canterbury towards shuttlecocks.
35.	Birthright (ChCh) Inc) (0003676)	Support for Volunteer Home Visitors and Counsellors	That the Metropolitan Small Grants Fund Subcommittee makes a grant of $1,175 to Birthright (ChCh) Inc towards training and volunteer expenses.
36.	Birthright (ChCh) Inc (00036707)	Storage of donated goods	That the Metropolitan Small Grants Fund Subcommittee makes a grant of $1,000 to Birthright (ChCh) Inc towards storage rent and equipment on condition other sources of funding are investigated.

2 Cont'd

	Organisation	Project	Committee Resolution
37.	Blue Light Ventures (00036474)	Bluelight Canterbury Administration	That the Metropolitan Small Grants Fund Subcommittee makes a grant of $1,500 to Blue Light Ventures Inc towards administration costs.
38.	Blue Light Ventures (00036478)	Blue Light Ventures Discos	That the Metropolitan Small Grants Fund Subcommittee makes a grant of $2,500 to Blue Light Ventures Inc towards Blue Light Discos.
39.	Bug Sports Club (00036358)	Bug Polo Scoring Equipment	That the Metropolitan Small Grants Fund Subcommittee makes a grant of $2,000 to the Bug Polo Club towards the purchase of a new scoreboard.
40.	Cansail Charitable Trust (00036369)	Hands on Sailing for Children and Community Groups	That the Metropolitan Small Grants Fund Subcommittee makes a grant of $4,000 to the Cansail Charitable Trust towards the sailing programme.
41.	Canterbury Area Car Seat Rental Scheme (00036309)	Driveway Run-over Awareness	That the Metropolitan Small Grants Fund Subcommittee makes a grant of $1,583 to the Canterbury Area Car Seat Rental Scheme for the Driveway Run-over awareness kit.
42.	Canterbury Area Car Seat Rental Scheme (00036310)	Booster Rooster	That the Metropolitan Small Grants Fund Subcommittee makes a grant of $1,333 to the Canterbury Area Car Seat Rental Scheme for the Booster Rooster project.
43.	Canterbury Area Judo Association (00036372)	Coaching, Referee, Tournament Technician Development and Operation Costs	That the Metropolitan Small Grants Fund Subcommittee makes a grant of $2,500 to the Canterbury Judo Association towards the costs of volunteer training and tournament hosting costs.
44.	Canterbury Asthma Society (Inc) (00036291)	Post earthquake Re-branding and Signage Replacements	That the Metropolitan Small Grants Fund Subcommittee makes a grant of $2,000 to The Canterbury Asthma Society for signage for their new trading name of Canbreathe.
45.	Canterbury Classic Boats (00036100)	Classic and Traditional Boats Regattas	That the Metropolitan Small Grants Fund Subcommittee makes a grant of $1,000 to Canterbury Classic Boats towards the cost of staging the Akaroa and Lyttelton harbour boating regattas.
46.	Canterbury Community Sailing Trust (00036344)	Sailing Experiences	That the Metropolitan Small Grants Fund Subcommittee makes a grant of $4,000 to The Canterbury Community Sailing Trust towards the running of six coaching sessions.
47.	Canterbury Fiji Soccer Club (00036639)	Six A Side Soccer Tournament	That the Metropolitan Small Grants Fund Subcommittee makes a grant of $1,800 to the Canterbury Fiji Soccer Club towards the staging of their six a side Soccer Tournament.
48.	Canterbury Fly Fishing Club (00036232)	Purchase of Four Pontoons and One Emergency Locator Beacon	That the Metropolitan Small Grants Fund Subcommittee makes a grant of $2,000 to the Canterbury Fly Fishing Club for recreational and safety equipment.

2 Cont'd

	Organisation	Project	Committee Resolution
49.	Canterbury Flyers Frisbee Club (00036691)	Disc Wars 2013	That the Metropolitan Small Grants Fund Subcommittee makes a grant of $500 to Canterbury Flyers Frisbee Club towards venue hire.
50.	Canterbury Hindi Language Trust (00036513)	Conducting Hindi Classes	That the Metropolitan Small Grants Fund Subcommittee makes a grant of $2,400 to the Canterbury Hindi Language Trust towards Hindi classes.
51.	Canterbury Indoor Bowls Association Inc (00036679)	Purchase of New Equipment (4 sets of indoor bowls)	That the Metropolitan Small Grants Fund Subcommittee makes a grant of $2,500 to the Canterbury Indoor Bowls Association Club towards the purchase of new bowls.
52.	Canterbury Masters Figure Skating Club Inc (00036714)	Masters Kiwiskate Project Phase	That the Metropolitan Small Grants Fund Subcommittee makes a grant of $2,000 to The Canterbury Masters Figure Skating Club towards venue hire (ice time) for their Kiwiskate programme. (**Note**: The staff recommendation was for $4,000.)
53.	Canterbury Scottish Cultural Festival Committee (00036371)	Canterbury Scottish Cultural Festival	That the Metropolitan Small Grants Fund Sub Committee makes a grant of $900 to the Canterbury Scottish Cultural Festival Committee for the Canterbury Scottish Cultural Festival.
54.	Canterbury Secondary Schools Mountain Bike Club Incorporated (00035238)	Event Contracting, Administration, Running Costs	That the Metropolitan Small Grants Fund Subcommittee makes a grant of $5,000 to the Canterbury Secondary Schools Mountain Bike Club towards event expenses.
55.	Canterbury Step Out Trust (00036144)	Service and Volunteer Costs	That the Metropolitan Small Grants Fund Subcommittee makes a grant of $2,000 to The Canterbury Step Out Trust towards administration and volunteer costs; including assistance with attaining first aid certificates staff and an annual Christmas lunch.
56.	Caring for Carers Inc (00036391)	Carers Day Out 2012	That the Metropolitan Small Grants Fund Subcommittee makes a grant of $861 to Caring for Carers for the Carers Day Out.
57.	Centro Cultural Arunande Capoeira (00036145)	Annual Aruande Capoeira Festival	That the Metropolitan Small Grants Fund Subcommittee makes a grant of $1,000 to Centro Cultural Aruande Capoeira towards venue and volunteer costs.
58.	Christchurch Chamber Orchestra (00036711)	Concerts	That the Metropolitan Small Grants Fund Subcommittee grants $2000 to the Christchurch Chamber Orchestra towards venue hire.
59.	Christchurch City Roulettes Leisure Marching Team (00034890)	New Uniforms	That the Metropolitan Small Grants Fund Subcommittee makes a grant of $500 to the Christchurch City Roulettes Leisure Marching Team towards uniforms.
60.	Christchurch Community Accounting (00035277)	Community Accounting Training Advisory Services	That the Metropolitan Small Grants Fund Subcommittee makes a grant of $5,000 to Christchurch Community Accounting towards wages.

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	Organisation	Project	Committee Resolution
61.	Christchurch Dhargyey Buddhist Centre phen Day Dhargyey Ling (00036565)	Community Enhancement and Cultural Well-being	That the Metropolitan Small Grants Fund Subcommittee makes a grant of $700 to the Dhargyey Buddhist Centre towards the Community Enhancement and Cultural Well-being project for volunteer recognition and related costs.
62.	Christchurch Kerala Association Incorporated (00036147)	Association Capacity Building and Community Development Project	That the Metropolitan Small Grants Fund Subcommittee makes a grant of $3,000 to the Christchurch Kerala Association towards the Association Capacity-Building and Community Development Project.
63.	Christchurch Korean Community School (00036325)	Small Community Events	That the Metropolitan Small Grants Fund Subcommittee makes a grant of $1,000 to the Christchurch Korean Community School for Small Community Events.
64.	Christchurch Petanque Club (00036218)	Grounds Maintenance	That the Metropolitan Small Grants Fund Subcommittee makes a grant of $500 to Christchurch Petanque Club towards maintenance of their grounds.
65.	Christchurch Resettlement Services	Ladies' Swimming Programme	That the Metropolitan Small Grants Fund Subcommittee makes a grant of $4,500 to Christchurch Resettlement Services for the Ladies' Swimming Programme.
66.	Christchurch Sangam (SI) Incorporated (00036648)	Diwali Festival and Volunteer Support for Musical/Cultural Music Training	That the Metropolitan Small Grants Fund Subcommittee grants $1,000 to Christchurch Sangam (SI) Incorporated towards materials.
67.	Christchurch School of Gymnastics (00036320)	Rewarding our volunteers	That the Metropolitan Small Grants Fund Subcommittee makes a grant of $2,000 to the Christchurch School of Gymnastics towards a function for volunteers. (**Note:** the Staff Recommendation was $2,400.)
68.	Christchurch Shito-Ryn Kofukan Karate (00034851)	Safety Gear and Equipment	That the Metropolitan Small Grants Fund Subcommittee makes a grant of $800 to Christchurch Shito-Ryn Kofukan Karate towards safety equipment.
69.	Christchurch United Chinese Society Inc (00036683)	Chinese Festival	That the Metropolitan Small Grants Fund Subcommittee makes a grant of $1,500 to the Christchurch United Chinese Society towards the Chinese Festival.
70.	Christchurch Women's Refuge (00036656)	Safe@Home Brochures for Writing, Designing, Printing and Administration of 2000 DLE size	That the Metropolitan Small Grants Fund Subcommittee makes a grant of $1,200 to Christchurch Women's Refuge towards brochure production costs.
71.	Contemporary Circus Trust (00036258)	Circus Skills Workshops	That the Metropolitan Small Grants Fund Subcommittee makes a grant of $5,000 to the Contemporary Circus Trust towards rent.
72.	Deaf Senior Citizens (00036416)	Deaf Senior Citizens Christchurch	That the Metropolitan Small Grants Fund Subcommittee makes a grant of $600 to The Deaf Senior Citizens Group towards an NZSL interpreter and a contribution towards their guided tour.

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	Organisation	Project	Committee Resolution
73.	Deaf Society of Canterbury Incorporated (00036719)	DSC's 90th Anniversary	That the Metropolitan Small Grants Fund Subcommittee makes a grant of $2,600 to the Deaf Society of Canterbury towards their 90th anniversary weekend.
74.	Delta Rhythmic Gymnastics Club Inc (00036472)	Training Mats Part 2	That the Metropolitan Small Grants Fund Subcommittee makes a grant of $4,000 to the Delta Rhythmic Gymnastics for the purchase of two new training mats.
75.	Depression Support Network (00036561)	Phone Support	That the Metropolitan Small Grants Fund Subcommittee makes a grant of $3,041 to the Depression Support Network towards the costs of its phone support service. (**Note**: The staff recommendation was $2,500.)
76.	Disabled Persons Assembly (New Zealand) Incorporated (00036403)	DPA UN Day and Christmas Function	That the Metropolitan Small Grants Fund Subcommittee makes a grant of $1,575 to Disabled Persons Assembly towards the combined Christmas Function and UN Day celebration.
77.	Dyspraxia Support Group NZ Inc (00036127)	Fun Groups	That the Metropolitan Small Grants Fund Subcommittee makes a grant of $3,000 to Dyspraxia Support Group of NZ Inc, towards the running costs of their Fun Groups.
78.	Early Childhood Resource Centre (00036483)	Creative Junk Workshops	That the Metropolitan Small Grants Fund Subcommittee makes a grant of $3,500 to the Early Childhood Resource Centre toward their Creative Junk Workshops.
79.	Eclipse Under 16 Marching Team (00036377)	Competition Uniforms	That the Metropolitan Small Grants Fund Subcommittee makes a grant of $500 to Eclipse Under 16 Marching team towards the hat uniform costs.
80.	F.A.G.A.S.A. Inc Christchurch Branch (00036387)	Language Awareness Project	That the Small Grants Fund Sub Committee makes a grant of $2,000 to F.A.G.A.S.A Incorporated (Christchurch Branch) towards the Language Awareness Project.
81.	Faith & Light Rainbow Community (00036744)	Celebrating 25 years of Faith & Light	That the Metropolitan Small Grants Fund Subcommittee makes a grant of $1,000 to Faith and Light Rainbow Community for a Community Day and a contribution towards volunteer recognition.
82.	Family Court Consumers Trust (00036167)	Support and Advocacy	That the Metropolitan Small Grants Fund Subcommittee makes a grant of $372 to the Family Court Consumers Trust, towards rent and administration costs.
83.	Friendship Music Charitable Trust (00036206)	Support and Encourage Volunteers (Provide Percussion Instruments)	That the Metropolitan Small Grants Fund Subcommittee makes a grant of $600 to the Friendship Trust for volunteer recognition and musical instruments.
84.	Gymsports in Canterbury Charitable Trust (00036356)	Gymsports in Canterbury Prize Giving 2012	That the Metropolitan Small Grants Fund Subcommittee makes a grant of $1,131 to Gymsports in Canterbury Charitable Trust to towards the awards night.

2 Cont'd

	Organisation	Project	Committee Resolution
85.	Gymsports in Canterbury Charitable Trust (00036429)	Coach First Aid Education	That the Metropolitan Small Grants Fund Subcommittee makes a grant of $3,000 to the Gymsport in Canterbury Charitable Trust towards first aid courses for registered Gymsport Coaches.
86.	Halswell Women's Basketball Club Inc (00036725)	Club Operation Expenses	That the Metropolitan Small Grants Fund Subcommittee make a grant of $2,000 to the Halswell Women's Basketball Club towards volunteer recognition and venue hire costs.
87.	Handmade Studio Trust (00036556)	Lease of Premises	That the Metropolitan Small Grants Fund Subcommittee makes a grant of $2,750 to Handmade Studio Trust towards rent.
88.	Hornby Community Patrols Inc (00036373)	Communication, Stationery, Batteries and Radio Operator Expenses	That the Metropolitan Small Grants Fund Subcommittee makes a grant of $2,000 to Hornby Community Patrols towards radio operators' costs and administration.
89.	Impact Performers Incorporated (00036518)	Recreation Support	That the Metropolitan Small Grants Fund Subcommittee makes a grant of $2,000 to Impact Performers Inc for the purchase of new equipment, costumes and props. (**Note**: The staff recommendation was $1,500.)
90.	Korfball Canterbury Inc (00036538)	Korfball Equipment (Korfs and Korfballs) for senior programme	That the Metropolitan Small Grants Fund Subcommittee makes a grant of $1,000 to Korfball Canterbury for the purchase of equipment.
91.	Lifestart Society Incorporated (00036323)	Recreational Activities	That the Metropolitan Small Grants Fund Subcommittee makes a grant of $1,500 to Lifestart Society Incorporated towards salaries for the recreation programme.
92.	Linkage Trust (00035030)	Youth Health and Social Service Directory	That the Metropolitan Small Grants Fund Subcommittee makes a grant of $2,000 to Linkage Trust Webhealth towards the youth health and social service directory.
93.	Lions Club of Halswell District Inc Charitable Trust (00036308)	Halswell Lions 2013 Convention	That the Metropolitan Small Grants Fund Subcommittee makes a grant of $1,000 to the Halswell District Lions Club for the 202E District Convention in 2013. (**Note**: The staff recommendation was $3,600.)
94.	Mainland Ice Racing Club (00036486)	Canterbury Short Track Championships	That the Metropolitan Small Grants Fund Subcommittee makes a grant of $1,000 to Mainland Ice Racing Club towards venue hire for the Canterbury Short Track Speed Skating Championships.
95.	Marist Albion Netball Club Inc (00036591)	2012-13 Kiwiable and Club Support	That the Metropolitan Small Grants Fund Subcommittee makes a grant of $3,650 to Marist Albion Netball Club Inc towards volunteer recognition and new netballs.

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	Organisation	Project	Committee Resolution
96.	Nepal New Zealand Friendship Society of Canterbury Incorporated (00036193)	Strengthening the Society in Sports, Cultural Activities and Language	That the Metropolitan Small Grants Fund Subcommittee makes a grant of $3,800 to the Nepal New Zealand Friendship Society for their Strengthening Society Project (Sports, Cultural Activities and Language).
97.	New Zealand Vegetarian Society (Christchurch Branch_ (00036583)	Sixth Vegetarian Expo 2012	That the Metropolitan Small Grants Fund Subcommittee makes a grant of $2,000 to the New Zealand Vegetarian Society (Christchurch Branch) towards its Expo.
98.	No. 38 (Wigram) Squadron Air Training Corps (00036585)	Uniforms for New Cadets	That the Metropolitan Small Grants Fund Subcommittee makes a grant of $1,000 to No. 38 (Wigram) Squadron Air Training Corps towards new cadets uniforms. (**Note**: The staff recommendation was for $3,000.)
99.	No. 38 (Wigram) Squadron Air Training Corps (00036588)	Reimbursement of Under Officers	That the Metropolitan Small Grants Fund Subcommittee declines a grant to No.38 (Wigram) Squadron Air Training Corps for reimbursement of Under Officers.
100.	Olympia Gymnastic Sports (00036214)	Double Mini Trampoline	That the Metropolitan Small Grants Fund Subcommittee makes a grant of $2,500 to Olympia Gymnastics fro the purchase of a new double mini trampoline.
101.	OSCAR Network in Christchurch (Inc) (00036313)	Staff Professional Development	That the Metropolitan Small Grants Fund Subcommittee makes a grant of $3,500 to OSCAR Network towards staff professional development.
102.	Over Forties Tramping Club Inc (00036125)	Personal Locator Beacons Purchase	That the Metropolitan Small Grants Fund Subcommittee makes a grant of $1,100 to the Over Forties Tramping Club for personal locator beacons.
103.	Pathway Trust (00036657)	Employment Initiative For Released Prisoners	That the Metropolitan Small Grants Fund Subcommittee makes a grant of $4,500 to Pathway Trust towards expansion and development of the released prisoner employment programme.
104.	People First Christchurch (00036088)	Leadership Development	That the Metropolitan Small Grants Fund Subcommittee makes a grant of $3,041 to People First Christchurch towards the Leadership Development Project. (**Note**: The staff recommendation was for $2,500.)
105.	Petersgate Trust (00036274)	Older Adults Counselling	That the Metropolitan Small Grants Fund Subcommittee makes a grant of $4,000 to Petersgate Trust towards the Older Adults Counselling project.
106.	Philippine Culture and Sports (00036600)	Weekly Dance, Sports and Radio Programme Activities	That the Metropolitan Small Grants Fund Subcommittee makes a grant of $2,000 to Philippines Culture and Sport towards Weekly Dance, Sports and Radio programme Activities, with the provision the accounts are audited externally for the coming financial year or are prepared by an external accounting agency.

2 Cont'd

	Organisation	Project	Committee Resolution
107.	Philippine Culture and Sports (00036598)	Global Basketball Tournament in Christchurch (Local and National)	That the Metropolitan Small Grants Fund Subcommittee makes a grant of $1,500 to Philippine Culture and Sports towards the costs of hosting a local basketball competition, with the provision the accounts are audited externally for the coming financial year or are prepared by an external accounting agency.
108.	Philippine Culture and Sports (00036596)	Musical notes in Different Scales	That the Metropolitan Small Grants Fund Subcommittee grants $500 to Philippine Culture and Sports Association towards equipment hire, with the provision the accounts are audited externally for the coming financial year or are prepared by an external accounting agency.
109.	Postnatal Depression Family/Whanau NZ Trust (00036359)	PND Education Workshops	That the Metropolitan Small Grants Fund Subcommittee makes a grant of $1,500 to the Postnatal Depression Family/Whanau NZ Trust towards start-up costs for education workshops.
110.	Pregnancy Counselling Services Inc (Christchurch Branch) (00036102)	Telephone and Face to Face Counselling	That the Metropolitan Small Grants Fund Subcommittee makes a grant of $1,000 to Pregnancy Counselling Services Inc towards training.
111.	Pregnancy Help Inc Canterbury (00036249)	Drop In Centre Overhead Expenses	That the Metropolitan Small Grants Fund Subcommittee makes a grant of $3,000 to Pregnancy Help Inc towards Administration costs.
112.	Pregnancy Help Inc Canterbury (00036251)	Volunteer Expenses	That the Metropolitan Small Grants Fund Subcommittee grants $1,000 to Pregnancy help Inc towards the production of posters, brochures and the recruitment of volunteers.
113.	Recreate NZ (00035219)	Christchurch Adventrue/Development Camps	That the Metropolitan Small Grants Fund Subcommittee makes a grant of $2,000 to Recreate NZ towards Christchurch Adventure Development Camps.
114.	Rewi Alley Chinese School Trust (00036576)	Older Adults Recreation & Fitness Programme	That the Metropolitan Small Grants Fund Subcommittee makes a grant of $2,500 to Rewi Alley Chinese School Trust towards the Older Adults Recreation and Fitness Programme. (**Note**: The staff recommendation was $1,682.)
115.	Riccarton Dance Club (00035210)	Social Older Adults Dancing Group	That the Metropolitan Small Grants Fund Subcommittee makes a grant of $1,500 to the Riccarton Dance Club towards venue hire and band costs.
116.	Royal New Zealand Plunket Society Canterbury Area Branches Incorporated (00036716)	Essential First Aid Course	That the Metropolitan Small Grants Fund Subcommittee makes a grant of $3,000 to the Royal New Zealand Plunket Society Canterbury Area Branches Incorporated for First Aid training for its volunteers.

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	Organisation	Project	Committee Resolution
117.	Samadhi Buddhist Trust of New Zealand (00036519)	Sri Lankan Language & Culture School	That the Metropolitan Small Grants Fund Subcommittee makes a grant of $2,225 to the Samadhi Buddhist Trust towards the costs of the Sri Lankan Language and Culture School.
118.	Schizophrenia Fellowship Canterbury Inc (00036237)	Newsletter and Running Costs	That the Metropolitan Small Grants Fund Subcommittee makes a grant of $2,200 to Schizophrenia Fellowship Canterbury towards the newsletter and the running costs.
119.	Single Women as Parents (00036615)	Volunteer expenses	That the Metropolitan Small Grants Fund Subcommittee makes a grant of $500 to Single Women as Parents towards volunteer expenses.
120.	Single Women as Parents (00036632)	Newsletter and brochure	That the Metropolitan Small Grants Fund Subcommittee makes a grant of $1,000 to Single Women as Parents towards newsletter production.
121.	SPELD Canterbury Inc (00034876)	Strengthening SPELD Resources	That the Metropolitan Small Grants Fund Subcommittee makes a grant of $3,000 to SPELD Canterbury towards resources.
122.	Squash Canterbury Incorporated (00036584)	Squash Equipment – Junior and Women	That the Metropolitan Small Grants Fund Subcommittee make a grant of $1,000 to Squash Canterbury towards the purchase of equipment for use by junior and beginner players.
123.	St John of God Hauora Trust (00036485)	Video Cameras for Watch, Wait and Wonder Programme	That the Metropolitan Small Grants Fund Subcommittee makes a grant of $824 to St John of God Hauora Trust towards two video cameras for the Watch, Wait and Wonder programme.
124.	Stepping Stone Trust (00036548)	The Caroline Reid Family Support service – Equipment for Group Work with Children	That the Metropolitan Small Grants Fund Subcommittee makes a grant of $3,000 to Stepping Stone Trust for The Caroline Reid Family Support Service towards mountain bikes and recreational equipment.
125.	The Angel Fund – Women in Enterprise Inc (00036270)	Promotion of Angel Fund	That the Metropolitan Small Grants Fund Subcommittee makes a grant of $750 to the Angel Fund towards the printing, advertising and internet costs.
126.	The Cartolina Broadcasters Group (00036252)	Radio Cartolina	That the Metropolitan Small Grants Fund Subcommittee makes a grant of $1,250 to The Cartolina Broadcasters Group towards Radio Cartolina.
127.	The Gravity Canterbury Down Hill and Free Ride Club Incorporated (00036712)	Novice Downhill Mountain Bike Riders' Race and Skills Days	That the Metropolitan Small Grants Fund Subcommittee makes a grant of $1,000 to the Gravity Down Hill and Free Ride Club towards the staging of their Skill Development Days and Novice Race Days.
128.	The Matipo Club (00036595)	Matipo Club Bus Trips	That the Metropolitan Small Grants Fund Subcommittee makes a grant of $1,500 to The Matipo Club towards their bus trips and lunches.

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	Organisation	Project	Committee Resolution
129.	The Post Polio Support Society of NZ Incorporated (00036197)	Outing and Entertainment	That the Metropolitan Small Grants Fund Subcommittee makes a grant of $2,000 to the Post Polio Support Society of NZ Incorporated towards bus hire and newsletter costs to promote their social events.
130.	Tonga Canterbury Community Trust (00036245)	Tonga Canterbury Community Day	That the Metropolitan Small Grants Fund Subcommittee makes a grant of $3,000 to Tonga Canterbury Community Trust towards Tonga Canterbury Community Day celebrations.
131.	Touch Canterbury Inc (00036459)	Touch Canterbury Junior Representative Sides	That the Metropolitan Small Grants Fund Subcommittee makes a grant of $3,000 to Touch Canterbury towards equipment for their junior representative teams.
132.	Treasure Trove Trust (00036390)	General Running Costs	That the Metropolitan Small Grants Fund Subcommittee makes a grant of $4,000 to Treasure Trove Trust towards operating expenses.
133.	Treasure Trove Trust (00036389)	Updating Shelving for Equipment and Wages	That the Metropolitan Small Grants Fund Subcommittee makes a grant of $3,500 to Treasure Trove Trust towards salary costs and shelving units.
134.	Tuesday Trekkers (00034821)	Tuesday Trekkers	That the Metropolitan Small Grants Fund Subcommittee makes a grant of $300 to Tuesday Trekkers towards their social outing.
135.	Union Rowing Club Inc (00035109)	Replacement of Safety and Non-marine Equipment	That the Metropolitan Small Grants Fund Subcommittee makes a grant of $2,600 to the Union Rowing Club towards replacement of safety and non marine equipment.
136.	University of Canterbury Basketball Club (00036675)	Equipment (Basketballs)	That the Metropolitan Small Grants Fund Subcommittee makes a grant of $445 to the University of Canterbury Basketball Club towards purchasing six basketballs.
137.	Wai Ora Trust (00036229)	Receptionist Salary	That the Metropolitan Small Grants Fund Subcommittee makes a grant of $4,000 to Wai Ora Trust towards the Receptionist's salary.
138.	Wigram Lions Club – Multiple District Convention 2013 – Committee (00036417)	Lions Multiple District 2013 Convention	That the Metropolitan Small Grants Fund Subcommittee makes a grant of $3,600 to the Wigram Lions Club towards the purchase of satchels and screen printing for the 2013 Multiple District Convention. (**Note**: The staff recommendation was $4,500.)
139.	Your Studio Charitable Trust (00036133)	Art Tuition for People with Disabilities	That the Metropolitan Small Grants Fund Subcommittee grants $1,000 to Your Studio Charitable Trust for materials and administration.
140.	Youthline Central South Island (00036285)	Printing and Distribution of Support Book for Young People	That the Metropolitan Small Grants Fund Subcommittee makes a grant of $3,000 to Youthline Central South Island towards the Youthline support book.

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	Organisation	Project	Committee Resolution
141.	YWCA of Christchurch (00036732)	Practical Skills for Young Women and Volunteer Support Projects	That the Metropolitan Small Grants Fund Subcommittee makes a grant of $1,500 to YWCA of Christchurch Inc towards the practical skills for young women and volunteer support project.
142.	Zimbabweans in Canterbury Inc	Zimbabwean Language Seed Project	That the Metropolitan Small Grants Fund Subcommittee makes a grant of $3,400 to Zimbabweans in Canterbury Inc towards rent, language books, First Aid Kit and a data projector.

Priority Three Grants

	Organisation	Project	Committee Resolution
143	Canterbury Tennis Incorporated (00036157)	Tennis in Schools Programme	That the Metropolitan Small Grants Fund Subcommittee declines the application from Canterbury Tennis due to a contribution already being made through their Strengthening Communities application.
144	Contemporary Circus Trust (00036282)	Community Circus Project Administration Costs	That the Metropolitan Small Grants Fund Subcommittee declines the application from Contemporary Circus Trust towards Community Circus Project administration costs.
145	Disabled Persons Trust (00036445)	Aspire Canterbury – B Mobile Event	That the Metropolitan Small Grants Fund Subcommittee declines the applications from disabled Persons Trust towards their Aspire Canterbury – B Mobile event
146	Korowai Youth Wellbeing Trust (00036451)	Psychosocial Wellness Through Fitness	That the Metropolitan Small Grants Fund Subcommittee declines the application from Korowai Youth Wellbeing Trust for their psychosocial wellness through fitness project.
147	La Leche League SI C4 (00036202)	Increasing Breastfeeding Support in Christchurch	That the Metropolitan Small Grants Fund Subcommittee declines the application from the La Leche League SI C4 for operational costs.
148	New Zealand Suzuki Institute Inc South Island Branch (00036304)	Portable Piano	That the Metropolitan Small Grants Fund Subcommittee declines the application from New Zealand Suzuki Institute Inc South Island Branch.
149	Sands Canterbury Inc (00036153)	Baby Loss Awareness Week & 2012 Memorial Services	That the Metropolitan Small Grants Fund Subcommittee declines the application from Sands Canterbury Inc for Baby Loss Awareness Week and Memorial Services costs for 2012.
150	Seabrook McKenzie Centre (TRUST) (00036161)	Telephone and Internet costs for one year	That the Metropolitan Small Grants Fund Subcommittee allocate $2,000 to Seabrook McKenzie Centre for telephone and internet costs. (**Note:** The staff recommendation was that this application be declined.)
151	White Elephant Trust (00036660)	WE Produce	That the Metropolitan Small Grants Fund Subcommittee declines the application from White Elephant for WE Produce equipment.

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Priority Four Grants

152	Avonside House Trust (35070)	Governance Development for Voluntary Trustees	That the Metropolitan Small Grants Fund Subcommittee declines the application from Avonside House Trust Board towards the cost of their Management and Governance workshop.
153	Bowls Canterbury (Inc) (00036098)	Fundamental Target Skills Programme	That the Metropolitan Small Grants Fund Subcommittee declines the application from Bowls Canterbury (Inc) due to other sources of funding being more appropriate.
154	Canterbury AFL (00036406)	Game Development Officer	That the Metropolitan Small Grants Fund Subcommittee declines the application from Canterbury AFL.
155	Canterbury Mathematical Association (00036388)	Cantamath 2012	That the Metropolitan Small Grants Fund Subcommittee declines the application from Canterbury Mathematical Association towards Cantamath 2012.
156	Canterbury Sports Foundation Inc (00036655)	To Foster and Support Coaching and Development Programmes for Junior Sports Men	That the Metropolitan Small Grants Fund Subcommittee declines the application from the Canterbury Sport Foundation.
157	Charteris Bay Yacht Club (00036603)	Learn to Sail	That the Metropolitan Small Grants Fund Subcommittee declines the application from the Charteris Bay Yacht Club towards Learn to Sail.
158	Child Matters (00035146)	Child Protection Training Programme – Christchurch	That the Small Grants Fund Sub Committee declines the application from Child Matters towards the Child Protection Training Programme, Christchurch.
159	Christchurch Peoples Resource Centre (00036128)	Beneficiary Advisory Service (BAS) (36128)	That the Metropolitan Small Grants Fund Subcommittee declines the application from the Christchurch Peoples Resource Centre - Beneficiary Advice Service.
160	Christchurch Stroke Club (00034817)	Physiotherapy Sessions	That the Metropolitan Small Grants Fund Subcommittee declines the applications from a grant to the Christchurch Stroke Club towards physiotherapy sessions.
161	Community Development Network Trust (00036529)	Heroes Workshop (Leadership Training)	That the Metropolitan Small Grants Fund Subcommittee declines grant to Community Development Network Trust towards leadership training workshop.
162	Jetboating New Zealand – Canterbury Branch (00036427)	Charity Day	That the Metropolitan Small Grants Fund Subcommittee allocate $500 to Jet Boat New Zealand Canterbury Branch towards portaloos. (**Note**: The staff recommendation was to decline this application.)
163	Just Dollars Trust (00036247)	Just Dollars	That the Metropolitan Small Grants Fund Subcommittee declines the application of the Just Dollars Trust.
164	Life Education Trust NZ: Canterbury Branch (00036183)	Educator's Resources – Workbooks	That the Metropolitan Small Grants Fund Subcommittee declines the application from Life Education Trust NZ - Canterbury Branch towards workbooks.
165	Okains Bay Maori and Colonial Museum (00036717)	Progressive installation of a security system	This application was withdrawn prior to the Small Grants Fund Sub Committee meeting on Friday 24 August 2012.

2 Cont'd

	Organisation	Project	Committee Resolution
166	Orton Bradley Park (00036131)	Spring Fair	That the Metropolitan Small Grants Fund Subcommittee declines the application from Orton Bradley Park towards the Spring Fair.
167	Orton Bradley Park (00036132)	Pest Control to Enhance Biodiversity	That the Metropolitan Small Grants Fund Subcommittee declines the application from Orton Bradley Park towards pest control to enhance biodiversity.
168	Parents Incorporated (00036674)	National Young Leaders Day	That the Metropolitan Small Grants Fund Subcommittee declines a grant to Parents Inc towards National Young Leaders Day.
169	Pulse Taekwon-do Merivale (00036277)	Protect Self Defence Seminars	That the Metropolitan Small Grants Fund Subcommittee declines the application of Pulse Taekwon-Do towards Protect Self Defence seminars.
170	Save Animals from Exploitation Incorporated (00036337)	Temporary Office Rent	That the Metropolitan Small Grants Fund Subcommittee declines the application from Save Animal From Exploitation towards temporary office rent.
171	The Cat Help Charitable Trust (00036593)	Microchipping of cats and kittens	That the Metropolitan Small Grants Fund Subcommittee declines the application from The Cat Help Charitable Trust toward microchipping of cats and kittens.
172	The Christchurch Golf Club Inc (00036541)	Driving Range Lighting and Safety Fencing	That the Metropolitan Small Grants Fund Subcommittee declines the application from Christchurch Golf Club towards driving range lighting and safety fencing.
173	The Howard League for Penal Reform Canterbury (00036536)	Prisoner Support Services	That the Metropolitan Small Grants Fund Subcommittee makes a grant of $5,000 to The Howard League for Penal Reform towards Prisoner Support Services. (**Note**: The staff recommendation was to decline this application.)
174	Wai Ora Trust (00036230)	Volunteer costs	That the Metropolitan Small Grants Fund Subcommittee declines the application from the Wai-Ora Trust towards volunteer costs.

Notes:

#6. Canterbury Neighbourhood Support Incorporated

Mike Mora declared an interest in this item and took no part in the discussion and voting thereon.

#77. Dyspraxia Support Group of N.Z. Inc

Val Carter declared an interest in this item and took no part in the discussion and voting thereon.

#93. Lions Club of Halswell District Inc Charitable Trust

Phil Clearwater, Islay McLeod and Linda Stewart requested that their votes against item number 93, be recorded.

#173. The Howard League for Penal Reform Canterbury

Mike Mora declared an interest in this item and took no part in the discussion and voting thereon.

2 Cont'd

(b) To delegate authority to Mike Mora, Committee Chairperson and Val Carter as a representative of the Committee to confirm the minutes of the meeting.

The Committee was also advised that staff would work with a number of the applicants to identify more appropriate sources of potential funding including the Metroplitan Discretionary Fund.

3. ADJOURNMENTS OF MEETING

The Subcommittee **resolved** that the meeting stand adjourned at 11.31am.

The meeting resumed at 11.43am.

The meeting concluded at 1.50 pm.

CONFIRMED THIS 10TH DAY OF SEPTEMBER 2011

MIKE MORA
CHAIRMAN

VAL CARTER

22. REQUESTS ARISING FROM PREVIOUS PUBLIC FORUM

Officer responsible:	Chief Executive

PURPOSE OF REPORT

1. This report provides information, or an update on progress to provide that information, in response to queries arising from previous public forums.

EXECUTIVE SUMMARY

2. At its meeting on 1 December 2011, the Council requested that each agenda for Council Earthquake meetings include a report answering questions asked/issues raised in the public forum section of previous meetings.

3. In late June 2012 Council Earthquake meetings were replaced by Council Earthquake Forums (non-decision-making meetings). **Attachment 1** provides information on the issues raised by public forum participants at the Council's Earthquake Forum on 20 September 2012.

STAFF RECOMMENDATION

It is recommended that the Council note the information contained in attachment one on responses to issues that have been raised during the public forum agenda item of the 20 September 2012 Earthquake Forum

Council Earthquake Forum: Public Forum Action List

Date of Meeting	Public Forum Participant	Council Request	Response
20 September 2012	Carole Evans addressed the Council about its support for a farewell event for QEII Park. Ms Evans spoke about the history of the Park, including its use for the 1974 Commonwealth Games, and her view of its importance to Christchurch and its residents. Ms Evans asked the Council on behalf of a number of residents to fund from its Endowment Fund a family event to farewell QEII Park.	The Mayor noted that use of the Endowment Fund for community purposes will be coming before the Council shortly for discussion.	The Burwood/Pegasus Community Board will make a funding request to Council for staging an appropriate event.
20 September 2012	Tony Ging addressed the Council about red zoned homes in the Port Hills and homes in that area with notices affixed under section 124 of the Building Act 2004. Mr Ging gave his view on the potential, in his view, for mitigation of rockfall risk in the area. Mr Ging asked for Council staff to respond to the matters his presentation.	That staff provide a report to the Council on the matter.	Staff will provide a report to the Council in November on the matters raised in the deputation.
20 September 2012	Philip Elmey addressed the Council on red zones in Port Hills, and his view on engineering advice received by previous councils relating to rockfall mitigation. Mr Elmey asked the Council to consider the views of some engineers who believe that rockfall risk can be mitigated on a cost-effective basis for some homes currently red zoned on the Port Hills.	That staff respond to the issues raised in Mr Elmey's presentation.	The issues raised in this deputation will be covered in the report to Council concerning the Tony Ging deputation.