

Christchurch City Council

Sumner Skate Park



The Esplanade, Sumner

Resource Consent Application to the
Christchurch City Council

July 2015

Planz Consultants

Quality Assurance Statement:

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Resource Management Act 1991

Fourth Schedule

Assessment of Effects on the Environment

1 Introduction

The Parks and Facilities Planning Team in the Assets and Network Unit of the Christchurch City Council seek to construct a new skate park facility on the Esplanade, Sumner. The legal description of the site is Res 3549 and is also located within the Road Reserve. A locality plan is attached as **Appendix 1**.

Scarborough Beach Park was set aside as a reserve under the Reserves Act 1977 and vested in the Christchurch City Council as a reserve for recreational purposes. Scarborough Beach Park is currently a local park, providing an area of green space with toilet facilities between the beach front and the promenade.

The proposal seeks to construct a new skate park to provide recreational facilities for Sumner residents. The proposed skate park was designed to provide for beginner and intermediate user level for skaters, scooter users and freestyle BMX cyclists, and has been designed to incorporate some of the existing landscaping and lawn areas as well as the Canary Island palm trees.

1.1 Background

The Christchurch City Council first identified demand for a skate park in the Sumner area approximately 15 years ago. A number of sites have been investigated, and extensive consultation has been undertaken with the local community under the Sumner Village Centre Master Plan as well as for the current proposal.

The proposed skate park is for a beginner to intermediate skill user, providing facilities for local children. The skate park has been designed specifically for the proposed site, including incorporating the existing mature trees into the design. This local skate park will complement the existing skate park network within the city, with opportunities for those with intermediate to advanced skill levels being provided for at Washington Way Reserve and Thomson Park.

Scarborough Park Reserve

The skate park is proposed to be partially located on land identified as “reserve”. Section 2 of the “Sumner Borough Empowering Act 1936” provided for the Governor General to make an Order In Council to cancel the reservation of most of Scarborough Beach, remove the right of the Harbour Board to use the land and vest the land in the Borough of Sumner as reserve for recreational purposes.

Road Reserve

The skate park is also proposed to be partially located on land identified as road reserve. It is noted that this portion of the site has been used for recreational purposes for a significant period of time.

The Sumner Community Board has delegated authority to:

“approve the location of, and the construction of, or alteration or addition to, any structure or area, and the design of landscape plans for the same on reserves, parks, roads, provided the design is within the policy and budget set by the Council”.

A resolution by the Sumner Community Board has approved the skate park project and thereby approved the use of the road reserve for recreational activities, and more specifically for the construction of a skate park.

1.2 The Proposal

Consultation by the Christchurch City Council with the Sumner community has determined that there is significant demand for skate park facilities in the neighbourhood. The proposed development of a skate park on this site is in response to this demand.

The proposal seeks to construct 570m² of impervious surfaces to provide a skateable surface for the proposed skate park. The skate park design includes a number of structural elements, including a 1200mm high cantilevered quarter pipe, three 900mm hipped elements and six 300 – 600mm quarter pipes and ledges. Plans of the skate park are provided in **Appendix 2**.

The skate park has been designed to incorporate existing trees and landscaping, and in particular the mature Canary Island Palm trees. A number of existing footpaths, providing legible access to the promenade and beach, are to be retained. The landscape plan is attached as **Appendix 3**. A new footpath is also to be created along the road edge to provide pedestrian access from the Marriner Street corner.

The site is well provided with facilities, including the existing toilet block and water fountain. In terms of visibility, the site is open with clear views into it from the Esplanade road as well as from the adjacent beach front walkway. The site is also highly accessible from both the surrounding road network and the adjacent walkway.

No additional lighting is proposed as part of the skate park development, that is, the site will not be lit for use at night. Further, no additional parking is proposed as part of the proposal.

2 Site Description

2.1 Application Site

The application site, being a portion of Scarborough Beach Park, is located on The Esplanade, Sumner, close to the intersection of The Esplanade and Marriner Street. The site is bounded to the north-east by the Esplanade walkway and to the west by the Esplanade. The site is partially zoned Conservation 1A (Coastal Margins) zone and partially located within the road reserve.

The site is a portion of a small elongated local park that stretches from Cave Rock in the north to the corner of the Esplanade and Heberden Avenue in the south. The park provides open green space with a number of trees and low levels of landscaping across the site. There are a number of formally established footpaths running across the site. A toilet block is located close to the eastern boundary.

2.2 Surrounding Area

The area is strongly characterised by its proximity to the coastline. To the east of the site is the walkway, sea walls and beyond that the ocean. The site is part of the wider recreational space providing access to the beach along the length of the Esplanade.

A residential area is located on the south-western side of the road. This area is zoned Living 3 and is characterised by a wide variety of residential housing, including two and three storey dwellings and apartments as well as single storey dwellings. Further to the west of the site is the Sumner village.

The Esplanade is identified as a local road in the City Plan. The road is a two lane, two way road providing a key visitor route to Scarborough beach. The road has extensive on-street parking along the length of the road.

Marriner Street is a local two lane, two way road. The road also provides extensive on-street parking. Both roads are low speed environments with traffic calming and paving changes to encourage vehicles to move slowly.

3 Christchurch City Plan Assessment

3.1 Zoning

The application site is partially zoned Conservation 1A (C1A) and partially Special Purpose (Road) zone in the Christchurch City Plan (“the Plan”).

The City Plan became operative in part on the 21st of November 2005. All rules applicable to this application are operative and therefore assessment is only required under this Plan.

3.2 Activity Status

Rule	Assessment	Rule Status
Part 5 – Conservation 1A– 2.3 Community Standards		
2.3.1 (d) Site Coverage The erection of any building shall be a discretionary activity	The proposed elements of the skate park will have an area greater than 6m ² in area and therefore may be considered a building	Discretionary
2.3.4 Planting The planting of exotic species or native plants of nonlocal origin shall be a discretionary activity	At least some of the proposed landscaping will not be native plants of local origin	Discretionary
Part 9 – Filling and excavation on other land – Development Standard		
5.6.2 Fill and excavation Any filling or excavation which exceeds the following standards shall be a discretionary activity: Max volume – 25m ³ /ha and no more than 100m ² surface area; Max depth of fill and excavation – 0.15m	The proposed skate park will breach these standards	Discretionary

Part 11 – Health and Safety – 1.3 Specific Rules Noise Control					
1.3.3 Noise Standards Any activity which does not comply with any relevant development standards noted below shall be a discretionary activity limited to matters related to noise; Group 1 • Critical Standard		The predicted day time noise levels have been assessed as 59dB L _{Aeq1 hour} at the boundary with 50 The Esplanade and 57dB L _{Aeq1 hour} at 58 Mariner Street. The maximum noise levels are predicted to be between 76 and 79dB L _{Amax} . The predicted night-time maximum noise level has been assessed as 79dB L _{Amax} at the first floor of 50 The Esplanade.	Non-complying		
	Day-time			Night - time	Ldn
L ₁₀	60			48	59
L _{eq}	57			49	
L _{max}	85	75			
Part 13 – Transport					
2.2.1 Parking space numbers For any activity the owner, occupier or developer shall make provision for vehicle parking, for use by staff and visitors, in accordance with the requirements of the City Plan		The Plan does not require any parking spaces for neighbourhood recreation uses including playground equipment and small structures. No car parks are proposed.	Permitted		

4 Assessment of Effects on the Environment

This assessment has been prepared in accordance with the requirements of Section 88 and the Fourth Schedule of the Resource Management Act 1991. The relevant potential effects of the proposed activity relate to visual amenity and landscaping, earthworks and construction effects, noise and traffic.

Visual Amenity and Landscaping

Buildings in the Conservation 1A Zone

The Conservation 1A zone seeks to exclude buildings because of “their potential to obstruct public access or affect the natural values of waterways” (Part 5, Clause 4.4 Reasons for Rules). The reasons for rules state that “buildings may be appropriate, but will be subject to resource consent procedure, to ensure their location, scale and suitability can be assessed according to local circumstances”.

The City Plan defines a building as follows:

“means as the context requires:

- *Any structure or part of a structure whether permanent, moveable or immovable; and/or*
- *Any use, erection, reconstruction, placement, alteration, or demolition of any structure or part of any structure in, on under or over the land*

But does not include:

...

- *Structures which are both less than 6m² in area and less than 1.8m in height”*

The proposal seeks to construct 570m² of impervious surfaces to provide a skateable surface for the proposed skate park. The skate park design includes a number of structural elements, including a 1200mm high cantilevered quarter pipe, 900mm banked hip and 300 – 600mm high tapered ledge.

The built form of the skate park is captured by the City Plan's definition of "building" being greater than 6m² in area, however it is noted that none of the elements exceed the 1.8m height.

It is acknowledged that a building may constitute a significant effect on natural values, however, it is considered that the proposed skating structures are more comparable to recreational equipment that is erected in playground around the city than the "buildings" that the Conservation 1A zone seeks to restrict. It is not a building in the commonly understood sense of an enclosed structure with walls and a roof. Given the scale of the proposed elements, it is considered that any visual impacts of the buildings will be less than minor.

The skate park has been designed to maintain the existing mature trees on the site and provided with additional landscaping to ensure that the skate park is integrated into the park environment. The resulting development will provide for the recreational use of skaters and scooter users, in a similar manner to play grounds, and as currently used on the adjacent esplanade walkway. Further, it is noted that skate parks are present in a number of suburban parks in residential areas throughout the city and are increasingly becoming an expected part of contemporary suburban parks.

The Conservation 1A zone description makes reference to including the "coastal dune system" and land that is "ecologically fragile" with areas of "significant natural flora and fauna". It is considered that the application site has been significantly modified. The site is currently characterised by open space and grassed spaces with formal footpaths, a toilet block and landscaping. The site is used for access to the promenade and Scarborough beach. Although adjacent to the coast, this area is more typical of an "English Promenade" in contrast to the more natural character of the wider Christchurch coastal environment, e.g. New Brighton beach. It is considered that any adverse effects of the proposed development on the existing natural values of the site will be less than minor.

Further, it is considered that the proposed recreational use of the site is in keeping with the "Sumner Borough Empowering Act 1936 that requires the site to be used for recreational purposes.

Public access will continue to be provided to both the park and the coastline beyond. Footpaths will be constructed to maintain direct access between the street environment and the coast.

Overall, it is considered that any adverse effects associated with the proposed site coverage will be less than minor.

Landscape

A landscape plan has been developed for the site by landscape architect Nicki Williams and is attached as **Appendix 3**. A detailed report outlining the rationale for the plantings chosen is also provided in **Appendix 3**.

As has been noted, the site is not characteristic of the natural environment anticipated by the Conservation 1A zone. The site is highly modified, and dominated by formal footpaths, grassed areas and extensive exotic plantings, including the Canary Island Palm trees.

Native species have been chosen where appropriate. However, all of the proposed plantings have been chosen for their hardiness for surviving in the coastal environment, as well as for the plants ability to withstand potential foot traffic and knocks from users of the skate park facilities. The plants have also been chosen to retain the views from the adjacent residential dwellings, and to retain clear visibility into and throughout the site. .

The report specifically addresses the relevant assessment matters in Clause 4.2.7(a) and (c), noting that "given the highly modified nature of this strip of coastline and the low levels of

biodiversity in the area, the continued planting of succulents in this site is considered appropriate”.

Overall, it is considered that the proposed plantings have been chosen to be in keeping with the existing amenity of the site and for their hardiness and that any adverse effects associated with the proposed planting will be less than minor.

Visual Amenity

The existing character of the area to the southwest of the site is predominantly residential in character, while the site is a highly modified environment characterised by open space and a number of mature trees. The proposed skate park does not involve the construction of any buildings (although the elements may fall within the definition of a “building”) and the park will retain its predominantly open characteristics. The nature of the activity is such that a portion of the site will be hard surfaced, thus forming an artificial playing surface, similar to tennis and netball courts. Within the hard surfaced area, provision is made for various types of skating obstacles, including walls, ramps and rails.

The site currently contains significant mature landscaping, including a number of mature trees. A significant amount of the existing landscaping is proposed to be retained, with the skate park being designed around the large and significant Canary Island Palm trees. Additional landscaping is proposed as part of this application, as detailed in **Appendix 3**. The planting plan has been specifically designed with trees and shrubs that tolerate the environment, require low maintenance and are in keeping with the existing amenity of the park.

The proposed landscaping, in addition to that already established, will provide a softening to the hard-surfaced areas proposed. The existing trees will provide a degree of shelter from direct sunlight, whilst still retaining a high degree of visibility into and through the site for reasons of security.

The landscaping and the skate-park facilities have been designed to Crime Prevention through Environmental Design standards. The landscaping of the site has also been integrated into the design of the skate park, with trees being retained within the hard-surfaced area. A mix of low plantings is proposed to visually define and simplify the edges of the park.

It is considered that the existing and proposed landscaping will maintain the amenity of the surrounding environment.

Earthworks and Construction Effects

The proposal seeks to construct approximately 570m² of impervious surfaces. The extent of fill and excavation required on the site to allow for the construction of the skate park will exceed the City Plan standards for maximum volume and depth of excavation and fill.

The extent of earthworks required is relatively small and the duration of works will be limited. The existing natural values are low for a Conservation 1A zone, having been utilised as a grassed park area for a number of years.

The proposed excavation and fill has been assessed against the fill and excavation assessment matters as follows:

(a) *The effect of filling and excavation with respect to the extent of versatile soils on the site and the degree to which this would be lost to production, or have its physical and biochemical qualities compromised*

(b) *Any potential impacts of the filling or excavation in terms of water or wind erosion, and including dust nuisance and sedimentation*

The extent of the excavation proposed is limited and as a result will not have an impact beyond the immediate environment. No versatile soils will be lost to production, nor will the soil's physical or biochemical qualities be changed. Further, the applicant offers a condition ensuring that dust control measures are undertaken during the construction period.

(c) *Any adverse visual effects of the filling or excavation*

Any adverse visual effects of the proposed activity will be temporary and insignificant. The applicant proposes to manage any temporary visual effects of the excavated material by removing surplus material off site and any topsoil shall not be left in uncovered piles for more than 2 weeks.

(d) *The extent of vehicular traffic generated as a result of filling and excavation on neighbouring properties, and on the road network particularly heavy vehicles*

The applicant offers a condition to manage the traffic effects of the construction period by a Traffic Management Plan. It is considered that a Traffic Management Plan will ensure that any adverse effects associated with the construction period will be less than minor.

(e) *Any potential changes to the patterns of surface drainage or subsoil drains, and whether adjoining land will be at higher risk of inundation runoff or a raised water table*

There are no surface drainage features. It is considered that the scale of the proposed skate park and the retention of the surrounding green spaces and landscaping will ensure that any potential changes to drainage will be insignificant. Further, the proposal will not result in any change to the risk of inundation or to the water table.

(f) *The stability of adjoining land, and its susceptibility to subsidence or erosion upon excavation taking place*

The land adjoins the road and the Esplanade promenade. Given the surrounding environment and the scale of the proposed works, it is considered that the proposed excavation and fill will have no effect on the stability of land or its susceptibility to subsidence or erosion.

(g) *Any alteration to natural ground levels in the vicinity and consequently on the height and bulk of buildings that may be erected on the site*

No alteration to natural ground levels are proposed. The proposed structures are no greater than 1200mm. Therefore, it is considered that any potential shading or effects on outlook and sunlight will be insignificant.

(h) *The significance of ecological or natural values of the land affected and whether these would be adversely compromised by filling or excavation*

The site is a modified, park-like environment with limited ecological or natural values. Given the size of the excavation and fill proposed, it is considered that the proposal will not result in adverse effects on the ecological or natural values of the site.

- (i) *The future development potential of land for permitted activities, taking account of the nature of fill material proposed*

It is considered that the future development potential of the land for permitted activities will not be adversely effected as a result of the proposed skate park. Where fill is required, the soil excavated will be utilised.

- (j) *Any impact on sites or areas of significance to tangata whenua, particularly significant areas*

The site is not identified as being of significance to tangata whenua in Part 10, Appendix 3.

- (k) *Any adverse effect on an archaeological site*

The site is not identified as an archaeological site. However, all excavation will be undertaken in accordance with an accidental discovery protocol.

- (l) *Any adverse effect on the quality of the groundwater*

Given the scale and depth of the proposed excavation and fill, it is considered that the proposal will have no effect on the quality of the groundwater.

In order to manage the effects of the construction period on the adjacent residential properties, the applicant offers the following conditions:

1. The consent holder shall ensure that adequate dust control measures are undertaken to prevent visible dust emissions beyond the site throughout the excavation and construction period;
2. Surplus excavated material is to be disposed of away from the site to a Council approved destination. Topsoil may be retained for landscaping but shall not be left in uncovered piles for more than 2 weeks at any one time;
3. The roads adjoining the site (The Esplanade and Marriner Street) are to remain tidy at all times. These will need to be regularly monitored at the end of each working day and swept if necessary;
4. That the contact details (name and telephone number during business hours and after hours) of the person responsible for ensuring compliance with the condition (above) (re dust control) be forwarded to the Team Leader of the Environmental Compliance of the Christchurch City Council's Environmental Effects Team prior to any excavation works beginning;
5. That a sign be displayed at the entrance to the site with the contact details (name and telephone number during business hours and after hours) of the person responsible for ensuring compliance with the condition (above) (re dust control);
6. All construction work on the site shall be designed and conducted to ensure that construction noise from the site does not exceed the noise limits in the following table. Sound levels shall be measured and assessed in accordance with the provisions of NZS6803:1999 Acoustics – Construction Noise.

Time Period	Weekdays (dBA)		Saturdays (dBA)		Sundays and Public Holidays (dBA)	
	Leq	Lmax	Leq	Lmax	Leq	Lmax
0630-0730	60	75	45	75	45	75
0730-1800	75	90	75	90	55	85
1800-2000	70	85	45	75	45	75
2000-0630	45	75	45	75	45	75

7. A Traffic Management Plan (TMP) for the proposed excavation and construction activities shall be prepared and provided to Council's Network Planning Transport Team Leader (or nominee) for approval, two weeks prior to any works being undertaken on the site. The TMP shall outline where vehicles associated with the excavation and construction phase of the proposal shall park and confirm how activities on any road or Council reserve are to be managed so as to cause as little disruption, delay or inconvenience to road and pedestrian users as possible without compromising safety.

Overall, it is considered that any adverse effects associated with earthworks and the construction period will be less than minor.

Noise

An Acoustic Assessment of the proposal has been prepared by Mr Jon Farren of Marshall Day Acoustics. This report is attached as **Appendix 4**. The report notes that the main noise effect of the proposal is that associated with the use of skateboards and scooters on the various obstacles and surfaces proposed.

Day-time noise

The report predicts a maximum noise level at the boundary of the closest neighbours to be above the City Plan standards. The predicted daytime noise level at 50 The Esplanade is 59dB L_{Aeq} and 79dB L_{AFmax} , and for 58 Marriner Street 57dB L_{Aeq} and 76dB L_{AFmax} . These predicted noise levels are based on a conservative level of usage.

The report provides the results of the ambient noise survey for the area that has determined that the average noise levels during the day are between 6 and 4 dB L_{Aeq} higher than the City Plan Critical Standard (57dB L_{Aeq}). Further, the ambient noise levels are also above the World Health Organisation values for outdoor living areas of 55dB L_{Aeq} .

Additionally, the report states that the noise levels within both properties will reduce by between 5 to 10dB once the noise reduction provided by the boundary fences are taken into account.

Therefore, it is considered that the combination of the high ambient noise environment, combined with the noise reduction provided by the existing boundary fences will ensure that any potential daytime noise effects at the residential properties adjacent to the proposed skate park will be no more than minor.

The report has predicted that the dwellings located further from the park than the two closest neighbours will receive lower noise levels and the these properties will receive lower noise levels that are equal to, or less than the daytime Development Standards in the Plan.

Night-time noise

The night-time noise levels are predicted to be approximately 79dB L_{AFmax} at the first floor level for 50 The Esplanade. The maximum noise levels are likely to be generated from skate boards falling onto the concrete. The report notes that these noise levels would potentially result in sleep disturbance.

However, there are two factors that are likely to restrict the use of the skate park to the day-time hours, that is between 0700 and 2200 hours. These factors are design and lighting.

The skate park has been designed for younger users, with smaller skate elements that appeal to beginner and intermediate users. The targeted users of the park are unlikely to be using the park after 10pm in the evening. Further, with fewer technical challenges the skate park design is unlikely to attract older users.

The application does not include lighting. The park will have very low level lighting at night, indirect lighting is present in the form of ordinary street lighting and lighting provided by the promenade walkway. However, this level of lighting will be insufficient for skating activities. The low level lighting will restrict skating activities as elements and entrance and exit points for skating manoeuvres will not be visible.

It is considered that the risk of the scale of use assumed as part of the modelling process is conservative and that the actual use of the park and noise levels during the night-time period will be lower than the maximum levels assumed.

Transport

Mr Chris Rossiter of Traffic Design Group has prepared an Integrated Traffic Assessment. This report is attached as **Appendix 5**.

With regard to parking requirements, it is noted that the proposed activity does not naturally fit within any of the activities listed in the City Plan for which minimum parking requirements have been specified. However, it is considered that the activity is consistent with the types of activities anticipated in an Open Space 2 zone which provides for neighbourhood recreation uses, including playground equipment and small structures. It is considered that the skate park fits comfortably within the description. The City Plan does not require any parking for this type of activity.

Surveys have been undertaken to determine the parking demand for skate-parks. The expected peak parking demand is between three and six spaces with a typical maximum duration of stay of three hours. These estimates are considered to be conservative as the majority of users of the park will be local and likely to travel by skateboard, scooter, bike, walk or possibly bus. Further the report states that:

“Since the size and technical challenges of the proposed skate park will not provide the same level of attraction as the Washington skate park for older riders, it is expected that the park will be more attractive to the young independent travellers who will not generate a parking demand”

It is anticipated that the average daily traffic generation of the skate park will be approximately 20 vehicle movements per day. This is comparable to the typical traffic generation of two to three residential dwellings. The report states that “the traffic generation of the skate park is unlikely to be noticeable within the existing traffic volumes”.

The Esplanade is provided with extensive on-street parking that provides for demand generated by people seeking to surf, swim and walk along the beach. Parking demand varies considerably throughout the year, depending on the weather and surf conditions. Given this level of variability it is considered unlikely that any additional demand of between three and six parking spaces would be noticeable.

Overall, it is considered that any adverse effects associated with parking demand and traffic generation resulting from the proposed skate park will be less than minor.

Safety and Security

The site is an open space and can be seen from a number of vantage points, providing passive surveillance of the area. It is a highly visible area given its location adjoining the Esplanade. ‘Crime Prevention through Environmental Design’ principles have been incorporated into the design of the skate park and the landscaping, and as a result there are no dead spaces and there is significant visibility throughout the site.

Positive Effects

The proposed skate park will provide an easily accessible dedicated skate park facility, increasing sporting opportunities for local children. The skate park will provide enhanced recreational opportunities for beginner and intermediate skateboarders and other users from the Sumner area.

Conclusion

The proposed Sumner Skate Park will provide the Sumner community with recreational facilities that will play an important role in the social well-being of the neighbourhood. The skate park has been designed to be in keeping with the existing amenity of Scarborough Beach Park, maintaining some of the existing landscaping, maintaining the existing Canary Island Palm trees, maintain legible public access to the promenade and beach, and providing additional landscaping. The potential adverse effects of the proposal, and in particular the noise environment is considered to be no more than minor once the ambient noise levels have been taken into account. However these effects are considered to be outweighed by the positive effects resulting from the provision of these facilities.

5 Objectives and Policies

5.1 Operative City Plan

While consideration of the objectives and policies is not pertinent to a decision on whether or not to notify a proposal, it is relevant in terms of the Council’s consideration under section 104 of the Act.

Part Two, Chapter 14 of the Operative City Plan specifically addresses open space and recreation issues. The overall Open Space objective states:

“Quality open space and a range of recreational opportunities in the city”

The following Objectives and Policies have been identified as relevant to the proposed development:

Policy 14.1.1 “Areas of deficiency” states

“To identify those areas of the City where there are, or are likely to be, deficiencies in the provision of open space and recreational facilities and provide or facilitate the provision of additional open space or facilities to overcome these deficiencies”.

Demand for a skate park for the Sumner/Moncks Bay Area has been recognised by the Council since 2000. This demand has continued in this area with temporary facilities being well utilised by the community.

Policy 14.1.2 “Convenience and accessibility” states

“To provide for new open spaces and recreational facilities to establish in locations that are convenient and accessible for anticipated users”.

The site is located in a central location, close to the Sumner Village. The site is easily accessed from the adjacent residential areas, providing opportunities for children to skate and walk down to the skate park.

Policy 14.1.5 “Existing open space” states:

“To recognise the contribution of existing areas of open space in the City including private open space and where appropriate maintain the open space function of such areas”.

The Scarborough Park will maintain the existing open space character, and the open space function of the site will be maintained, albeit for a different recreational activity. Access from the car parking areas to the promenade will also be maintained.

Policy 14.1.8 “Types” states:

“To develop, or facilitate the development of a wide variety of open space types and recreation facilities, ranging from indoor facilities to local, district and metropolitan reserves”.

The proposed construction of a skate park will provide an important local recreational facility for beginner – intermediate users. The skate park has been designed specifically to provide skating elements for younger children, not the advanced users that use Washington Skate Park.

Overall, it is considered that the proposal is consistent with the policy framework regarding the provision and diversity of open spaces and recreational facilities.

Objective 14.2 (a) states:

“(a) The efficient and effective use of open space and recreational facilities in meeting the recreational needs of the community”.

Associated **Policy 14.2.1** “Multiple use” states:

“To recognise and overcome conflicts which exist between different types of recreational activities, whilst at the same time encouraging the multiple use of open space and recreational facilities, wherever possible and practical”.

The proposed development will use up a portion of the passive recreational space, however it is noted that there are still large areas of passive recreational space along the Esplanade. The existing access between the car parking areas and the promenade will be maintained, whilst providing recreational skating facilities. Parks are required to meet the needs of the community, including young recreationalists. It is considered that the proposed development will provide for different uses of the open space and recreational facilities. Any conflict between these uses will be reduced through the use of clearly defined footpaths.

Associated **Policy 14.2.4** “Quality” states:

“To enhance public participation in the design, development, management and maintenance of public open space and recreational facilities”.

As has been noted, the Council has consulted with the wider Sumner community regarding the proposed development. Details of this consultation process are provided in **Appendix 6**.

Associated **Policy 4.2.7** “Public Safety” states:

“To encourage public safety in the design and layout of development, particularly of public open space and facilities”.

The site is an open space and is visibly accessible from the adjacent road network and from the promenade. Further the skate park has been designed in accordance with the design principles associated with ‘Crime Prevention through Environmental Design’.

Overall, it is considered that the proposal is consistent with the policy framework regarding efficient and effective use of recreation and open space.

Objective 14.3 “Design and appearance” states:

“Open spaces and recreational facilities that are designed to be sympathetic to the scale and character of the surrounding environment, and the particular characteristics of the area itself”.

Associated **Policy 14.3.4** “Relation to the local area” states:

“To design open space and recreational facilities to visually complement and enhance the areas in which they are located”.

In designing the skate park, emphasis was placed on designing the skate area to fit with the existing environment, including retaining the existing Canary Island Palm trees and minimising the impact on the surrounding landscaping. It is considered that the proposal will be sympathetic to the scale and character of the surrounding environment and is consistent with this policy framework.

Policy 14.4.3 “Open space character” states:

“To provide and control the extent of associated building and parking facilities, insuring public open spaces retain an open character and remain available for recreational use by the public”.

As has been discussed, a number of the skating elements within the park are captured by the City Plan’s definition of “building”. However, it is considered that the proposed development will retain the open space character of the site. Passive recreational use is well provided for within the wider area, while the development provides for a range of recreational needs.

Policy 14.4.4 “The roading network” states:

“To ensure that the development and use of open space and recreational facilities does not detract from the operational efficiency and safety of the roading network or the amenity values of adjoining streets”.

The Integrated Traffic Assessment concludes that the traffic effects of the proposal are unlikely to be noticeable against the existing transport environment and that the existing on-street parking will meet the expected peak parking demand for the skate park. It is considered that the proposal is consistent with this policy.

Volume 2, chapter 4 of the Operative City Plan contains objective and policy provisions relevant to noise impacts.

Policy 4.2.9 “Impacts of noise” states

“To achieve a low ambient level of noise in the city and the protection of the environment from noise that can disturb the peace, comfort, or repose of people to the extent necessary to avoid, remedy or mitigate unreasonable levels of sound”.

Policy 4.2.10 “Sound levels” states

“In achieving satisfactory ambient sound levels, to take account of the receiving environment and its sensitivity to noise intrusion”.

Policy 4.2.11 states:

“To provide maximum acceptable sound levels to

- *enable uses emitting noise to design activities, including at source attenuation structures, to reach the desired ambient levels, and*
- *enable recipients to protect themselves against such levels”*

Policy 14.4.1 “Adverse effects” states:

“To ensure that activities associated with open space and recreational facilities do not have the effect of giving rise to adverse effects (noise, glare, visual detraction), including through incremental increases in scale and intensity, without separation or mitigation measures”.

A noise survey has determined that the area is subject to a high ambient noise level. The predicted noise environment includes conservative daytime use of the site and results in a noise levels that are lower than the current ambient noise levels. The night-time noise is anticipated to be less than the modelling suggests due to the design of the skate park and the low lighting levels provided during the night-time period. It is therefore considered that the proposal is not repugnant to these policies.

5.2 Proposed Replacement District Plan

Whilst little weight can be ascribed to the Proposed Christchurch Replacement District Plan, the relevant provisions include:

Objective 3.6.1 “Recovery and long-term future of the District”

“The recovery and development of Christchurch as a dynamic and internationally competitive city with:

- (v) a distinctive identity and quality urban environment that is attractive to business, residents and visitors;*
- (vii) a revitalised communities where people enjoy a high quality of life*

The proposal seeks to provide the local Sumner community with a recreational asset, providing the local residents with improved facilities for enjoying a “high quality of life”. It is consider that the proposal is consistent with this objective.

6 Part 2 of the Resource Management Act

Part 2 of the RMA sets out the purpose and principles of the Act, being “to promote the sustainable management of natural and physical resources” which is defined to mean:

“managing the use, development, and protection of natural and physical resources in a way, or at a rate, which enables people and communities to provide for their social, economic and cultural wellbeing and for their health and safety while –

(a) Sustaining the potential of natural and physical resources (excluding minerals) to meet the reasonably foreseeable needs of future generations; and

(b) Safeguarding the life-supporting capacity of air, water, soil and ecosystems; and

(c) Avoiding, remedying or mitigating any adverse effects of activities on the environment.”

Whether the purpose of the RMA is being achieved involves *“an overall broad judgement.”* This assessment is informed by reference to the matters set out in sections 6, 7 and 8 of the Act and:

“allows for comparison of conflicting considerations and the scale or degree of them and their relative significance or proportion in the final outcome.” (Eden Park Trust Board and Eden Park Neighbours Association v Auckland City Council, A130/97).

Section 6 sets out matters of national importance, being the natural character of the coastal environment, protection of outstanding natural features, protection of areas of significant indigenous vegetation and habitats of indigenous fauna, maintenance and enhancement of public access along coastal marine areas, lakes and rivers, and the relationship of Maori and their culture and traditions. These matters will not be placed at risk by the proposal as the design of the skate park will maintain public access to the Scarborough beach area and will not result in any adverse effects on the any other values identified in Section 6 of the RMA.

Section 7 requires particular regard to be had to ‘other matters.’ Of relevance to this application are:

(b) the efficient use and development of natural and physical resources;

(c) the maintenance and enhancement of amenity values; and

(f) maintenance and enhancement of the quality of the environment;

The proposed use of the site for recreational purposes is considered to be an efficient use of the land resource.

Section 8 requires the principles of the Treaty of Waitangi to be taken into account. There are also no known cultural values that need to be taken into account in respect of this proposal.

The assessment set out in this report has shown that the potential for adverse effects on the environment associated with the proposed activity relate primarily to consideration of the noise environment. Given the proposed skate park is designed for beginner and intermediate level skaters and that no lighting will be provided at night, it is considered that any adverse effects will be no more than minor and consistent with the requirements of Part 2 of the RMA.

7 Other Matters

7.1 The Recovery Strategy for Greater Christchurch

The Recovery Strategy prepared by CERA under the Canterbury Earthquake Recovery Act became operative on 1 June 2012. It is a statutory document which must be considered along with other relevant statutory provisions, such as the Christchurch City Plan. The City Plan must not be interpreted in a way which is inconsistent with the Recovery Strategy (*refer clause 1.3 of the recovery strategy*).

Section 4 of the Strategy identifies a vision for greater Christchurch and a series of supporting goals. The overarching goal for cultural recovery is identified as “*Renew greater Christchurch’s unique identity and its vitality expressed through sport, recreation, art, history, heritage and traditions*”. Among other things, the goals seek to provide for resuming cultural, community and sports events and activities (4.2) and encouraging participation in a range of entertainment, cultural, recreational and sporting activities (4.3). It is considered that the proposed skate park will provide the local Sumner Community with an important recreational asset, providing facilities for a broader range of users. It is considered that the proposal is consistent with the Recovery Strategy.

7.2 The Reserves Act

The establishment of the Scarborough Park as a recreation reserve occurred in 1936. The following information has been provided by Derek Roozen, Senior Network Planner Parks of the Christchurch City Council’s.

Section 2 of the Sumner Borough Empowering Act 1936 provided for the Governor General to make an Order In Council to cancel the existing reservation of the land adjacent to Scarborough Beach and remove the right of the Harbour Board to use the land, and to vest the land in the Borough of Sumner as reserve for recreation purposes.

A Notice in the New Zealand Gazette (NZGZ 1936 p.2253) recorded the Order in Council made by the Governor General on 18 November 1936 that put into effect the actions described in and met the condition of Section 2 of the Empowering Act.

The Reserves and Domains Act 1953 gave the meaning of a public reserve as including land that was already a public reserve within the meaning of the previous 1928 Act. The Scarborough Beach reserves were incorporated into this definition of public reserves under the 1953 Act.

The Reserve Act 1977 repealed the 1953 Act and included in its definition of a reserve under the Reserves Act all public reserves that existed prior to 1977 and came within the meaning of the 1953 Act. Therefore, the Scarborough reserve is vested as a recreation reserve in the Christchurch City Council. However, it is not classified in accordance with Section 16 of the Reserves Act. This would require an action under Section 16(1), whereby the Minister of Conservation is required to classify the reserve by notice in the New Zealand Gazette.

The Role of Management Plan for the Reserve

The Reserves Act 1977 requires that Council adopt a management plan for a reserve. The Council does not yet have a management plan for this reserve, but the Act is silent as to the consequences or implications of a failure to adopt a management plan. The general empowering provisions in sections 40 and 53 of the Act also make no reference to management plans being a pre-requirement to powers being exercised.

Legal advice to Council is that a management plan does not have to be prepared and adopted before development can proceed on the site. Therefore, it is considered that the absence of a management plan for the reserve does not preclude the development from occurring and,

overall, the proposal falls comfortably within the activities contemplated by the classification of the reserve for recreational purposes.

8 Consultation/Notification

Under the provisions of the amended RMA there is now no presumption in favour of notification (section 95A). The requirement for the Council to be “*satisfied*” that the effects “*will be minor*” before proceeding on a non-notified basis has been removed. Instead, public notification is only required if the Council “*decides*” that the activity:

... will have or is likely to have adverse effects on the environment that are more than minor.

The Council has undertaken extensive consultation with the Sumner Community regarding a possible skate park for the community over a period of 15 years. A number of alternative locations have been reviewed by the Council, and consulted on during consultation for the Sumner Village Centre Master Plan.

The Council consulted with the wider Sumner community regarding the proposed Sumner Skate Park in February 2015. Details of the consultation undertaken with the local community is provided in **Appendix 6**. A report on the proposal was brought to the Community Board on 6 May 2015, this report is included in **Appendix 6**. It is considered that extensive consultation has been undertaken with the community regarding the proposed skate park.

9 Conclusion

The proposed Sumner Skate Park will provide the Sumner Community with recreational facilities that will play an important role in the social well-being of the neighbourhood. The potential adverse effects of the proposal are considered to be no more than minor, and are considered to be outweighed by the positive effects resulting from the provision of these facilities. The above assessment has demonstrated that the proposal is not inconsistent with the objectives and policies of the operative Plan. The proposal is considered to be consistent with the Strategic Directions chapter of the Replacement District Plan and the Recovery Strategy for Greater Christchurch.

APPENDIX 1

Locality Plan



APPENDIX 2

Plans of the Sumner Skate Park

APPENDIX 3

Landscape Plan

APPENDIX 4

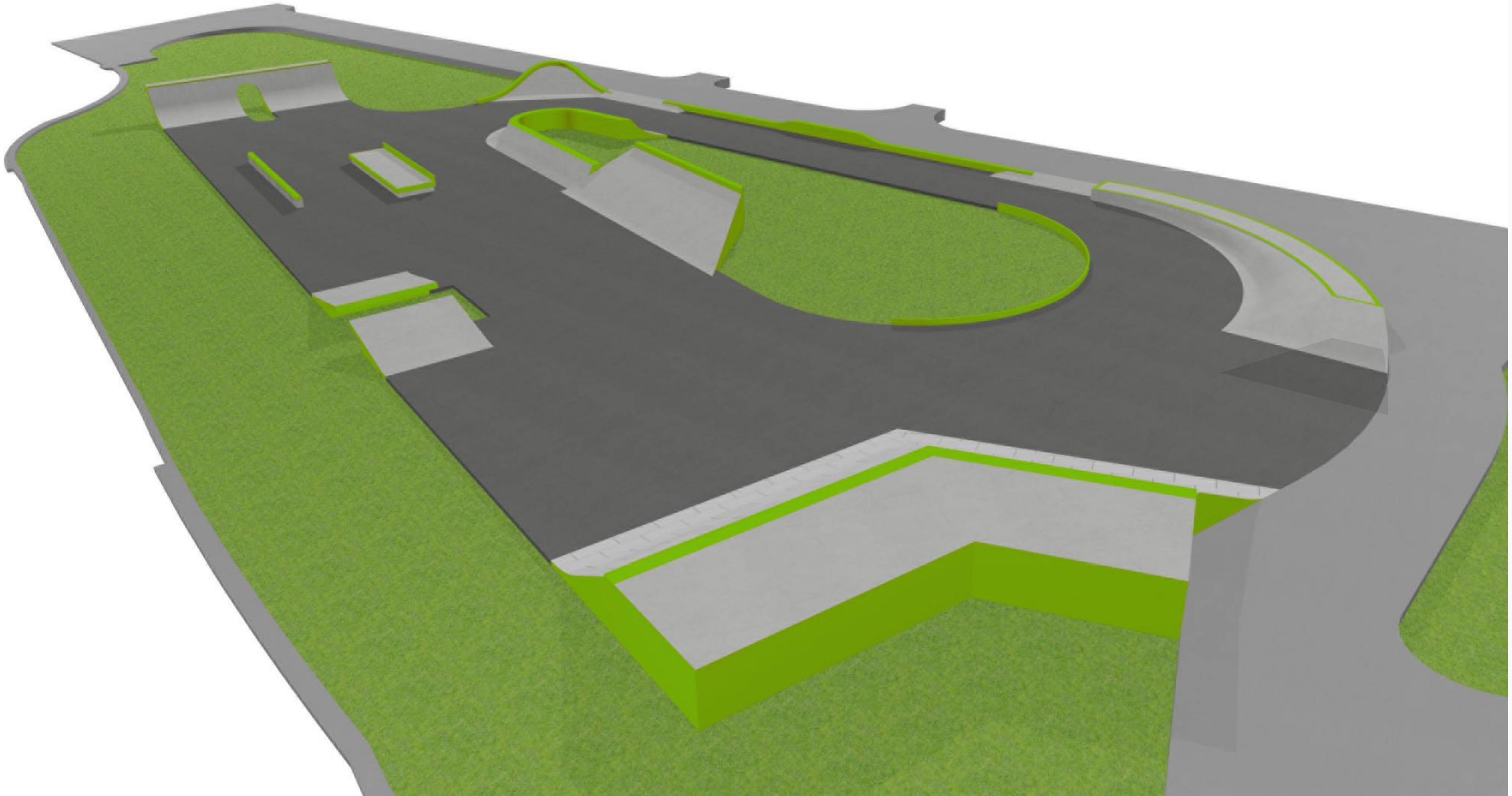
Acoustic Report

APPENDIX 5

Integrated Traffic Assessment

APPENDIX 6

Community Consultation



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-	28.01.15	Schematic design for client review	DW



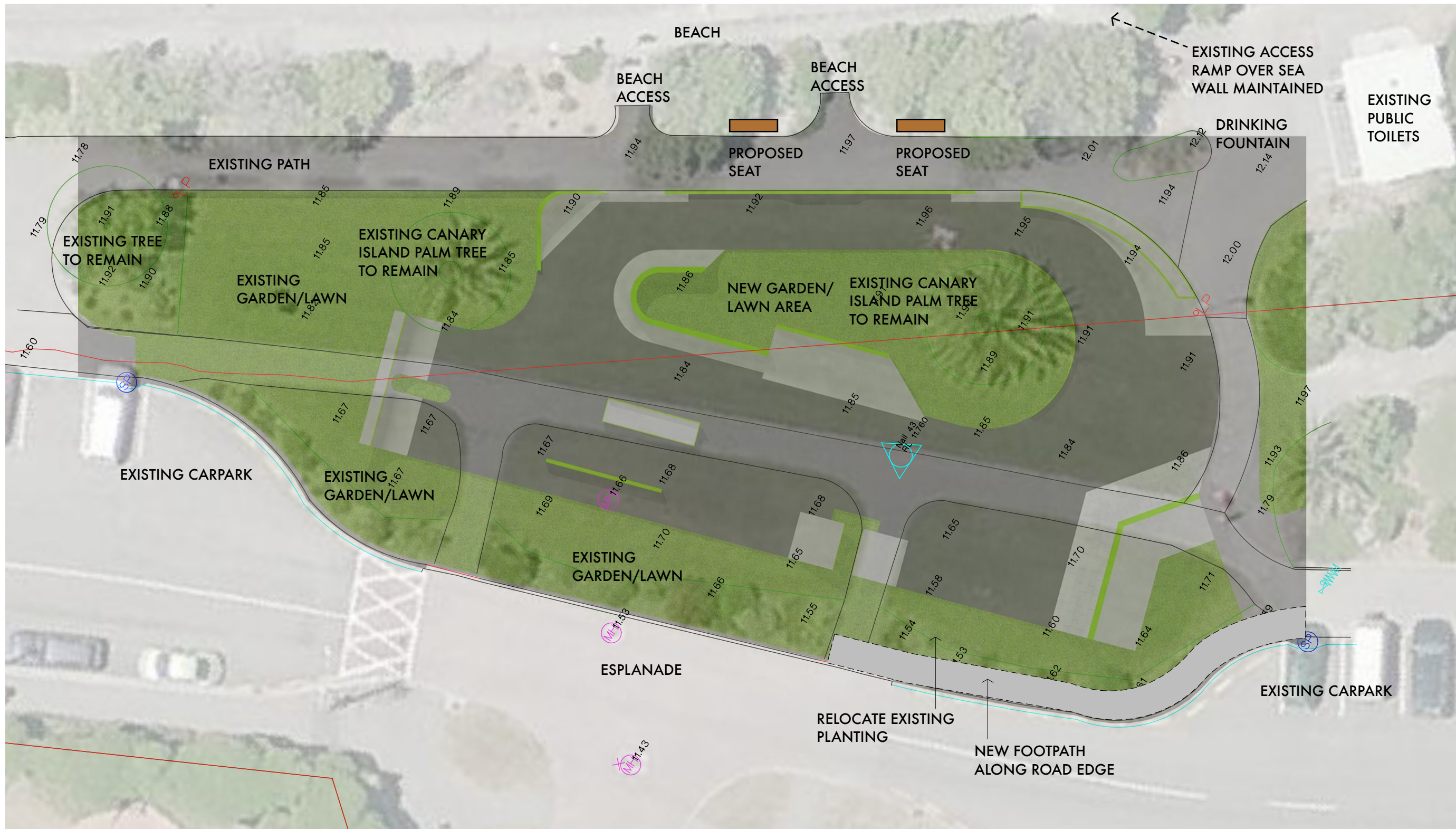
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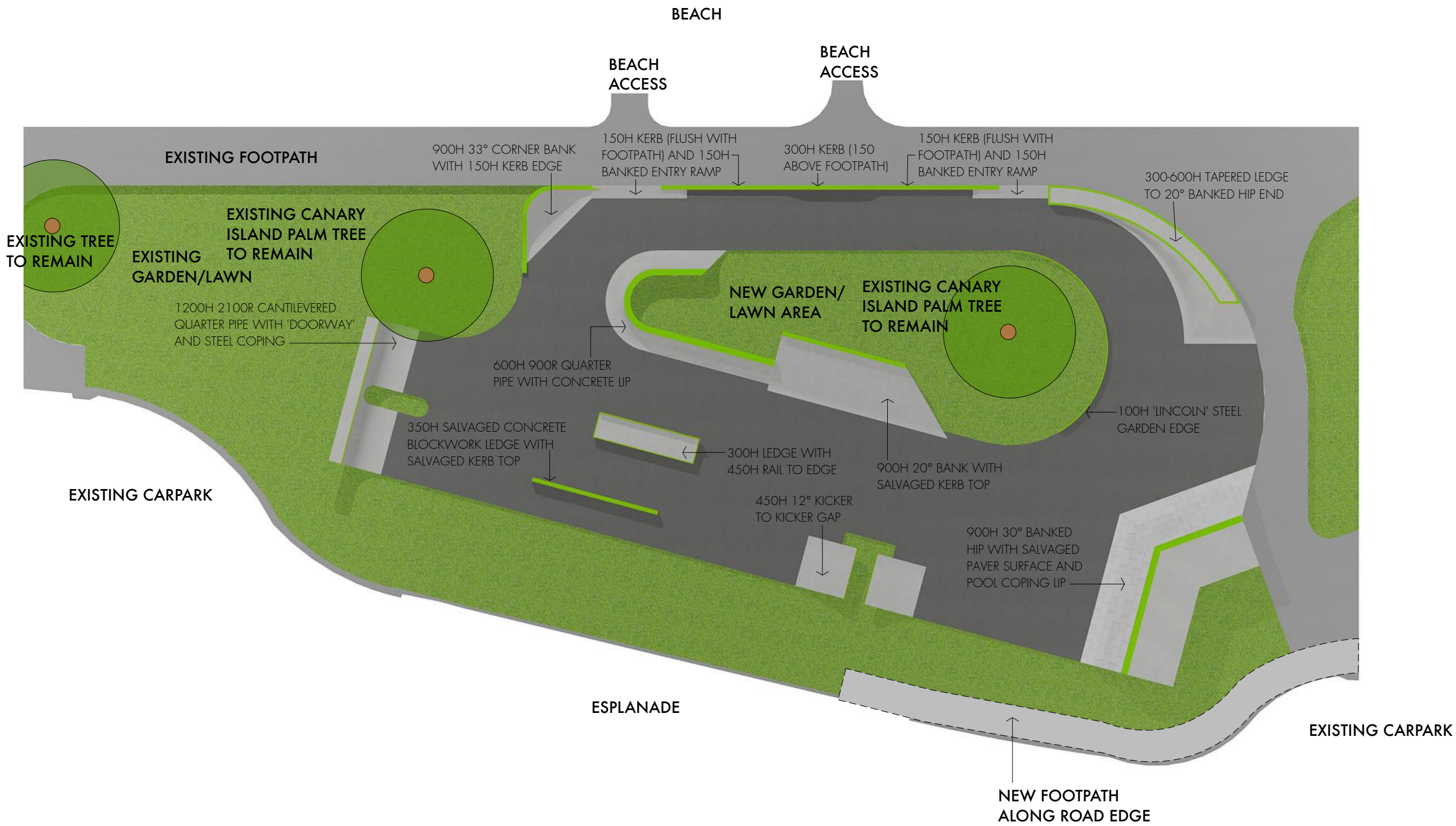
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SUMNER SKATEPARK
LANDSCAPE CONCEPT PLAN

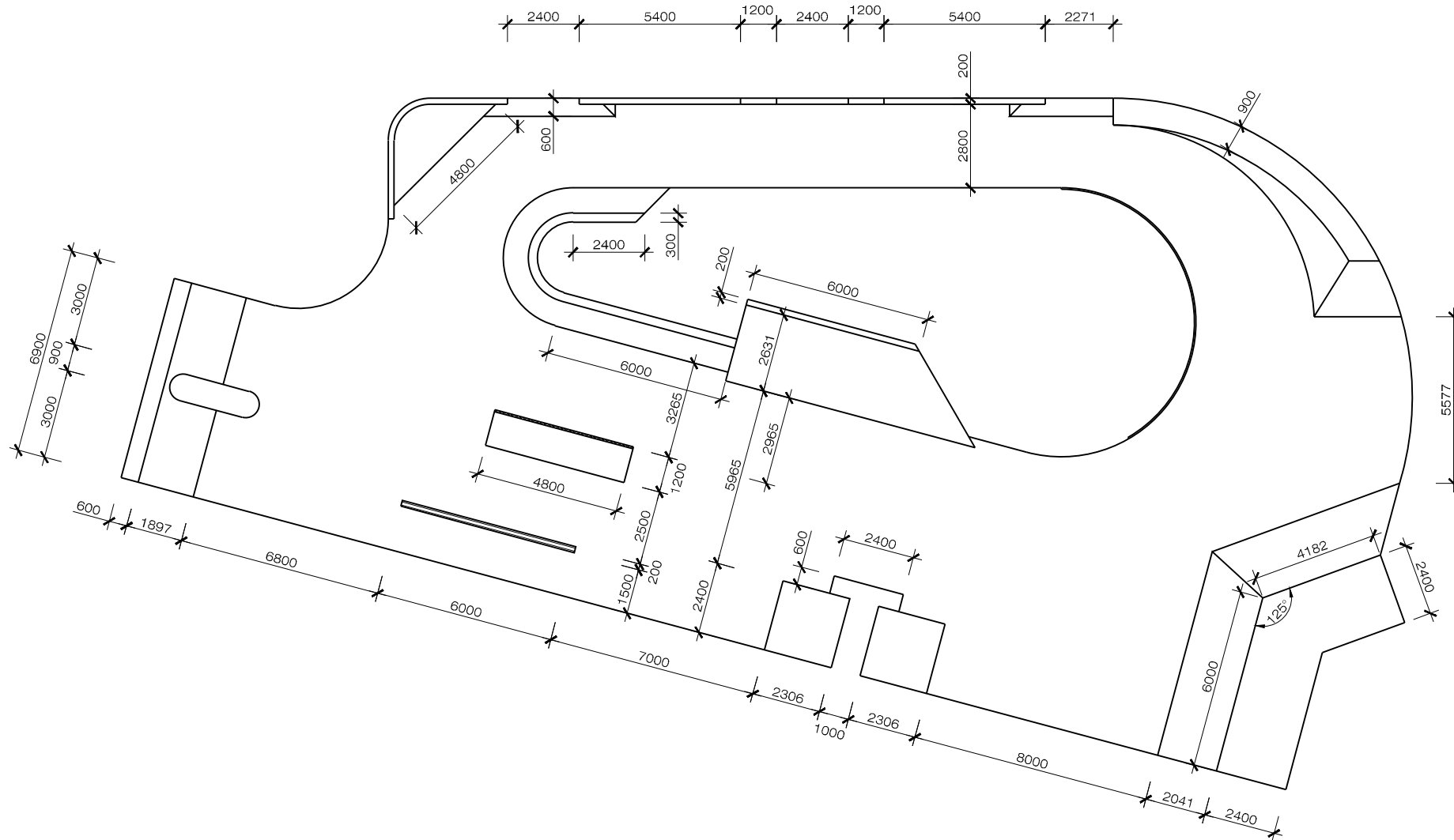
PROPOSED LAYOUT PLAN

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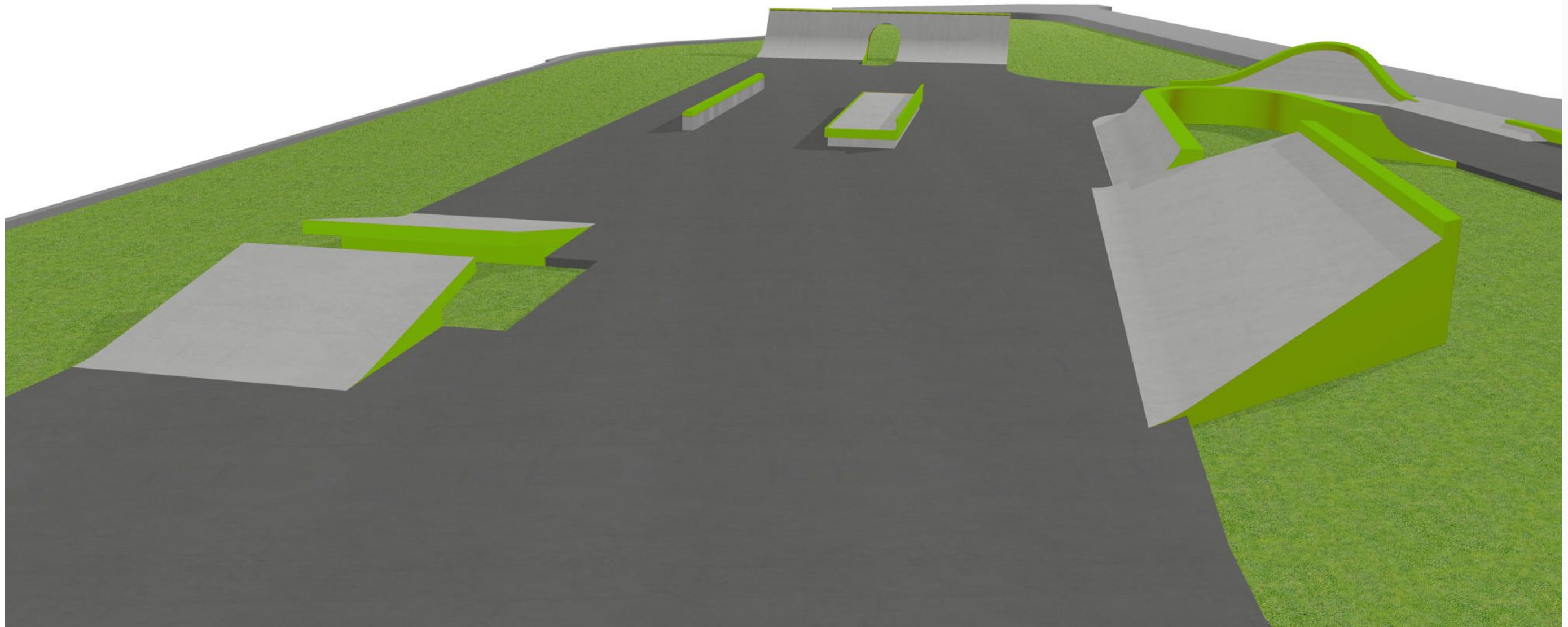
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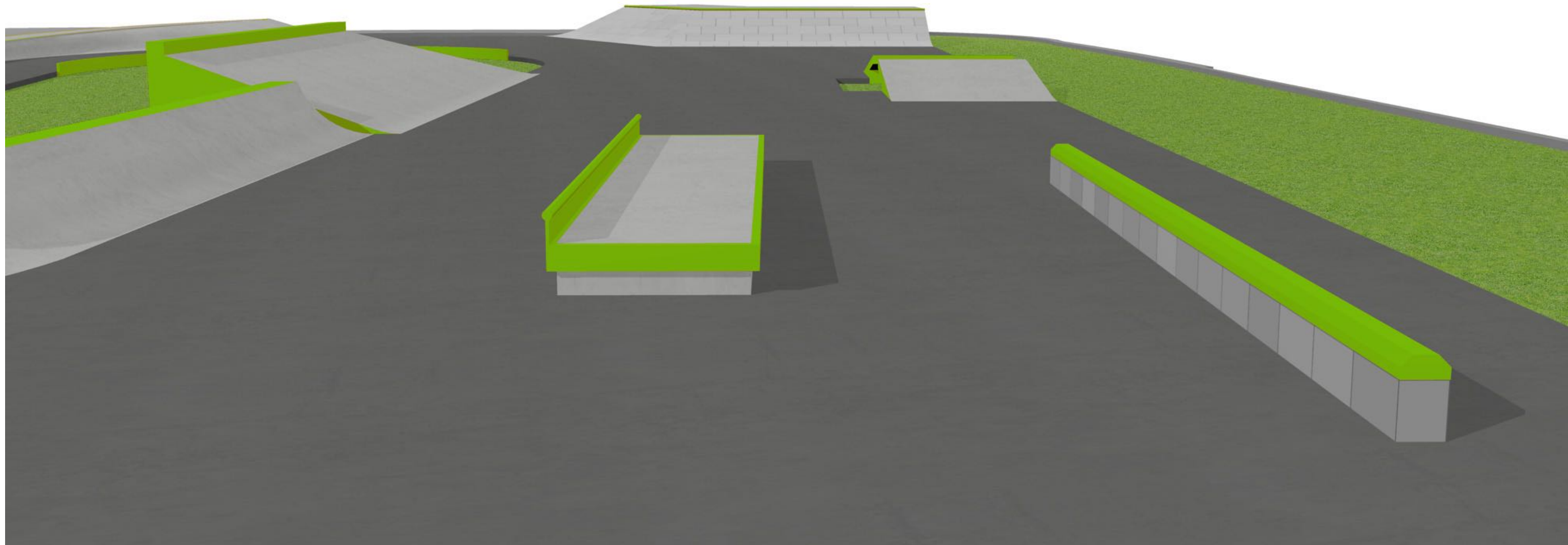
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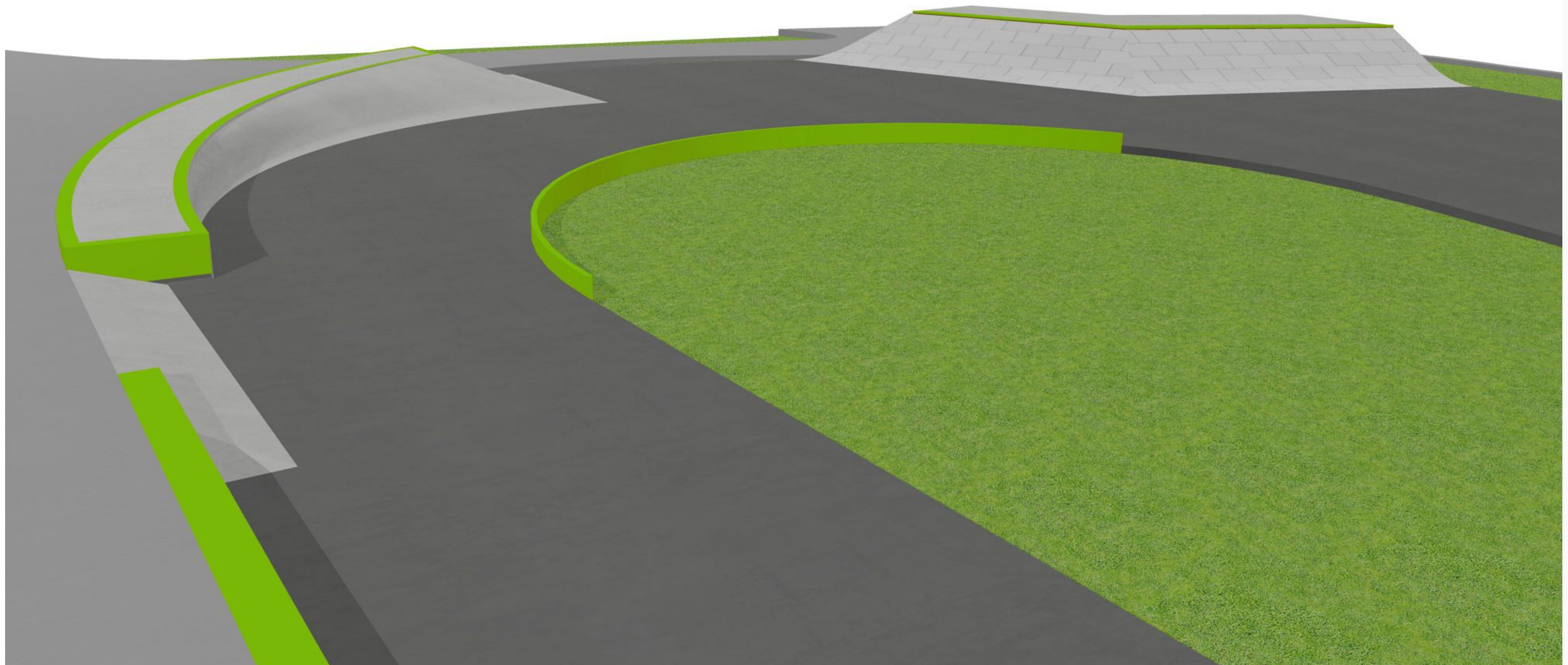
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PERSPECTIVE VIEW 3

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PERSPECTIVE VIEW 3

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SD.108



MARSHALL DAY
Acoustics 

SUMNER SKATE PARK
NOISE ASSESSMENT
Rp 001 R02 2015263C | 1 July 2015

Project: **SUMNER SKATE PARK**

Prepared for: **Christchurch City Council
c/o Planz Consultants Ltd
PO Box 1845
Christchurch 8140**

Attention: **Jane Anderson**

Report No.: **Rp 001 R02 2015263C**

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Document Control

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Approved	02	Text amendments	1 July 2015	Calista Lau	Jon Farren

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1.0 INTRODUCTION

Marshall Day Acoustics has been engaged to perform an assessment of potential noise effects associated with a proposed skate park at Sumner, Christchurch. This report provides:

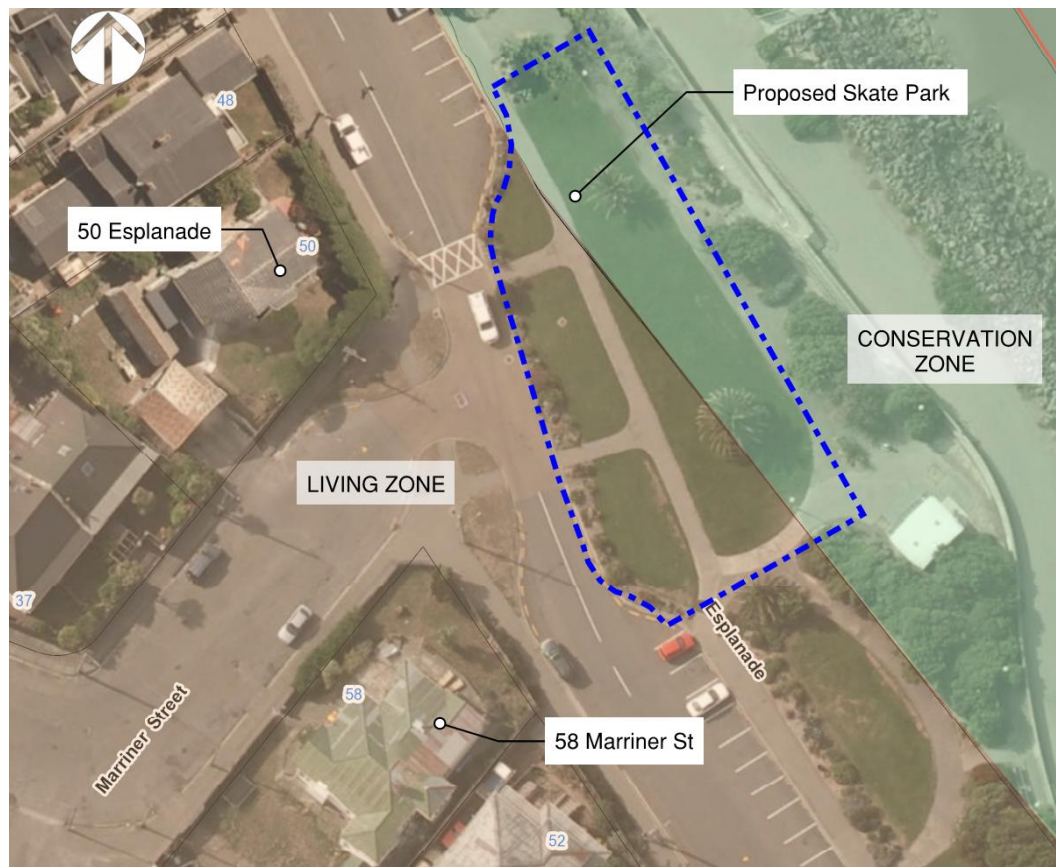
- Description of the proposed activities and nearby noise sensitive locations;
- A description of the ambient noise environment;
- Summary of the noise standards outlined in the Christchurch City Plan;
- Predicted noise levels from the proposed activities at nearby residential properties; and
- An assessment of potential noise effects.

A glossary of acoustic terminology is provided in Appendix A.

2.0 PROPOSED SITE LOCATION AND ZONING

The proposed skate park is located close to the intersection of the Esplanade and Marriner St, Sumner. Under the Christchurch City District Plan [City Plan], the site straddles both L3 Living and C1A Conservation zones. The closest adjacent dwellings are located within the L3 Living zone. Figure 1 shows the location of the park, zoning and the adjacent residential properties.

Figure 1: Proposed Location and City Plan Zoning



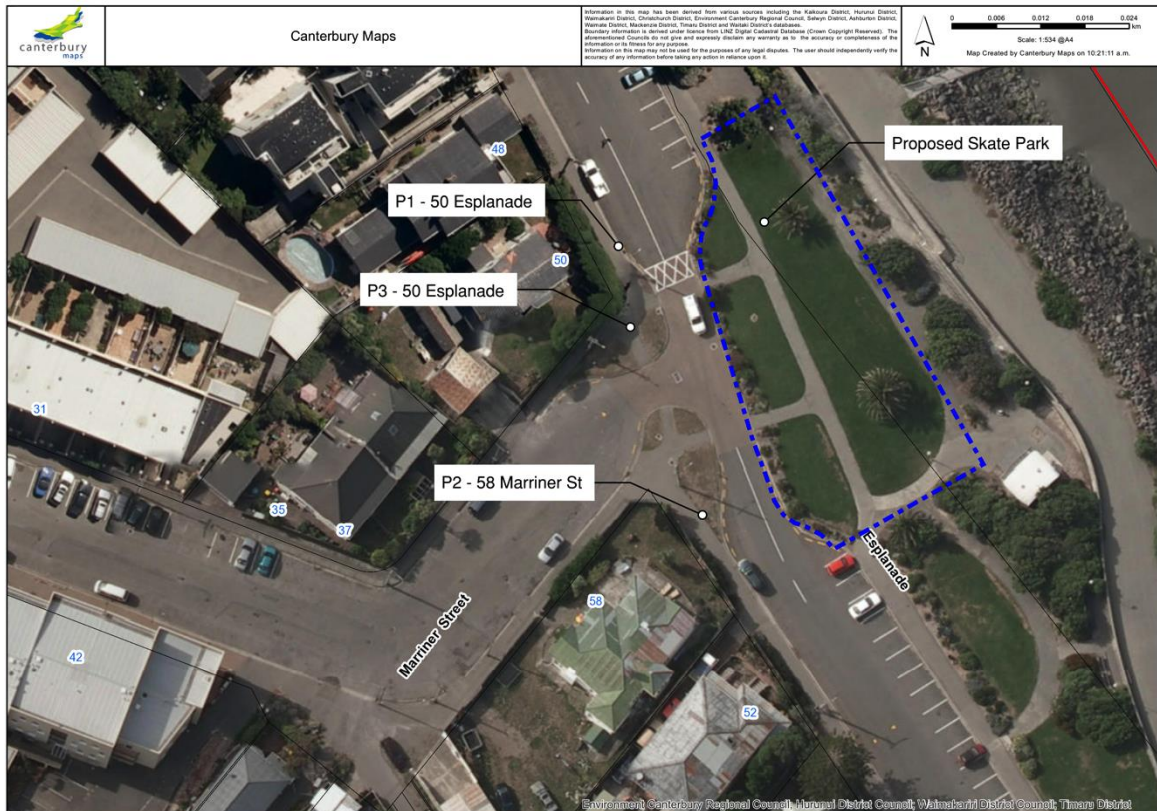
3.0 EXISTING NOISE ENVIRONMENT

The existing ambient noise environment is important when assessing the potential noise effects of an activity. Daytime and night-time noise surveys have been conducted on 29 May and 12 June 2015 respectively to observe the existing noise environment at the nearest residences.

3.1 Noise Surveys

Noise level measurements were conducted adjacent to the closest residences where the highest noise levels from the skate park will be received. The measurement positions P1, P2 and P3 are shown in Figure 2. Noise survey details are contained in Appendix B and the results of these surveys are summarised in Section 3.2.

Figure 2: Measurement Positions



3.2 Noise Survey Results and Observations

The ambient noise survey results are summarised in Table 2

Table 1: Summary of Noise Survey Results

Position	Time	Average Measured Noise Levels	
		L _{Aeq}	L _{Afmax}
P1	Between 1100 and 1230	63 dB	85 dB
P2	Between 1100 and 1230	61 dB	80 dB
P3	Between 2230 and 2315	47 dB	66 dB

During our surveys we observed the following:

- The day-time ambient noise environment was dominated by traffic on the Esplanade. Car parking activities were occasionally audible. Surf noise was the major noise source when there was no passing traffic;
- The night-time ambient noise environment is relatively continuous and is primarily dominated by surf and environmental sounds. There were two cars driving past the measurement position

during each 15 minute measurement period. Other night-time activity included a car pulling into the car park and music from inside the car was clearly audible.

4.0 NOISE ASSESSMENT CRITERIA

It is useful to consider a number of guidance documents in assessing the potential for noise effects. These documents are discussed in the following sections.

4.1 Christchurch City Plan Noise Limits

The proposed skate park will be located within both L3 Living and C1A Conservation zones which are subject to the same Group 1 noise limits in the City Plan. Both daytime and night-time noise standards are relevant and they are summarised in Table 2.

Table 2: Christchurch City Plan Group 1 Noise Standard

	DEVELOPMENT STANDARDS		CRITICAL STANDARDS	
	Daytime	Night-time	Daytime	Night-time
L _{Aeq} (1hr)	50 dB	41 dB	57 dB	49 dB
L _{AFmax}	75 dB	65 dB	85 dB	75 dB
Note:	[1] "Day-time" means 0700 – 2200 hours [2] "Night-time" means 2200 – 0700 hours [3] Measured on or beyond the site boundary in accordance with the provisions of New Zealand Standard NZS 6801:1991 "Measurement of Sound"			

In respect of Table 2:

- Any activity which complies with any relevant development or critical standards shall be a permitted activity;
- Any activity which does not comply with any relevant development standards shall be a discretionary activity, with the exercise of the Council's discretion limited to matters related to noise; and
- Any activity which does not comply with any relevant critical standards shall be a non-complying activity.

4.2 World Health Organisation

World Health Organisation (WHO) Guideline Values for Community Noise (Berglund and Lindvall, 1999) give guidelines for environmental noise exposure. For community or environmental noise, the critical health effects (those effects which occur at the lowest exposure levels) are:

- Sleep disturbance;
- Annoyance (slight, moderate, high); and
- Speech interference/communication disturbance.

The WHO Guideline Values for these three critical health effects for community or environmental noise are presented in Table 3. These Guideline Values are the exposure levels that represent the onset of the effect for the general population. That is, at these noise levels, critical health effects only begin to appear in a small number of vulnerable or sensitive groups.

Table 3: WHO Guideline Values for the critical health effects of community or environmental noise

Specific Environment	Critical health effect(s)	L _{Aeq} dBA	Time base (hours)	L _{Amax} dBA
Outdoor living area	Serious annoyance, daytime & evening	55	16	-
	Moderate annoyance, daytime & evening	50	16	-
Dwellings, indoors Inside bedrooms	Speech Intelligibility and moderate annoyance, daytime & evening	35	16	-
	Sleep disturbance, night-time	30	8	45
Outside bedrooms	Sleep disturbance, window open (outdoor values) night-time	45	8	60

4.3 NZS 6802:2008 Desirable Upper Limits

The 2008 version of NZS 6802:2008 “Acoustics - Environmental Noise” makes reference to the following desirable upper limits of sound exposure at or within the boundary of any residential land use:

- Night-time: 45 dB L_{Aeq} and 75dB L_{Amax}
- Day-time: 55 dB L_{Aeq}

4.4 Discussion of Noise Criteria

Based on the above published guidance and on the measured existing ambient noise levels, we consider that a daytime noise level from the proposed activity of around 55 dB L_{Aeq} at the nearest dwellings will result in acceptable noise effects.

5.0 NOISE LEVEL PREDICTIONS

5.1 Activities

The proposed skate park will be used for skateboarding, scooters, BMX etc, and will contain various design features to permit tricks and skill development activities to be performed.

The park is designed for beginner and intermediate level skaters and as such, we understand that the predominant use is likely to be children and younger teenagers. We understand that night-time use is not expected after 2200 hrs because of the user age groups and as no lighting will be provided.

We have reviewed brief notes of activity at suburban skate parks received from CCC¹ that were surveyed in January 2012. These notes indicate that roughly 50% of activity is from scooter use, 30 to 40 % from skateboards and 10 to 20% from bikes.

Of these activities, skateboard use is the most significant in terms of noise generation as a result of wheels travelling over the concrete surfacing and from boards dropping onto the ground. For the purposes of our noise assessment, we have assumed that skateboarders will be riding the length of the park, and using the various design features, twice every minute over a one hour period, i.e. 120 movements per hour per feature. In addition, we have assumed that skateboards will be impacting the ground at the closest practical points to the nearest residences. We consider these assumptions to represent a conservative assessment.

¹ Email received from Megan Carpenter, CCC 18 June 2015

5.2 Predicted Noise Levels

For the scenario described above, we have predicted the noise levels in the surrounding area from the proposed skate park based on a number of skate park noise measurements around New Zealand and Australia. Table 4 summarises the predicted noise levels at the boundary of the nearest dwellings in order that a direct comparison can be made with the City Plan noise standards.

Table 4: Predicted Noise Levels

Location	Predicted daytime noise level	
	dB L _{Aeq}	dB L _{AFmax}
50 Esplanade	59	79
58 Marriner St	57	76

For the conservative usage situation described in Section 5.1, the predicted daytime noise level of 59 dB L_{Aeq} at 50 Esplanade is 2 dB above the daytime *Critical Standard*. Technically, this is considered to be non-complying, but the noise levels within the property will be 5 to 10 dB lower once the noise reduction provided by the boundary fence is taken into account.

At 58 Marriner Street, the predicted noise level is equivalent to (but does not exceed) the *Critical Standard* (refer Table 2) indicating that the proposed activity is discretionary with respect to noise. Once again, the boundary fence will reduce noise levels within the property by at least 5 dB.

The predicted maximum noise levels of 76 and 79 dB L_{AFmax} are between the *Development* and *Critical Standards* and will be 5 to 10 dB lower within the ground floor of the property, once the boundary fence is taken into account. Based on our assessment, we consider that any potential daytime noise effects at these properties will be no more than minor.

Figure 3 and Figure 4 show noise contour plots for the daytime use scenario which illustrates the propagation of sound from the skate park. This illustrates that dwellings further away from the skate park than 50 Esplanade and 58 Marriner Street will receive lower noise levels that are equal to, or less than, the daytime *Development Standard*. Correspondingly, any noise effects will be acceptable. Larger versions of these plots are provided in Appendix C and Appendix D.

5.3 Conservation area

Given the proximity of the skate park to the coastal walkway it is appropriate to consider any potential noise effects. Reference to the noise contour plot (Figure 3) indicates that noise levels will be in the order of 50 to 55 dB L_{Aeq} for a relatively small section of the walkway. As the existing daytime noise environment is relatively high from traffic and surf noise, we expect noise effects for walkway users will be acceptable.

5.4 Night-time use of skate park

Whilst we understand that night-time use of the skate park is not expected, our assessment indicates that the “maximum” noise generated from a skate board falling onto the concrete will have the potential to exceed the night-time *Critical Standard* maximum noise limit of 75 dB L_{Amax}. The potential noise effects of this would be greatest at the first floor of 50 Esplanade where we expect the noise level to be in the order of 79 dB L_{Amax}. Whilst the risk of this occurring is relatively low, the noise from a skate board dropping would potentially cause disturbance to sleep and therefore would result in a noise effect that is more than minor.

Notwithstanding this comment, “average” noise levels generated by night-time use of the skate park are likely to be acceptable with a small number of users (i.e. less than five), particularly those using scooters or bikes.

Figure 3: Average noise levels from daytime activity (120 movements per hour per source path)

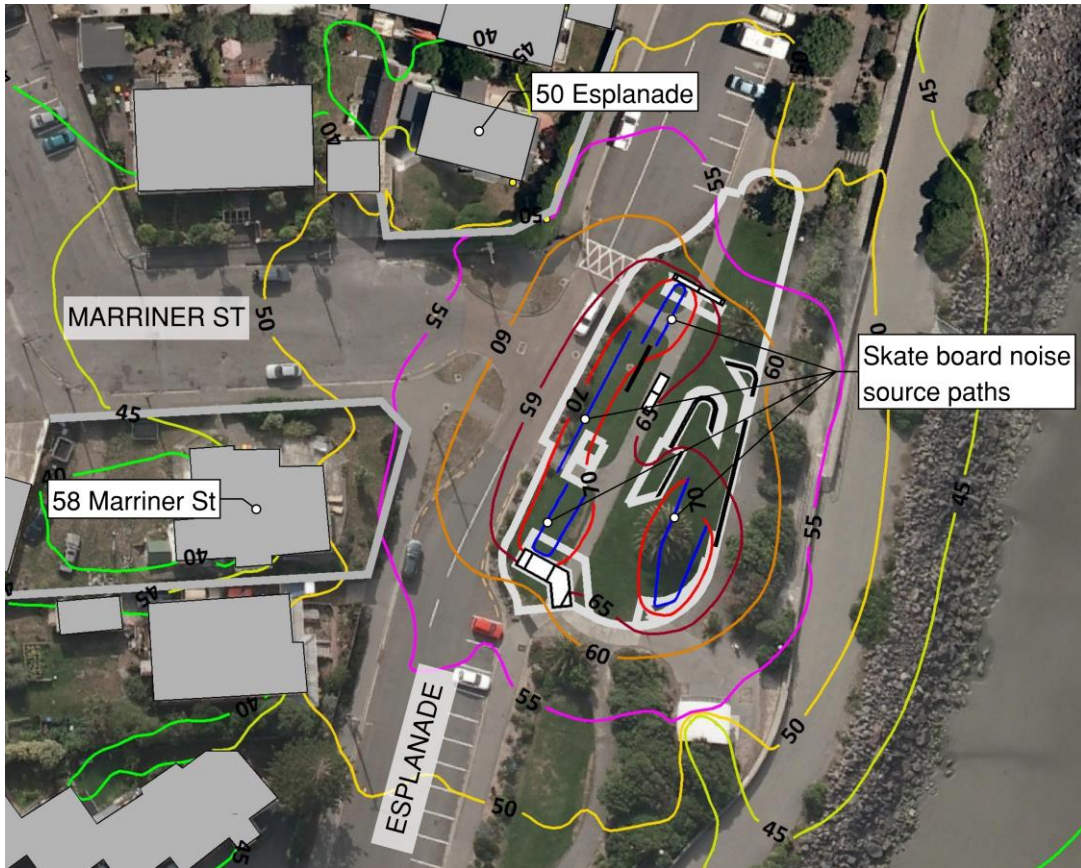
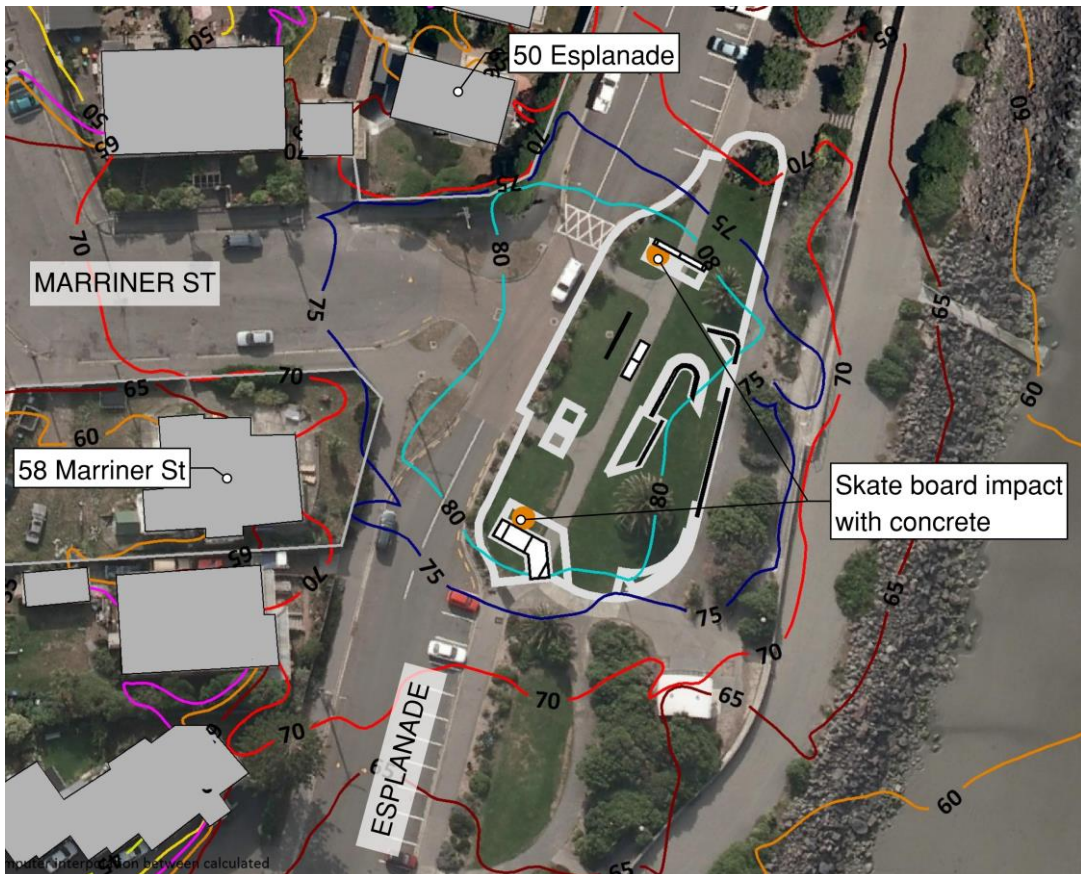


Figure 4: Indicative maximum event noise levels from skateboards impacting concrete at locations shown



6.0 SUMMARY

Marshall Day Acoustics has conducted an assessment of the potential noise emissions associated with the proposed skate park at Sumner, Christchurch. As the design of the skate park is geared towards younger users, and as no lighting will be provided, we understand that night-time use of the skate park is not expected.

A conservative estimate of daytime use of the skate park indicates that noise levels have the potential to exceed the City Plan noise limits at the residential boundary with 50 Esplanade and 58 Marriner Street. However, noise levels within these properties will be in the order of 50 to 55 dB L_{Aeq} once the effect of boundary fences are taken into account, and noise effects will be no more than minor. We note that existing daytime noise levels outside these properties is relatively high at 61 to 63 dB L_{Aeq} as a result of traffic noise.

We anticipate that daytime noise levels at other dwellings in the vicinity will typically be below the City Plan daytime *Development Standard* noise limits and any noise effects will be acceptable.

APPENDIX A GLOSSARY OF TERMINOLOGY

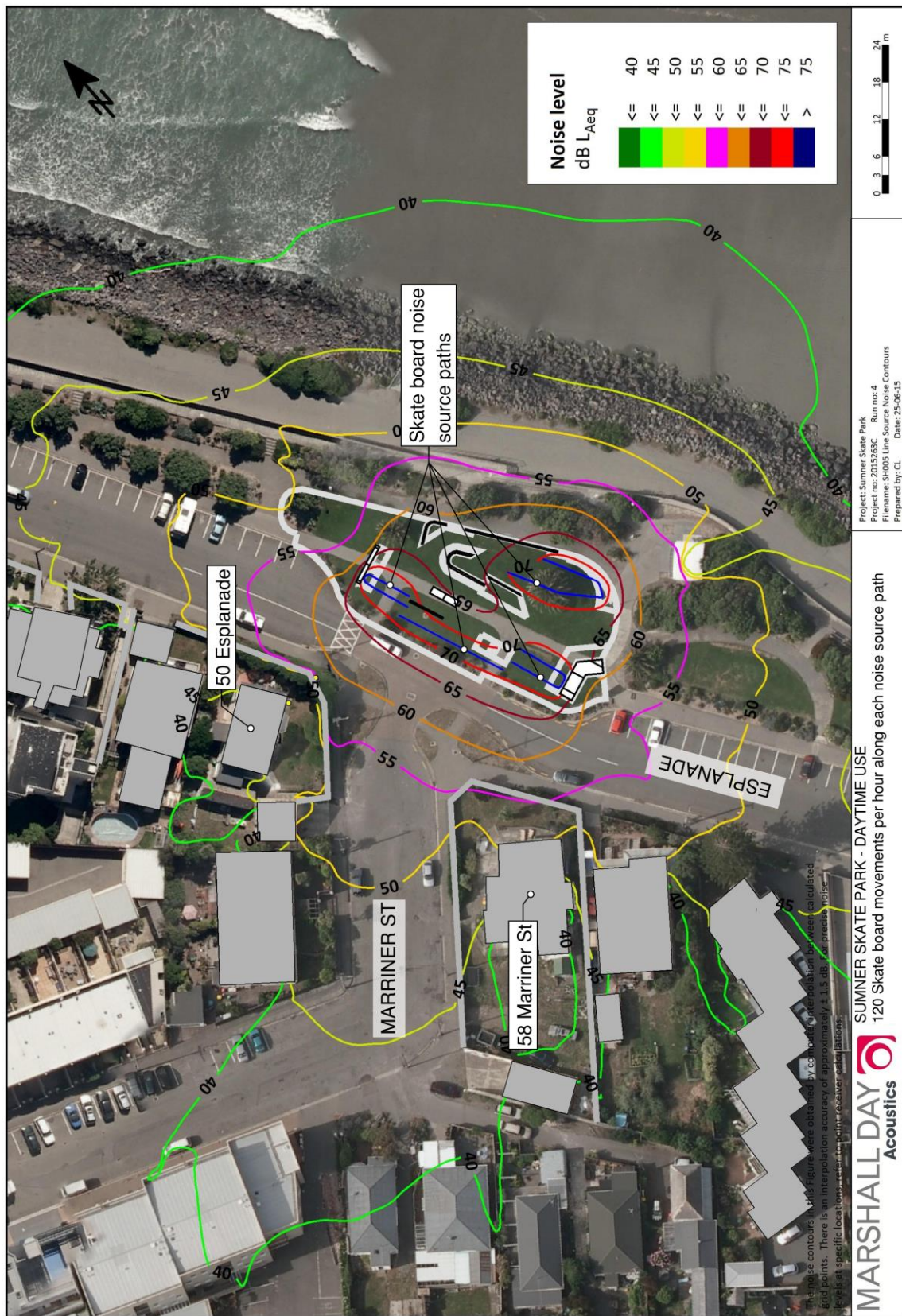
Ambient	The ambient noise level is the noise level measured in the absence of the intrusive noise or the noise requiring control. Ambient noise levels are frequently measured to determine the situation prior to the addition of a new noise source.
dB	<u>Decibel</u> The unit of sound level. Expressed as a logarithmic ratio of sound pressure P relative to a reference pressure of $P_r=20 \mu\text{Pa}$ i.e. $\text{dB} = 20 \times \log(P/P_r)$
dB(A)	The unit of sound level which has its frequency characteristics modified by a filter (A-weighted) so as to more closely approximate the frequency bias of the human ear.
A-weighting	The process by which noise levels are corrected to account for the non-linear frequency response of the human ear.
$L_{Aeq}(t)$	The equivalent continuous (time-averaged) A-weighted sound level. This is commonly referred to as the average noise level. The suffix "t" represents the time period to which the noise level relates, e.g. (8 h) would represent a period of 8 hours, (15 min) would represent a period of 15 minutes and (2200-0700) would represent a measurement time between 10 pm and 7 am.
L_{Amax}	The A-weighted maximum noise level. The highest noise level which occurs during the measurement period.

APPENDIX B AMBIENT NOISE SURVEY DETAILS

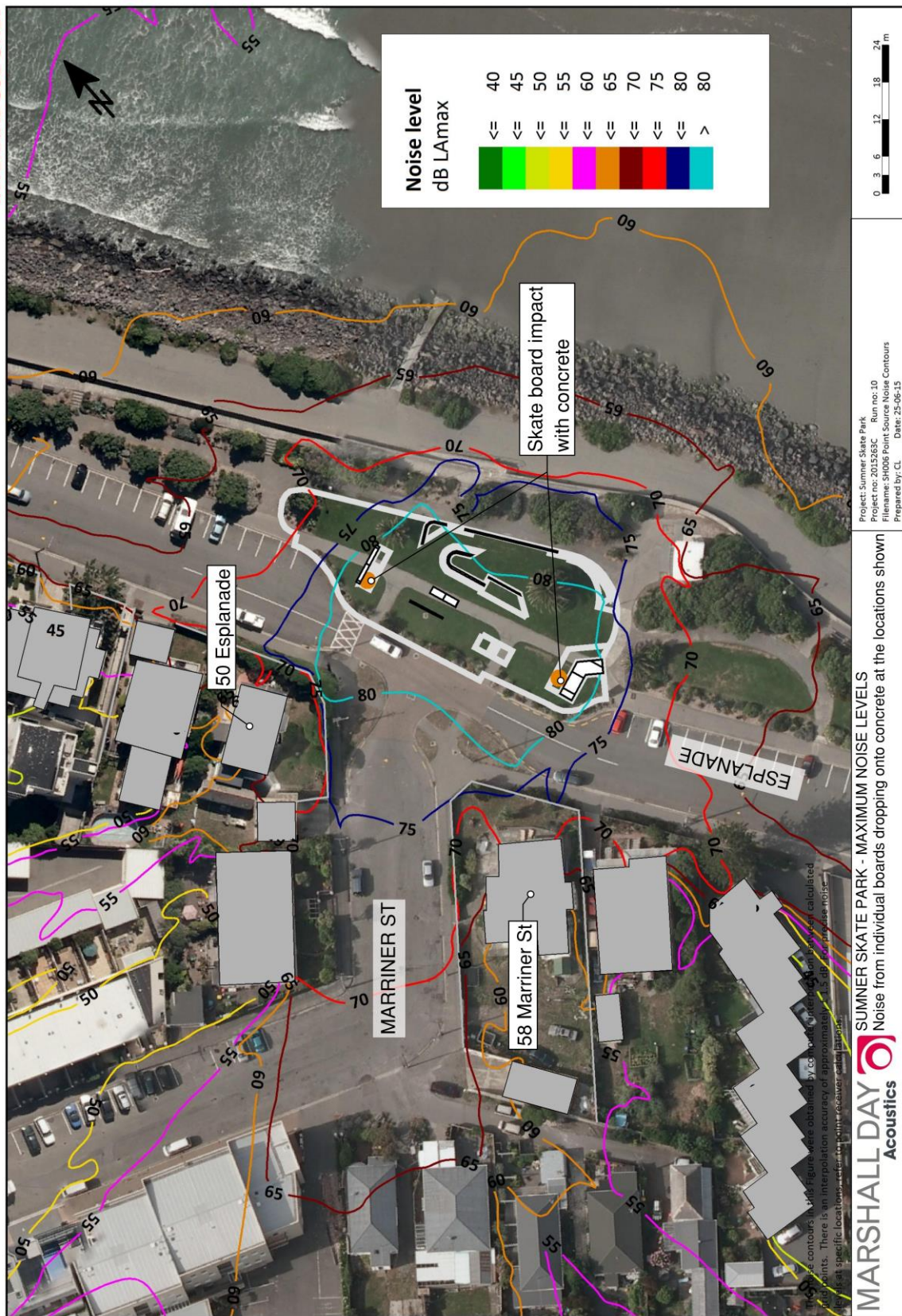
The key details of the noise survey are as follows:

Date:	29 May 2015
Personnel:	Calista Lau, Marshall Day Acoustics
Weather:	15°C, Nil cloud, Nil wind
Instrumentation:	Brüel & Kjær Type 2250 analyser, serial 2683036, calibration due 30/09/2016 Brüel & Kjær Type 4231 calibrator, serial 2574264, calibration due 13/02/2016
Date:	12 June 2015
Personnel:	Jon Farren, Marshall Day Acoustics
Weather:	4°C, 80% cloud cover, 1 to 2m/s
Instrumentation:	Brüel & Kjær Type 2250 analyser, serial 2683036, calibration due 30/09/2016 Brüel & Kjær Type 4231 calibrator, serial 1882775, calibration due 13/02/2016
Calibration:	Field calibration of the equipment was carried out before measurements, and the calibration checked after measurements. Observed change less than 0.1dB.

APPENDIX C DAYTIME NOISE LEVEL CONTOURS



APPENDIX D MAXIMUM NOISE LEVELS FROM SKATE BOARD DROPS





Planz Consultants

Sumner Skate Park

**Integrated Transportation
Assessment**

June 2015

Planz Consultants

Sumner Skate Park

Integrated Transportation Assessment Quality Assurance Statement

Prepared by:

Brenda O'Donoghue

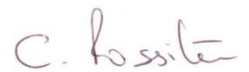
Project Transportation Engineer



Reviewed by:

Chris Rossiter

Principal Transportation Engineer



Approved for Issue by:

Grant Smith

Principal Consultant



Status: Report

Date: 18 June 2015

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Appendix A

Skate Park Questionnaire

1. Introduction

Levi's proposes to sponsor the construction of a skate park in Sumner that is suitable for beginner and intermediate ability users. The proposed site for the skate park is close to the Marriner Street intersection with The Esplanade. The park will be constructed on land that lies partially within the Conservation 1A (Coastal Margin) zone and partially within the road reserve. No new parking is proposed as part of the project.

The Skate Park does not naturally fit any of the activity types listed in the City Plan for which minimum parking requirements have been specified. However, it is considered that the activity is consistent with the types of activity anticipated in an Open Space 1 Zone which provides for neighbourhood recreation uses including playground equipment and small structures. In particular, it has been noted that some Open Space 1 Zones may contain community facilities of value to the local neighbourhood. It is considered that the Skate Park fits this description. The City Plan does not require any parking for this type of activity.

Since some residents have raised concerns about the parking and the potential for traffic congestion during the public consultation stage, this report assesses the potential parking demand and associated traffic generation of the skate park in order to address those concerns.

2. Existing Transportation Environment

2.1 Location

Figure 1 shows the site is located within the section of Scarborough Park that is located between Scarborough beach and the non-sign controlled intersection of the Esplanade and Marriner Street.

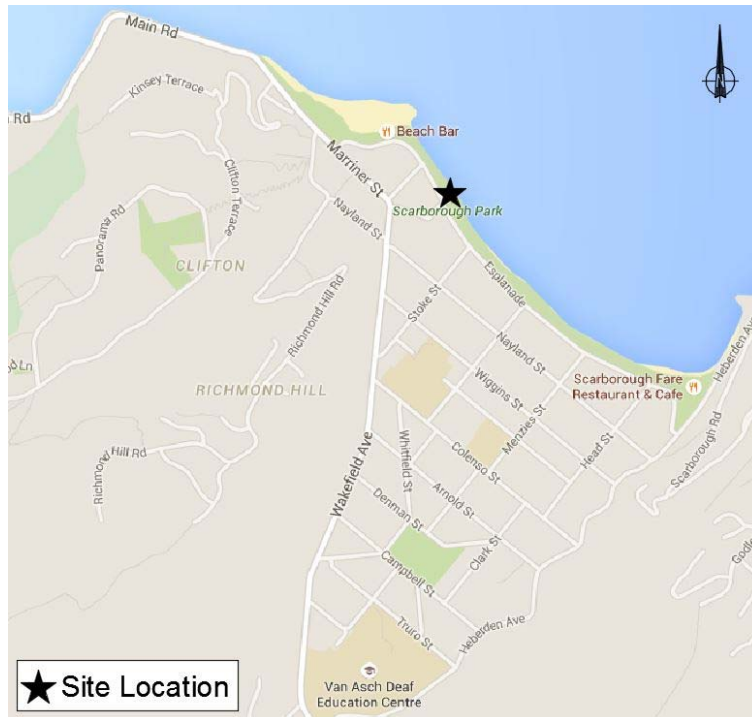


Figure 1: Site Location

The site is located on land that lies partially within the Conservation 1A (Costal Margins) zone and partially within the road reserve. The Conservation 1A zone provides a buffer between coastal processes and urban development.

2.2 Road Network

Figure 2 shows roads in close proximity to the site and around the Sumner village centre.



Figure 2: Site Location and Adjoining Road Network

Both the Esplanade, and Marriner Street (east) between the Esplanade and Wakefield Avenue are categorised as Local Roads under the City Plan. Marriner Street (west) and Wakefield Avenue are categorised as a Minor Arterial roads under the City Plan.

The Esplanade is a two lane, two-way road that provides the key visitor route to Scarborough Beach, and the beach front on-street parking. The Esplanade forms part of the 40km/h zone that generally bounded by the Nayland Street, the village centre and the beach. The 40km/h zone includes a range of speed management devices to promote low vehicle speeds including speeds and paving changes.

Marriner Street (east) is a predominantly residential street that provides further on-street parking for residents and visitors. The road has a 40kph speed limit, and provides enough width for two-way travel but does not have centre-line markings. A change in the treatment of road surface and kerb build-outs, indicate the location of both the Esplanade and Wakefield Avenue intersections.

2.3 Public Transport

Sumner is well served by public transport. The “Purple” line runs between Sumner and the Airport via the city centre. Monday to Friday, the Purple Line frequency during the day is every 15 minutes, after which it changes to a 30 minute frequency. The 15 minute frequency has a shorter operation period on a Saturday, running from 8:00am to 4:30pm; outside of this period and on Sunday, the bus frequency is half hourly.

The closest 'inbound' bus stop is located at the corner of Marriner Street and Wakefield Avenue. The closest 'outbound' bus stop is located 80m to the south of the inbound bus stop. Access to the outbound stop involves crossing the road at the zebra crossing.

2.4 Walking

All roads within the Sumner flat area¹ have footpaths and provide good connectivity across the suburb. **Figure 3** shows the potential walking catchment of the site, which indicates a substantial portion of the Sumner residential population lives within a 15 minute walk of the site.

Within Sumner, skateboards are a popular mode of travel for both adults and children because of the flat terrain. Since skateboards allow for faster travel than walking, all of the Sumner flat is within 15 minutes travel time of the proposed skate park site.

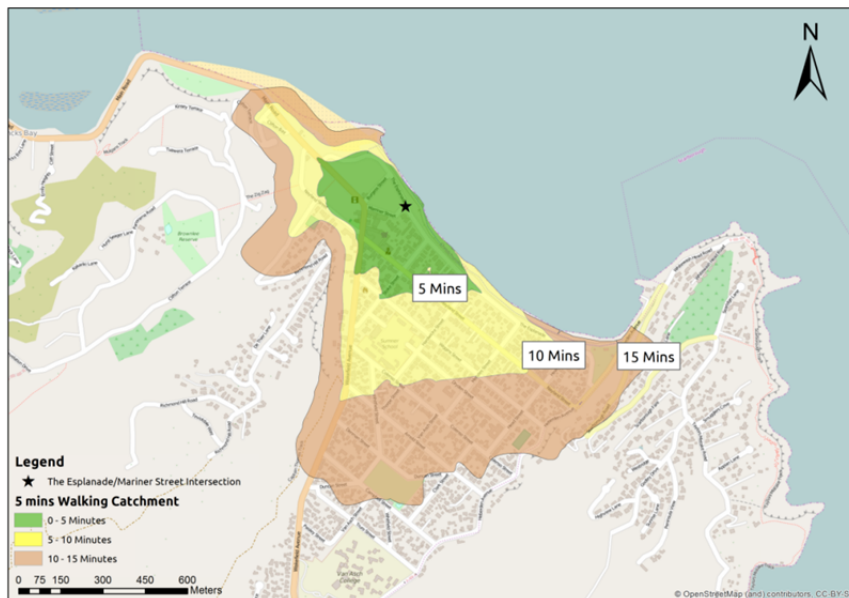


Figure 3: Site Accessibility, Walking Catchments

The steep topography of the surrounding hills, Clifton, Richmond and Scarborough means walking and cycling are not the preferred travel modes from these areas.

2.5 Cycling

The first stages of the Coastal Pathway have now been constructed along the causeway (Main Road) and ultimately will provide a continuous link to Sumner.

On-road cycle lanes are provided along Main Road, terminating about 75m southeast of the Esplanade. Some sections of the on-road cycle lanes are currently closed because of the temporary traffic management areas along Main Road and cyclist share the roadway with motorists.

¹ The area generally bounded by The Esplanade, Wakefield Avenue and Heberden Avenue.

An off-road cycleway that is shared with pedestrians is located adjacent to the Esplanade, running along the full length of Scarborough Beach.

There are no specific cycle lanes on the roads immediately surrounding the site and cyclists share the road space with motorists on these roads. The shared space environment is promoted by the low speed limit zone.

2.6 Existing Skating Facilities

Within Sumner, there is a temporary skate ramp located on Nayland Street, west of Wakefield Avenue which was donated to the Sumner community following the Canterbury earthquakes.

The nearest skate park facilities outside of Sumner are in Linwood Park about 8km driving distance and at Washington Park, about 10km away.

3. Existing Traffic Patterns

3.1 Daily Traffic Patterns

Figure 4 shows average daily traffic volumes on Wakefield Avenue south of Nayland Street. Between 2004 and 2010, there were about 5,500 vehicle movements per day (vpd). Following the Canterbury earthquakes the traffic count dropped to 2,500vpd in 2012. The latest count recorded in July 2014 indicates a daily traffic volume of about 3,500vpd. The reduction in average traffic volumes is reflected at the next CCC traffic count station on Main Road, located west of the Sumner Surf Club. It is considered likely that the main driver for the decreased traffic volume is the decrease in residential units located in 'red zoned' land, and residents temporarily relocating out of Sumner during residential rebuilds / renovations. The closure of the road to Lyttelton will also have affected traffic volumes. The return to pre-quake traffic volumes will take time, being dependent on the time required to fix/rebuild houses, in addition to other post-quake considerations.

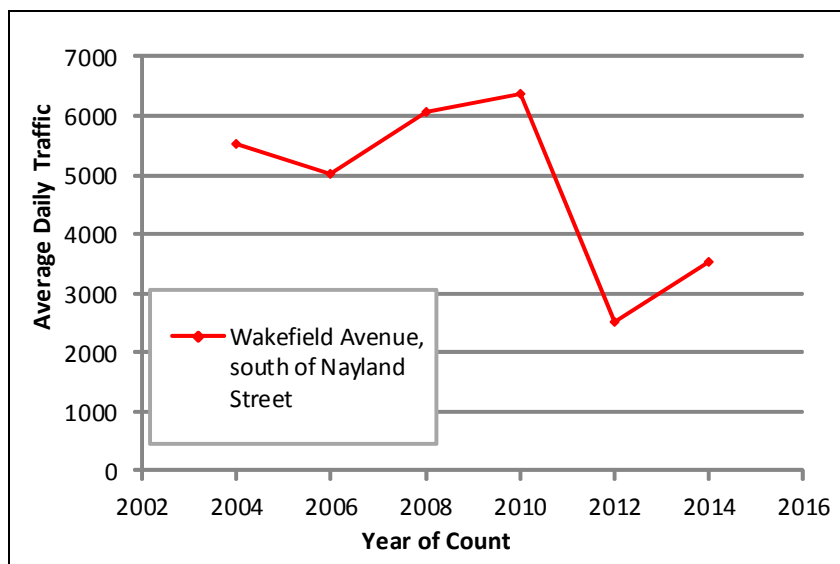


Figure 4: Average Daily Traffic - Wakefield Avenue, South of Nayland Street

The last traffic count available for the Esplanade was about 720vpd, in 2005. Traffic volumes on the Esplanade are highly variable and fluctuate with the season, weather and surf conditions.

3.2 Hourly Traffic Volumes

A detailed analysis of the most recently recorded hourly traffic volumes recorded on Wakefield Avenue is shown in **Figure 5** for a typical weekday (Monday to Friday), Saturday and Sunday. The peak number of vehicles per hour (vph) and peak periods are:

- 280 vph, 7:00am – 8:00am for a weekday morning;
- 340 vph, 5:00pm – 6:00pm for a weekday afternoon; and
- 350 vph, 2:00pm – 3:00pm on a Saturday and Sunday afternoon.

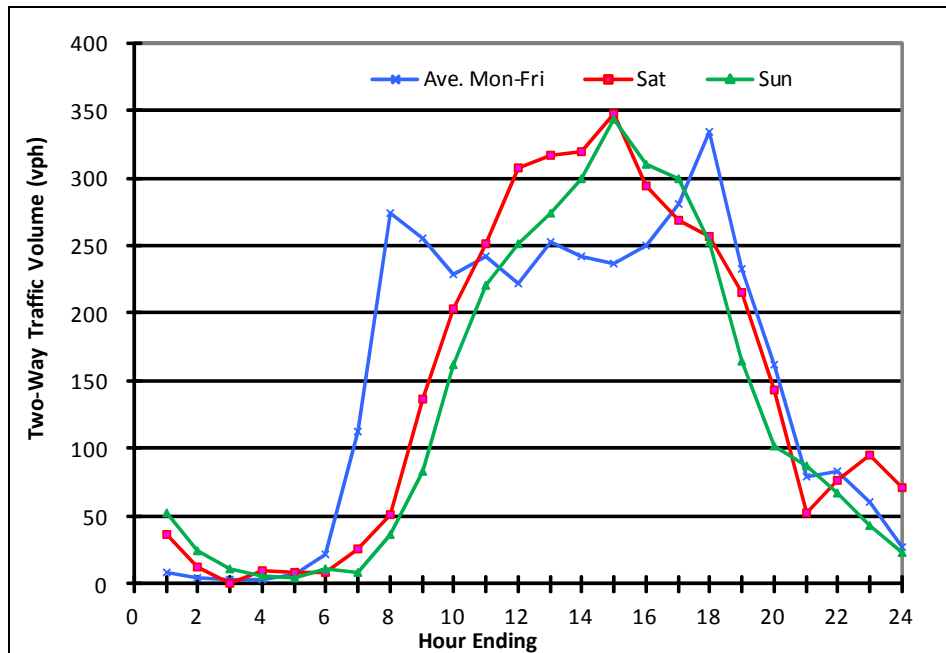


Figure 5: Traffic Profile – Wakefield Avenue, South of Nayland Street

The variation in week-day traffic volumes is typical of commuter travel patterns and shows peaks in the morning and evening. It is considered that the high traffic volumes observed during the day at the weekend reflects the high proportion of visitors travelling to Sumner.

3.3 Parking

Along the Esplanade, right angle parking is typically provided on east-side of the road and parallel parking provided on the west-side of the road. Provision of angle parking maximises the visitor parking supply adjacent to the beach frontage and minimises the number of pedestrian movements crossing the road. A limited section of one hour time restricted parking is located on the northern end of the Esplanade. Roads joining into the Esplanade provide parallel parking spaces.

Local observations in the area indicate that the parking demands are highly variable both during the day, from day to day and across the year. In the peak summer period, all car parks on the Esplanade will be occupied and drivers will park on the adjacent side roads.

3.4 Road Safety

A crash history search, using NZTA’s Crash Analysis System (CAS), was carried out for the roading network surrounding the site, as indicated in **Figure 6**. The initial crash search covered the five year period, 2010 to 2014, as well as any crash data available for 2015. Information on one crash that occurred on Burgess Street was retrieved for this search period. To get a better understanding of the potential crash types that could be considered typical for the study area the crash period was extended to a 10 year period, 2005 to 2014.



Figure 6: Ten Year Crash Study Surrounding the Site

In total four, non-injury crashes were reported within the study area. Three of the four crashes occurred along the Esplanade, the fourth crash occurred on Burgess Street. All four crashes involved the manoeuvre of a vehicle into or out of a parking space. In three out of the four crashes the driver undertaking the vehicle manoeuvre hit another parked vehicle. The fourth crash involved the driver of a vehicle turning into a parking space hitting an on-coming vehicle.

The type of crash is considered to be typical of an area that can have a high on-street parking demand and a high proportion of visitors that are not familiar with the area.

4. Skate Park Survey

A questionnaire survey was undertaken at the Sumner skate ramp, and at the Washington Way skate park within Central Christchurch. Both surveys were undertaken Saturday 23 May 2015. The Washington Way survey was carried out between 10:30am and 12:30pm, the Sumner survey was carried out between 1:00pm and 2:00pm. While both time periods were selected to provide a representative cross-section of users, no skate boarders or scooter riders were observed during the Sumner survey, as such the survey was stopped after the first hour. The weather conditions on the day of the survey were calm and sunny.

The Washington Way skate park was included in the survey due to its significant attraction to skateboarder and scooter riders. The skate park is the largest in Christchurch, covering an area of about 4,500m². Since the Washington Way skate park provides larger and more technical challenges for skaters than are proposed in Sumner, the user demand is not expected to be directly representative of the Sumner skate / scooter user demand. However, the survey results can be used to inform the assessment of the potential demand for parking and traffic generation created by users of the Sumner skate park.

The skate park questionnaire can be found in **Appendix A**; the following is summary of the questions asked:

1. What mode of transport did you use to get here;
2. What suburb do you live in;
3. What travel dependence age group are you;
4. How long will you stay at the skate park today; and
5. Would you use the proposed skate park in Sumner (Washington Way question only).

Question three has been used to determine the likelihood that a skate park user will generate a parking demand and the type of parking demand. A young, dependent traveller will typically travel by car as a passenger and require a parking space because they will be supervised by an adult. An independent traveller without a driving licence will typically use their skateboard, cycle or public transport and will not generate a parking demand. Users with a driving licence will use a variety of travel modes and may generate a parking demand.

4.1 Survey Results

Between 10:30am and 12:30pm, 37 skateboarders / scooter riders were surveyed at the Washington Way skate park. It was estimated that about 80% of the total skate park user demand was captured in the survey, indicating a total two hour user demand of about 45 riders. The weather conditions on the day of the survey were fine and sunny. Although the survey period was undertaken at a busy time of day, it still represents a spot survey and does not provide enough data to indicate peak demands but is considered to be sufficient to identify typical travel patterns.

Table 1 shows the distribution of travel distances for users. 19 respondents live within a 5km distance band² of the skate park. Six of the respondents live outside the 10km travel band, of which three travelled from the Sumner and Clifton suburbs to get to the skate park.

Distance band: Origin Suburb to Washington Skate Park	No. Respondents	% Distribution
< 2km	7	19%
> 2km and < 5km	12	32%
> 5km and < 8km	8	22%
> 8km and < 10km	4	11%
> 10km	6	16%
Total	37	100%

Table 1: Distance km (crow-fly) between Origin Suburb and Skate Park

Table 2 indicates the mode split by each of the travel bands previously indicated in **Table 1**. Of the 37 respondents, 12 respondents travelled to the skate park by bus. The next most likely mode of transport was by getting a lift as a passenger in a car (eight respondents). Travel by skate board or push scooter was the next most common mode of travel, six respondents. Five respondents travelled to the skate park by moped³. Four respondents drove their own car to the skate park and lived more than 2km from the park. Two respondents walked to the skate park, with both respondents living within the 2km distance band of the skate park. No respondent travelled to the skate park by bicycle.

Distance band: Origin Suburb to Washington Skate Park	Walk	Skate/Push Scooter	Bicycle	Bus	Moped	Passenger in car	Drive
< 2km	2	2	0	3	0	0	0
> 2km and < 5km	0	4	0	5	0	1	2
> 5km and < 8km	0	0	0	3	3	2	0
> 8km and < 10km	0	0	0	1	1	2	0
> 10km	0	0	0	0	1	3	2
Total (absolute)	2	6	0	12	5	8	4
Total (%)	5%	16%	0%	32%	14%	22%	11%

Table 2: Model of Travel to get to Skate Park

Table 3 indicates that nine respondents stated that they were independent travellers, with a drivers licence. The majority of those surveyed, 25 respondents, indicated that they are independent travellers without a driver's licence.

What Travel Dependence Age Group are you?	No. Respondents	% Distribution
Independent, with driver's license +16yr	9	24%
Independent, no driver's license 10-16yr+	25	68%
Dependant, very young person, <10 yr	3	8%
Total	37	100%

Table 3: Travel Dependency

² The travel bands have been accessed as 'crow-fly' distance from the location of the respondents home suburb relative to the location of the Washington Way skate park, as such there is some variability on the actual distance travelled by the respondent.

³ One of the mode choices was phrased "skate / scooter", as the scooter part was not referred to as "push scooter" it is considered likely that a number of those who selected this mode and live outside the 5km distance band will have likely travelled by moped. As such the travel mode for moped was included during the survey analysis.

The expected duration of stay for all respondents, for those who drove to the skate park is shown in **Table 4**. The majority of all respondents indicated that they would stay at the skate park for more than three hours, indicating the popularity of the Washington Way skate park. Of the four respondents who drove to the skate park, one respondent indicated they would remain at the car park for under two hours; the remaining three respondents indicated they would stay at the skate park for under three hours.

Duration of Stay	All Respondents	Respondents Who Drove A Car
< 1 hour	0	0
< 2 hours	9	1
< 3 hours	11	3
> 3 hours	17	0

Table 4: Expected Duration of Stay at Skate Park

Each person surveyed was shown the proposed Sumner stake park plan, and asked if they were likely to use the facility. Of the 37 respondents, 28 indicated they were interested in using the facility, which included the four respondents who drove to the skate park.

4.2 Summary

Based on the results of the Washington Way skate park survey, about 10% of the skate park users drove by car to the facility. These individuals parked for a period of two to three hours.

If the moped drivers were considered as a potential car driver, this would increase the potential proportion of patrons driving to the facility to 25%.

5. Future Changes to the Transport Network

5.1 The Christchurch Coastal Pathway

The Christchurch Coastal Pathway is shared use facility proposed between Ferrymead Bridge and Sumner. The key intention of the Coastal Pathway, is the support for an “active community”, which is relevant to the proposed skate park development. Work on the pathway is proposed to integrate with or be additive to rebuild works along the route. The route is proposed to link with the Rapanui – Shag Rock Cycleway, with is one of the 13 key cycleway routes proposed by CCC.

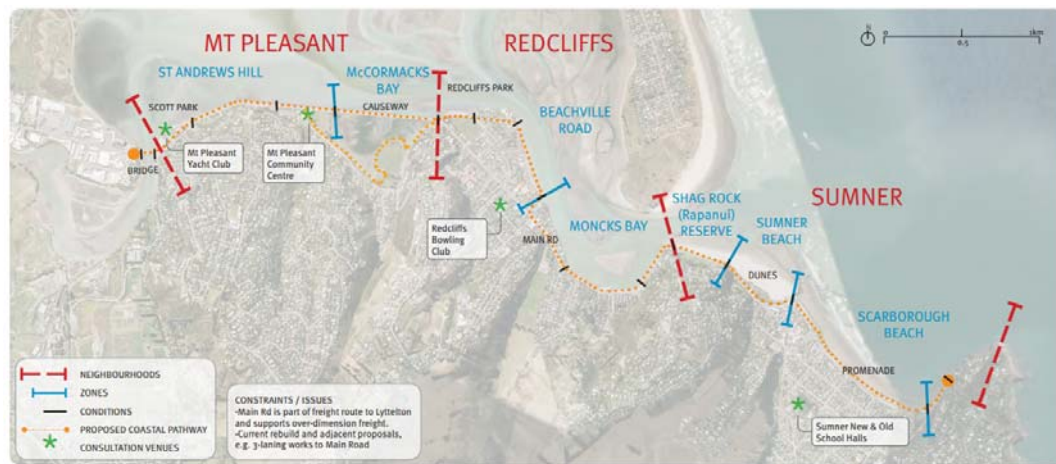


Figure 7: Christchurch Coastal Pathway, Image Source Christchurch Coastal Pathway Group

The Coastal Pathway will provide improved accessibility for locals and visitors to travel to and from Sumner by non-motorised travel. While an existing footpath already runs alongside the site, the proposed shared-use Coastal Pathway will permit the use of bicycles, skateboards, push scooters and other non-motorised forms of transport to directly access the site.

At the time of writing the Coastal Pathway along the causeway crossing is nearing construction completion. The Beachville Road section of the Coastal Pathway was endorsed by the Hagley/Ferrymead community board in December 2014.

5.2 Sumner Village Master Plan

The master plan was adopted by CCC in August 2014 and forms part of the Council’s Suburban Centre Programme. Confirmation of funding and an implementation timetable is yet to be confirmed. The following projects are anticipated within the vicinity of the site:

- Marriner Street / Wakefield Avenue enhancements;
- The Esplanade: Esplanade streetscape and open space enhancements, closing off the Esplanade between Marriner Street-east and Stoke Street; and
- Shared space streets on Marriner Street-east and Burgess Street.

6. Proposed Development

Levi's approached CCC in 2014 with a proposal to fully fund a skate area for a community in Christchurch. Following discussions with CCC, it was established that there was a skate provision deficiency in the Sumner community. Scarborough Park, opposite the corner of the Esplanade and Marriner Street was selected as the proposed site due to it being indicated in the Sumner Village Master Plan as a possible area for this activity.

The proposed design, as indicated in **Figure 8** of the skate park is aimed at the beginner to intermediate user level for skater, scooter users and freestyle BMX cyclists. The proposed skate park is anticipated to cover about 700m² of land within the Scarborough Park.



Figure 8: Proposed Skate Park Sumner (Image Source Christchurch City Council / Baseplate)

There is no vehicle access or new parking proposed as part of the project. Vehicle access to this area of Sumner is provided via the Esplanade. Parking demand generated by activity will use the existing on-street parking supply.

7. Expected Traffic Effects

7.1 Expected Traffic Generation

Since the published sources of traffic generation information do not include skate park uses, the traffic generation rate has been calculated from the Washington Way survey. Over the two hour survey period nine patrons drove to the facility by car or moped. A further eight got a lift; as such the traffic generation demand for this mode can be counted twice as there was a vehicle movement to and from the facility. In total, over the two hour period the traffic generation demand was about 25 vehicle movements. This represents an hourly traffic generation of about 13 vehicle movements per hour (vph).

The Washington Skate Park has an area of about 4,500m² and the average traffic generation rate (two-way) during the survey period was about 0.3 vehicles per hour per 100m² site area.

Based on an hourly traffic generation rate of 0.3vph per 100m² site area, the Sumner Skate Park would generate about two vehicle movements per hour on average.

For the purpose of this assessment, the hourly traffic generation has been assessed as being about 10% of the daily traffic generation. On this basis, the proposed Sumner skate park facility could generate about 20 vehicle movements per day.

The peak number of skate park users at the Washington Way skate park during the two hour survey period has been estimated as 45. This represents a user demand rate of about 1.0 skate park users per 100m². A user demand spot survey was also undertaken at Thomson skate park in New Brighton⁴. A skate park demand of 20 users was recorded at the Thomson skate park, which covers about 1,500m² of land which represents a user demand rate of about 1.3 skate park users per 100m². The latter rate is expected to be comparable with the usage at Sumner and has been adopted for this assessment.

The number of skate park users will vary widely across the day and depend on weather conditions. The typical number of users is expected to be about ten but peak demands in the summer will be higher. For the purposes of this assessment, a peak demand of 25 users has been adopted.

7.2 Expected Parking Demand

The Washington Way skate park survey indicated that 10-25% of users could generate a parking demand. With 25 skaters, this represents a peak parking demand for three to six spaces. Although the average duration of stay at the Washington Skate Park was three hours, it is expected that the average duration of stay for users driving to the Sumner Skate Park will be less than this because of its smaller size.

Both the potential parking demand and duration of stay are considered to be conservative because the proposed Sumner skate park will meet a local area skate park demand and a high proportion of users will travel by skateboard. Since the size and technical challenges

⁴ The user demand spot survey at Thomson skate park was observed at 1:30pm, Saturday 23 May 2015.

of the proposed skate park will not provide the same level of attraction as the Washington Way skate park for older riders, it is expected that the park will be more attractive to the young independent travellers who will not generate a parking demand. Accordingly, it is expected that users from nearby communities will travel by bus.

7.3 Expected Transport Effects

The expected peak traffic generation of the skate park, 20 vehicle movements per day, is low. Even if the daily traffic generation was several times larger, it would still be considered a low traffic generating activity. This is equivalent to the typical daily traffic generation of two to three residential dwellings. On this basis, it has been concluded that the traffic generation of the skate park is unlikely to be noticeable within the existing traffic volumes.

The existing parking demands along the Esplanade are very variable both through the week and across the year. The parking demands on the Esplanade are generated by a variety of activities including surfing, swimming and walking on the beach. Peak demands typically occur during the summer and when there are good surf conditions. With this level of variability, it is considered unlikely that the additional demand for three to six parking spaces would be noticeable.

8. Christchurch City Plan

8.1 Transportation Rules Compliance

The Skate Park will be constructed on land that lies partially within the Conservation 1A (Coastal Margin) zone and partially within the road reserve. The City Plan does not include specific parking requirements for activities within Conservation Zones.

The Skate Park does not naturally fit any of the activity types listed in the City Plan for which minimum parking requirements have been specified. The Skate Park activity is considered to be most consistent with the types of activity anticipated in an Open Space 1 Zone which provides for neighbourhood recreation uses including playground equipment and small structures. In particular, it has been noted that some Open Space 1 Zones may contain community facilities of value to the local neighbourhood and the Skate Park fits this description. The City Plan does not require any parking for this type of activity because it is expected that the primary users will walk to the activity.

With no parking being required, no specific vehicular access would be required and the general transportation rules of the City Plan would not be applicable.

If the Skate Park was considered to be a District wide facility, then it would be more consistent with the activities anticipated in an Open Space 2 Zone. Under this zoning, the Skate Park could be considered as “Places of Entertainment – Sports Courts” or “places of Entertainment – Sports Fields”. The skate park would require about 18 parking spaces if it was treated as a “Sports Court” and two spaces if it was treated as a “Sports Field”.

As noted earlier, neither description is consistent with the Skate park activity and a demands based analysis is considered more appropriate. Based on the travel survey information from the Washington Skate Park, the Sumner Skate Park could generate a demand for up to six parking spaces. Since the proposal does not include the creation of any new parking spaces, this demand will need to be met by the existing on-street parking supply.

Based on local observations, the existing on-street parking provisions along the Esplanade are sufficient to meet the parking demands on all but the busiest days of the year when there will be an on-street parking demand on the adjacent side streets. It is considered that the additional demand for parking that could be generated by the Skate Park is unlikely to be noticeable against this background.

9. Conclusions

Based on the analysis described in this report, the following conclusions can be made in respect of the proposed skate park at Scarborough Park:

- The average daily traffic generation of the skate park is expected to be about 20 vehicle movements per day;
- The traffic generation will vary with the day of week, season and weather conditions. Even if the traffic generation was several times higher on a single day, this would still be considered a low traffic generating activity and would not be noticeable to other road users;
- The expected peak parking demand of the skate park is three to six spaces with a typical duration of stay of three hours;
- Since parking demands on the Esplanade are highly variable, even during the summer, it is considered unlikely that the additional parking demand from the skate park would have any noticeable effects.

Overall, it has been concluded that the traffic effects associated with the Skate Park proposal are unlikely to be noticeable against the existing transport environment which shows high levels of variation from day to day and across the year. On this basis, the Skate Park proposal can be supported from a transportation perspective.

Traffic Design Group Ltd

Appendix A

Skate Park Questionnaire

Question	Answer	Respondent 1	Respondent 2	Respondent 3	Respondent 4	Respondent 5
1 How did you get here?	Walk					
	Skate / scooter					
	Cycle					
	Bus					
	Passenger in car (got a lift)					
	Drive					
2 What suburb do you live in?	Sumner					
	Clifton					
	Richmond Hill					
	Scarborough					
	Taylors Mistake					
	Redcliffs					
	Other (please specify)					
3 What travel dependence age group are you?	Independent, with driver's license +16					
	Independent, no driver's license 10-16+					
	Dependant (very young person, <10)					
4 How long will you stay at the Skatepark today?	Less than 1 hour					
	Less than 2 hours					
	Less than 3 hours					
	More than 3 hours					
5 Washington Way skatepark only: Would you use the proposed skatepark in Sumner? (refer to drawings)	Yes					
	No					

(Continued from front page)

The need for a skate area was identified and locations discussed in the Council Skateboarding, Inline Skating and Freestyle BMX Cycling Strategy (2004) and Sumner Village Master Plan (2013), see links:

- <http://resources.ccc.govt.nz/files/SkateboardingStrategy-docs.pdf>
- <http://resources.ccc.govt.nz/files/TheCouncil/policiesreportsstrategies/SuburbsRejuvenationProgramme/2013/SumnerVillageMasterPlan2013.pdf>



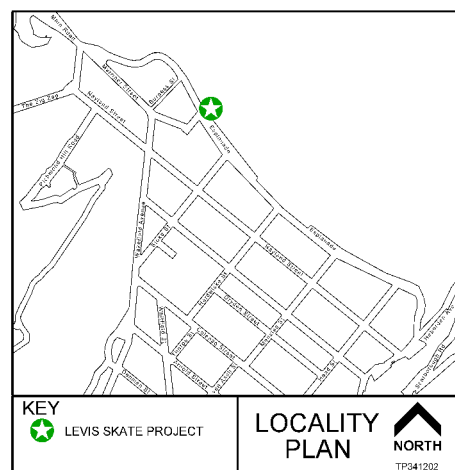
The key objectives of this project are:

- To provide a skate area for younger children who are of beginner to intermediate level for skateboards, bikes or scooters.
- To provide a space for children who are unable to travel independently outside of the area to go skating, and who wish to learn some basic skills before moving onto a full skate park facility.
- To integrate the area into the surrounding landscape with appropriate planting.
- To follow CPTED guidelines (Crime Prevention Through Environmental Design) in the design process.

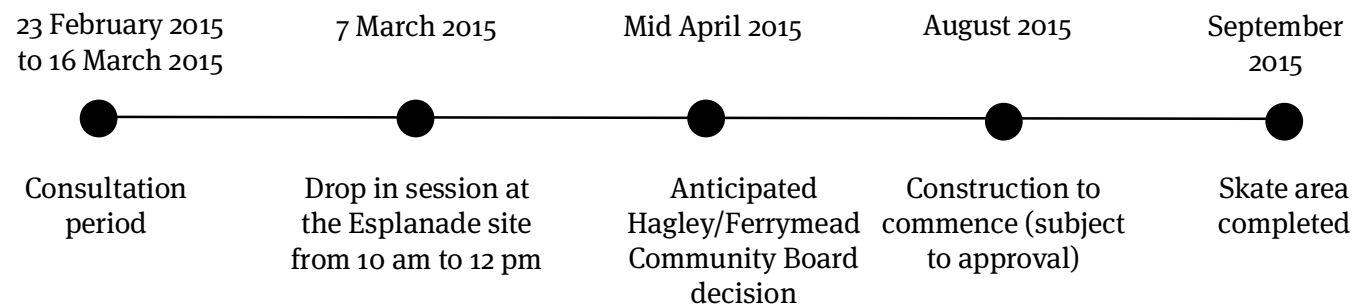
Landscaping

- Low level landscape planting will provide screening of the paving, but still allow good visibility.
- The skate area itself will not sit any higher than the existing vegetation along the esplanade, so will not affect any existing views from housing opposite the area.

If you have any comments in regard to this project, please complete the attached form and return it by Monday 16 March 2015.



Timeline



haveyoursay

www.ccc.govt.nz/haveyoursay

Tara King
 Consultation Leader
 Christchurch City Council
 PO Box 73011
 Christchurch Mail Centre
 Christchurch 8154
 Phone (03) 941 5938
 Email tara.king@ccc.govt.nz

If you wish to comment on the plan, please complete the enclosed freepost form and return by 5pm on 16 March 2015.



ELEC08/4598

have your say

February 2015

Levi's Skate Project, Sumner



Why

Levi's have been funding skate areas for local communities around the world, with successful projects in both India and South Africa. They now have funding available to build a beginner to intermediate skate area in Sumner. Levi's have selected Sumner as their preferred option for a skate park in Australasia due to it being mentioned in both the 2004 skate strategy for Christchurch and the Sumner Village Master Plan. The cost to build this skate area would be funded entirely by Levi's.

The purpose of this consultation is to find out whether the community support or do not support the construction of the Levi's Skate Project in Sumner. A choice in the location of this skate area is not part of this consultation.

The analysis of this consultation feedback will then be reported to the Hagley/Ferrymead Community Board, who will then decide if this project will go ahead, and if so, approve the design.

Where

The location for the proposed Levi's Skate Project is the grassed area opposite the corner of the Esplanade and Marriner Street in Sumner, near the public toilets. See map and concept plan. (Continued on back page)



haveyoursay

www.ccc.govt.nz/haveyoursay

Drop in session:

The project team and Levi's representatives will be available to answer any questions.

Date: Saturday 7 March 2015

Time: 10 am to 12 pm

Location: At the esplanade site where the skate area is proposed (if wet it will be held in the foyer at Sumner School)

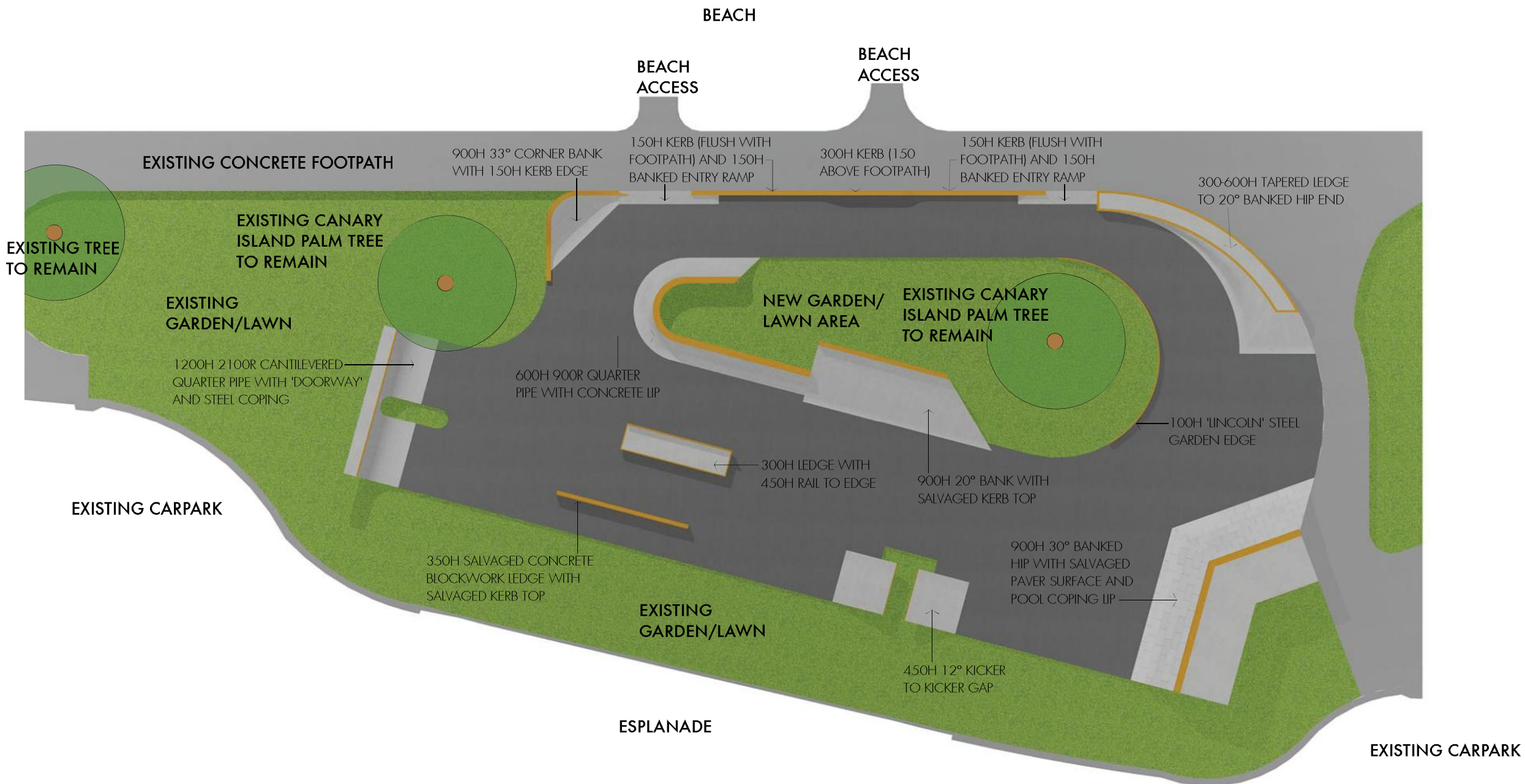
Please ensure that your comments reach us by 5pm on 16 March 2015.

You can comment by:

- Returning the enclosed freepost form
- Visiting the Christchurch City Council's 'Have Your Say' website: www.ccc.govt.nz/haveyoursay

If you wish to discuss any aspect of this plan or process please contact:

Tara King, Consultation Leader
 Phone (03) 941 5938
 Email tara.king@ccc.govt.nz



PROPOSED LAYOUT PLAN

scale - 1:200 @ A3

FOR PUBLIC CONSULTATION

DO NOT SCALE FROM PLANS
 WRITTEN DIMENSIONS TAKE PRECEDENCE
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BASEPLATE
 baseplate.com.au
 phone: 0412 126 512
 ABN: 16 359 514 595
 29 Palmerston Street
 West Footscray VIC 3012



SKATEBOARDING COLLECTION

No.	DATE	REVISION	BY
A	07.02.15	Revised page layout for public consultation	DVW
-	28.01.15	Schematic design for client review	DVW



SUMNER SKATEPARK SCHEMATIC DESIGN
PROPOSED LAYOUT PLAN
 SUMNER
 NEW ZEALAND

SUMNER SKATEPARK SCHEMATIC DESIGN
 LEVI'S - SKATEBOARDING IN NEW ZEALAND

REF: 1342 REV: A
SD.104

STANDARD COUNCIL/COMMUNITY BOARD/COMMITTEE REPORT

Title of Report:	Levi's Skate Project Sumner			
Meeting of:	Hagley/Ferrymead Community Board			
Date of Meeting:	5 May 2015			
Date Required by Democracy Services:	1 April 2015			
Community Board Consultation:	Needed:	Y	Complete:	N
Public Excluded	N if PUBLIC EXCLUDED the section below MUST be completed			
REASON UNDER ACT	SECTION	PLAIN ENGLISH REASON		WHEN REPORT CAN BE RELEASED

No of Attachments (must be cited in report): Five

- Description of Attachments:**
1. Consultation Feedback form (TRIM 15/166580)
 2. Consultation Public Information Leaflet (TRIM 15/166346)
 3. Methods Used to Inform Stakeholders (TRIM 15/342347)
 4. Landscape Concept Plan for Board Approval (TRIM 15/376038)
 5. Attachment 1 to clause 8 of the Hagley/Ferrymead Community Board Agenda 89 May 2013 p.18-20 (TRIM 15/354118)

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	Megan Carpenter Recreation Planner - Greenspace		23 March 2015
	Tara King, Consultation Leader	T. King	23 March 2015
Approved by Finance Manager	Jason Rivett		23 April 2015
Approved by Unit Manager	Andrew Rutledge Parks		28 April 2015
Approved by General Manager	Michael Aitken Culture, Leisure and Parks		29 April 2015

LEVI'S SKATE PROJECT SUMNER

		Contact	Contact Details
Executive Leadership Team Member responsible:	General Manager, Culture Leisure and Parks	N	
Officer responsible:	Unit Manager, Parks	N	
Author:	Megan Carpenter, Recreation Planner – Greenspace Tara King, Consultation Leader	Y	DDI: 941 6761 DDI: 941 5938

1. PURPOSE AND ORIGIN OF REPORT

- 1.1 This report has been prepared following the Hagley/Ferrymead Community Board seminar on Monday 16 February 2015. At this seminar, the Community Board were provided with information on the concept plan for a skate area at Scarborough Beach Park, (opposite the corner of the Esplanade and Marriner Street in Sumner), prior to public consultation.
- 1.2 The purpose of this report is to seek the Hagley/Ferrymead Community Board's approval for;
 - 1.2.1 A skate area at Scarborough Beach Park (opposite the corner of the Esplanade and Marriner Street in Sumner).
 - 1.2.2 The landscape concept plan, (refer **Attachment 4**).

2. EXECUTIVE SUMMARY

- 2.1 Council research and strategy information confirms that there is a need for a skate area in the Sumner area. The Sumner Village Centre Master Plan (SVCMP) refers to Scarborough Beach Park (P1.2.3 in the Plan) as an area where a variety of activities could be provided along with a safe play area, such as a skate park or public art project. The Sumner Village Centre Master Plan also stated that further engagement with the community on a suitable feature or installation would assist in creating a good outcome for the site.
- 2.2 Levi's representatives approached the Christchurch City Council with an offer to fund a skate area in Sumner. The Christchurch City Council currently does not have any funding available to construct a skate area in Sumner, or to construct anything else at this site.
- 2.3 In light of Levi's proposal consultation has been carried out to ask the community if they support or do not support a skate park at the P1.2.3 site.
- 2.4 Submission themes from the consultation included:
 - 2.4.1 From those who do support the proposed Levi's Skate area plan, the themes relate to the importance of keeping children active, the health of those using the skate area, the need for a skate area in Sumner, how skating fits with the current Sumner activities, the location, the success of the existing temporary community skate ramp and the enhancement of the Esplanade.
 - 2.4.2 From those who do not support the proposal, the themes relate to loss of greenspace, noise, litter, antisocial behaviour, parking and traffic congestion, change of use, loss of property value, proximity to homes, maintenance cost, disabled access, location, skate park availability, effects on other Sumner Village Centre Master Plan projects and consenting regulations.

3. BACKGROUND

- 3.1 This decision is considered to be of medium significance in relation to an assessment of the criteria in the Christchurch City Council Significance and Engagement Policy.
- 3.2 In accordance with section 76 of the Local Government Act 2002, this report contains:

- 3.2.1 Sufficient information about the options and their benefits and costs, bearing in mind the significance and limited nature of the decision; and,
 - 3.2.2 Discussion of the community engagement process that has been carried out, which will assist the Community Board to determine and consider the views and preferences of affected and interested parties bearing in mind the significance of the decision.
- 3.3 The need for a skate facility in the Sumner/Redcliffs area has been recognised since 2000.
- 3.3.1 Demand was first identified in Sumner/Monck's Bay Area Profile Research (2000) and reconfirmed in the Hagley/Ferrymead Leisure Parks and Waterways Study (2003).
 - 3.3.2 The Skateboarding, Inline Skating and Freestyle BMX Cycling Strategy (2004) also notes there is gap in provision of skate facilities in the Sumner area with local research identifying there was a demand.
 - 3.3.3 The Hagley/Ferrymead Community Board allocated funding in the 2004/05 financial year for investigations and planning for a skate park, however a suitable location for the facility could not be identified at that time, and the funding was subsequently lost.
 - 3.3.4 In November 2009 a report was presented to the Hagley/Ferrymead Community Board for approval of a concept plan of a bike and skate area in Barnett Park, with strong opposition from some of the community. The Board resolved that the matter lie on the table until the Board had opportunity to visit the sites considered for a bike and skate facility in the Sumner/Redcliffs area.
 - 3.3.5 The site selection process considered 15* sites within the Sumner/Redcliffs/Mount Pleasant Area. This included Sumnervale Reserve, Finnsarby Reserve, Wakefield Reserve No. One, Wakefield Reserve No. Two, St Leonards Park, Bernie Hansen Reserve, Scarborough Park, Scarborough Beach, Sumner Croquet Club, Beside the Sumner Surf Club, Sumner Coronation Gardens, Shag Rock Reserve, Barnett Park, Beachville Reserve, McCormacks Bay and Redcliffs Park. There were also discussions held with Sumner School and Redcliffs School. The suitability of each park within the area was evaluated according to a range of selection criteria including; visibility, natural surveillance/multiuse area, zoning, proximity of neighbouring properties, topography, space/size, compatibility with other users, traffic, accessibility and shops and other facilities. During this process six sites were deemed possible which included St Leonards Park, Sumner Croquet Club, Scarborough Beach, Barnett Park, McCormacks Bay and Redcliffs Park. Barnett Park was deemed the most suitable at that time.
 - 3.3.6 Following the site visit the Hagley/Ferrymead Community Board requested that further consultation be carried out on the concept plan for the bike and skate area at Barnett Park. The consultation was to be carried out by a consultant independent to the Council. Consultation was proposed for October/November 2010, however this was impacted upon by the September 2010 Earthquakes. Consultation was placed on hold and it was proposed to begin in March 2011, the February Earthquake halted this process as well as the project due to no further funding being available.
 - 3.3.7 Demand still exists within the Sumner/Redcliffs community for a skate facility. There is currently a temporary ramp located in Sumner Village and there was previously a scooter park operating out of the old New World car park in Redcliffs using wooden jumps made by local volunteers. These jumps have been relocated to Redcliffs Primary School at Van Asch College and are well utilised.
- 3.4 Information from the 2013 Census suggests that there are a high number of children in Sumner in the 0-14 years age group in comparison to the Christchurch average

* Report notes 15 sites, however site selection documentation references 16 sites as listed.
TRIM 15/54202

(Christchurch's average is 17.82 percent compared to Sumner at 21.42 percent). Mount Pleasant has a similar percentage of children in this age group to Christchurch.

- 3.5 Representatives from Levi's approached Christchurch City Council in October 2014 with a proposal to build a skate park in Christchurch to the value of \$180,000. They have funded similar charitable projects in local communities worldwide in South Africa, India, Bolivia and America.
- 3.6 Council staff held phone conversations with the Levi's representative discussing existing skate provision gaps within Christchurch and skate parks that need renewing in November 2014. Levi's had a desire to deliver a new permanent community space, rather than a renewal and they identified Sumner as their preferred location as Sumner is highlighted in the Skateboarding, Inline Skating and Freestyle BMX Cycling Strategy 2004 as an area deficient of facilities.
- 3.7 Council staff indicated Scarborough Beach Park (opposite the corner of the Esplanade and Marriner Street) due to it being indicated in the Sumner Village Centre Master Plan as a possible area for this activity. Scarborough Beach Park is a central location, the space interacts with the Coastal Pathway, has appropriate visual surveillance and suitable associated facilities such as toilets, litter bins and a water fountain.
- 3.8 Levis sought information on the following three sites, with Council staff providing information as below;
 - 3.8.1 Marine Hotel Site, 26 Nayland Street, Sumner. This land is currently in the red zone due to rock fall risk and Council do not own this land.
 - 3.8.2 Site south of Sumner Surf Club – Council does not own this land and it is sandy and unstable. This space also has two storm water outfall pipes that drain here. The Council have been in discussion with the Crown for the last 18 months and a lease document for new toilets adjacent to the surf club and surrounding land is awaiting signatory from the Crown. The lease is granted by the Lessor to the Lessee for purpose of housing the Lessee's Approved Building and maintaining the land only.
 - 3.8.3 Sumner Croquet Club, 42 Wakefield Ave, Sumner. This land is currently in the red zone due to rock fall risk.
- 3.9 The Sumner Village Centre Master Plan outlines this space as an area that may be suited to a skate park. The goals of the Master Plan are around:

Community wellbeing, culture and heritage: "A range of fun, safe activities and events is available for all people to enjoy" and "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"

Economy and Business: "The role of recreation is supporting Sumner's economy is recognised and reinforced".

Built Environment: "The character and identity of the Village Centre is reinforced through positive design elements and features".
- 3.10 Play area in the Sumner Village Centre Master Plan:

The specific physical space identified in the Master Plan for a potential skate park is described in "P1.2.3" on page 40 of the Master Plan, under the heading "Open space enhancements and play area", as per the following project description: This sub-project involves the creation of additional public open space that results from the renewal and redesign of the Esplanade and public facilities in conjunction with a Christchurch Coastal Pathway. A variety of activities and landscape elements could be investigated alongside this sub-project, including opportunity for a highly visible, accessible and safe play area (for

example, skate park or public art project) on the Village side of the sea wall. Further community engagement for a suitable feature or installation will increase the opportunity to create a good outcome for the site".

3.10.1 The intention underpinning P1.2.3 is to increase the amenity values of the area (which include use and enjoyment) and the connection between the Village centre and the beach (which include visual and activity connections). The project also intends to support economic, recreational and social opportunities that will arise in Sumner, post-earthquake recovery and revitalisation. Staff consider that a skate area is consistent with the project intention.

3.10.2 P1.2.3 received a confident level of submitter support during public consultation period on the Draft Master Plan, which was held in 2012. Of the 205 submitters to the Draft Plan, 73 percent signalled their support for P1.2.3. Submissions were in support of the Esplanade play area (e.g. play equipment, children's skate park or public art project) and not specifically in support of a skate area. **Attachment 5** provides more detail around the comments and staff views on the submissions. A number of submitters listed the project as one of the 'best aspects' of the Master Plan.

3.10.3 Due to funding becoming available from Levi's specifically for a skate area, the current consultation process has provided "further community engagement" as anticipated by the Master Plan (see the quote from page 40 above).

3.11 The Christchurch Coastal Pathway Concept Plan also has relevance to the proposed skate area, which sits within the 'Scarborough Beach' zone under the Concept Plan. The overall vision for the Coastal Pathway is "a necklace of jewels connecting communities". A key intention of the Coastal Pathway, which is relevant to the skate park, is the support for an "active community". This is explained on page 14 of the Concept Plan which states: "The pathway can connect, create and encourage activities which draw the community to the coastal edge."

3.12 The link between the Sumner Village Centre Master Plan and the Coastal Pathway Concept Plan, in proximity to the site of the proposed skate facility, is currently illustrated by P1.4.2 Marriner Street – east viewing platform. As there is sufficient space to accommodate both the skate area and the viewing platform, this link is still possible. It should be noted that the Sumner Village Centre Master Plan states on page 2 that "there is no binding commitment on the Christchurch City Council to proceed with any actions detailed in the document". The Council's spending priorities are reviewed frequently, including through Council's Annual and Long Term Plan (LTP) processes. All decision as to whether or not a Council-funded action will commence remain with the Council.

3.13 With respect to land management and zoning, Scarborough Beach Park is a Regional Park located adjacent to The Esplanade, Sumner and runs from Cave Rock to the Sumner Lifeboat Ramp. The proposed site for a skate park is located in Scarborough Beach Park, (opposite the corner of the Esplanade and Marriner Street in Sumner). The park parcel that is Reserve 3549 and is part of Scarborough Beach is recreation reserve subject to the Reserve Act 1977. Part of the proposed skate park is located in Scarborough Beach and part is located on legal road. In the Christchurch City Plan the recreation reserve is Conservation 1A (Coastal Margin).

3.14 A skate park landscape concept design was drawn up by Darren White who was involved in previous skate park design in Christchurch including Washington Way Reserve Skate Park. Emphasis was placed on designing the skate area into the existing environment including retaining the existing canary island palm trees, without any adverse effects on these trees and minimising the impact to any of the existing vegetation.

The proposed skate area will be aimed at beginner to intermediate user level for skaters, scooter users and freestyle BMX cyclists. The design has obstacles that are creative in design and material makeup. The area of the skate park is approximately 570 square meters and the highest point being 1200 millimetres.

4. COMMENT

CONSULTATION

- 4.1 Consultation was carried out to find out whether “Yes – I/We generally support the plan”, or “No – I/We do not generally support the plan”, and a section was provided for further comments. Consultation with the public was undertaken from Monday 23 February until Monday 16 March 2015. Some late submissions were accepted after this date. The feedback form is included in **Attachment 1**.
- 4.2 The public information leaflet (included in **Attachment 2**), outlined why Council was asking for public feedback, where the proposed skate area is in Sumner, the objectives of the project and provided a timeline for the project. A choice in the location of the skate area was not included as part of this consultation, because of the identification of the P1.2.3 site in the Sumner Village Centre Master Plan. This was in order to set realistic expectations; the aim was to focus the consultation on whether the community supported the project or not at this location, as opposed to where a skate area should be built. This does not prevent submitters from being able to suggest other locations or that this information will not be considered or discussed. A number of submissions were received that refer to other locations. Submitters could also provide any other comments, or views about the use of this site if they wished, as there was room for general comments on the proposed plan in the submission form.
- 4.3 Public information leaflets (1,025 copies) were delivered to residents and businesses in Sumner via hand delivery, post and email. These leaflets were also available from the Sumner Community Hub, the local supermarket in Sumner, Linwood Service Centre, Shirley Service Centre, New Brighton Library and Civic Offices.
- 4.4 A summary outlining methods used to inform stakeholders about the project, including the use of signage, social media and the public drop in session (included in **Attachment 3**).
- 4.5 At the close of Wednesday 18 March 2015, 1,006 submitters provided comments on the project.
 - 4.5.1 A petition was also received from a group opposing the proposed Levi’s Skate Area Project Plan. This contained 323 signatures of which 46 of those had also made an individual submission, three people had signed the petition twice, one signature had been crossed out and still counted and one had been recorded with only a comment and no name, signature or contact details. Where addresses were provided on this petition some also contained addresses of properties located outside of Christchurch.
 - 4.5.2 A submission was also received from the Committee of a Body Corporate located on Marriner Street who state they represent the owners of 49 Apartments. This group are not in support of the skate area.
- 4.6 The number of submissions has been recorded as below.

Type of submission	Number of submissions. Yes – I/We generally support the plan	% of Yes	No – I/We do not generally support the plan	% of No	Not indicated	Total
Council submission form	849	84%	152	15%	5	1006
Petition			323			

- 4.7 All submissions have been provided to the Hagley/Ferrymead Community Board members and are made publicly available (without names/addresses for privacy reasons) on the Council project information page electronically at

<http://www.ccc.govt.nz/CCC.Web.ProjectInfo/cityleisure/projectstoimprovechristchurch/projectinformation/projectsearch/projectview.aspx?projectid=4776>

- 4.8 Submissions on this project have come in from all over Christchurch, New Zealand and overseas. There were 447 submissions from Sumner and of these 370 submitters generally supported the proposal, with 75 submitters who do not generally support the proposal and two submitters from Sumner did not indicate a preference. As a percentage 83 percent generally support the proposal and 17 percent do not generally support the proposal.
- 4.9 The responses provided can also be broken down further, in relation to submitters who were located along the Esplanade. Of those properties there are 26 (51 percent) who generally do support the project and 25 (49 percent) who do not generally support the project.

Origin of submission	Yes – I/We generally support the plan	% of yes	N/I We do not generally support the plan	% of no	Not indicated	Total
Sumner	370	83%	75	17%	2	447
Esplanade properties	26	51%	25	49%	0	51
Outside of the above areas	465	85%	76	14%	3	544
Anonymous submissions	14	93%	1	1%	0	15
					Total (excluding Esplanade)	1,006

- 4.10 The common themes from the consultation from those who **do support** the proposed Levi’s Skate Area Plan are in relation to the importance of keeping children active, health of those using the skate area, the need for a skate area in Sumner, how skating fits with the current Sumner activities, the location, the success of the existing temporary community skate ramp and the enhancement of the Esplanade.

4.10.1 Keeping children active.

“A skate park close to the Esplanade in Sumner provides local and visiting children with a place to meet and be physically active in a free range way, that will not only promote their physical/mental health, and their long term resilience, but also showcase to the world the attributes and dynamics of a flourishing community” (submission 8).

4.10.2 The health of those using the skate area.

“The reasons for making this submission are to promote the reduction of adverse environmental effects on the health of people and communities and to improve, promote and protect their health pursuant to the New Zealand Public Health and Disability Act 2000 and the Health Act 1956. The CDHB’s vision is to promote, enhance and facilitate the health and wellbeing of the people of the Canterbury District” “The CDHB supports the proposal for a beginner and intermediate level skate park in Sumner funded by Levi’s. The skate park would provide a great recreational opportunity for the local community and visitors” (submission 1005).

4.10.3 The need for this skate area in Sumner.

“I recently dug through my old files to find a letter I'd written to a local paper. Asking for a skate ramp in Sumner I wrote "I feel that Parks and Recreation spend a great deal of time and money on beautifying the environment, as even I can appreciate, however it is recreational sport we require. I was 12 years old when I wrote this. I am now 37. I have two children of my own, and am still waiting on something to be

done". I now live in Queenstown and regularly visit the Arrowtown skatepark with my children (submission 543).

4.10.4 How skating fits with the current activities in the area.

"I think that this would be a great attraction for Sumner and complements the surfing and beach activities" (submission 61).

4.10.5 The location.

"The location was also frequently criticised at Saturdays consultation and it was suggested the area beside the new Sumner Surf Club would be more suitable. I have to disagree entirely. This skatepark will be a positive feature of our village, having it in close proximity to the village and the surf beach will enhance the positive impact it will have on the community. If the park is hidden away from view then the positive impact of the skate park will be ignored. I think a prominent location for the park will be a key factor in its success. The temporary timber ramp in the village green is an example of that. There are always people using the ramp and atmosphere is positive" (submission 38).

4.10.6 The success of the existing temporary community skate ramp.

"The kids of Sumner not only deserve something like this, but have proved themselves through the mini ramp on the village green. This has been training wheels for the Kids to prove to the community that no trouble will evolve from having something like this in our community" (submission two).

4.10.7 Enhancement of the Esplanade.

"The Esplanade is already a fantastic place to go for outdoor enjoyment. Having more playgrounds/skate park etc. at points along the length of it could only enhance it further" (submission 57).

4.11 The common themes from the consultation from those who **do not support** the proposal are in relation to loss of greenspace, noise, litter, antisocial behaviour, parking and traffic congestion, change of use, loss of property value, proximity to homes, maintenance cost, disabled access, suggestions for an alternative location, skate park availability, consenting regulations and effects on other Sumner Village Centre Master Plan projects. These are discussed in more detail below and are followed by a staff response.

4.11.1 Loss of greenspace.

There were submissions received that related to concern around the loss of greenspace if a skate area was constructed, as this area is used for picnics. There were 18 submissions that mentioned this area being used as a picnic area "The proposed location for the Levi's Skate Park, is an idyllic little green, where my family, friends and I have spent time having picnics" (submission 67), and there were six submissions mentioning that this area is not used as a picnic area "It is a beautiful space, but it is not often used for recreation/picnics as there is plentiful greenspace/beach near-by" (submission 328). So there are conflicting comments around the current use of this area. There were two submissions that commented that there would still be sufficient space to accommodate the skate area and those having picnics. The area to the left of the skate area on the concept plan is to remain a grassed area.

The proposed area of greenspace for the Levi's skate project is approximately 570 square metres. Along the Esplanade there is approximately 6,930 square metres of greenspace that could be used as picnic space. If the construction of the skate area was to go ahead as per the original concept plan, it would equate to approximately eight percent loss of the total greenspace available along the Esplanade.

4.11.2 Noise.

There were submissions received relating to concerns around the noise that the skate area would generate. "The noise levels produced from these parks are totally unacceptable for a peaceful suburb and will especially be concentrated up Clifton Hill - as if there are not enough problems up there already" (submission 173).

One of the most common misperceptions about skate parks is that the noise created by their users will upset the community; The Urban Grind – Skateparks: Neighbourhood Perceptions and Planning Realities (2005) documents profiles of two concrete skateparks and control parks in Portland, USA. They took noise reading in order to determine if skateparks are noisier than other park facilities. Peak noise levels averaged 70 decibels when 50 feet (15 metres) from the skate park. Beyond 200 feet, sounds were drowned out by other noises. Based on the readings it was found that sound levels are no louder than other parks uses such as basketball courts and children playing on playground equipment and noises such as traffic passing by.

Council staff from the Environmental Compliance team have also confirmed that they are not aware of any noise complaints in relation to either St Albans Park skate area or Bishopdale Park skate area. Both of these skate areas are located across the road from residential properties. They also confirmed that they have not received any noise complaints in relation to the home made wooden skate ramp that has been built in a private property located on the Esplanade in Sumner.

4.11.3 Litter.

There were submissions relating to concern about the increase in litter. "I dislike the idea of it becoming a run down cheap and gimmicky place where its natural beauty and serene environment will be polluted with noise and rubbish from people intent on copying the culture of places such as LA" (submission 68). There are a number of existing litter bins located along the Esplanade for use by users of the skate area. The area would be monitored and if there was an increase in litter then a request could be made to investigate installing further litter bins.

4.11.4 Antisocial behaviour.

There were submissions received from residents who were concerned about antisocial behaviour involving vandalism, graffiti and alcohol or drug consumption occurring. "History shows any skateboard facility can attract some elements of society more interested in causing mischief than simply having fun, including vandals and taggers (submission 431). An effectively designed and appropriately sited skate park is a hub of positive activity. When a skate park is correctly integrated into a community and used regularly, positive culture overcomes negative behaviours because skate park users establish a sense of ownership and privilege. Christchurch has a number of community based skate parks which do not have records of the anti-social behaviour that is commonly referred to. An example of this would be St Albans Skate Park and Bishopdale Skate Park.

Along the Sumner Esplanade there is also currently an alcohol ban (Alcohol Restrictions in Public Places Bylaw 2009) – From 7pm each Thursday night and applies until midnight at the end of each Sunday night; and from 7pm on 31 December to 7am on 1 January for New Year's Eve.

The Christchurch City Council Cruising Bylaw 2012 also prohibits cruising on the Esplanade in Sumner until the control of the Council on Thursday, Friday, Saturday and Sunday nights each week, and on the night before a statutory holiday, from 1pm to 5am on each of those nights.

Local community workers in Sumner and a business located directly beside the existing temporary community skate ramp in the Sumner Village have also confirmed that this ramp has not been a significant issue in relation to noise or antisocial behaviour.

4.11.5 Parking and traffic congestion.

Some submitters were concerned with parking and traffic congestion becoming worse. "Already we have major problems with traffic and parking in the summer months. This will only add to it" (submission 173). The skate park is designed for beginner to intermediate skateboarding; therefore it is anticipated that the predominant use will be from the local community. This skate area is not on the scale of a skate facility such as Washington Way, which users travel to use from across Christchurch. People visiting the Sumner area may also use the skate park as part of their visit to other already existing attractions in Sumner.

4.11.6 Change of use.

Submissions were also received in relation to the change of use for the proposed skate area. "As there is a change of use in activity for this site has the Resource Consent process been followed" (submission 283). The proposed location on the Esplanade is partly recreational reserve and skate, scooter or freestyle BMX activities are all recreational activities. This change in usage supports public demand. The part that is legal road is not currently used as formed road, so there is no change in this respect.

4.11.7 Loss of property value.

There were some submitters who were concerned about a loss of property value "this skateboarding facility will significantly alter the nature of that site for all current users, adversely impact the quality of life of nearby residents, and potentially reduce property values" (submission 435). This is difficult to ascertain. Property prices are generally increasing in Christchurch due to lack of supply. Having an additional recreational activity may also encourage young families to purchase in this area and increase demand. In Prebbleton some homes are separated only by a fence to a newly installed skate area, house prices do not appear to have decreased.

4.11.8 Proximity to homes.

Submissions were also received in relation to the proximity of the skate area to residential homes. "The proposed skate park is sited about 10 metres from the nearest property borders across the road. I'm told that on both sides of the Marriner Street there are numerous residential property plans on the five or six residential sites. I cannot believe that these will proceed should the skate park proceed on that site. Who is going to buy a \$1.5 million apartment or townhouse 10 - 15 metres from a skate park" (submission 332). There is no prescribed distance for a skate park from residential areas. Currently a road exists between the resident's houses and the intended site of the facility. Motor vehicles travelling along this road are like to cause more noise than the skateboards using the facility.

It is not unusual to place a skate area across the road from residential housing; this is also the case for St Albans skate area and Bishopdale skate area (both are approximately 35 metres away from the nearest residential property, with a street between the park and residential property). Also in Prebbleton (approximately 15m away from nearest residential property) where a new skate area has been built, that is only separated by boundary fences of residential properties. In order to meet Crime Prevention Through Environmental Design (CPTED) guidelines it is important that the site selected has a good level of informal surveillance.

A local Councillor from the Selwyn District Council provided his views on the success of the Prebbleton Community Park project which include a skate area comparable to the proposed Levi's skate project.

As with the proposed Levi's skate area project there were a number of residents who were concerned about noise and antisocial behaviour, however now that this skate area has been constructed and is operational anticipated concerns around noise and antisocial behaviour have not materialised. The site was initially busy as those out

of the area visited the new skate area, but once they realised the small scale of the skate area it became more of a local attraction.

4.11.9 Maintenance costs.

Some submitters were concerned about ongoing maintenance costs if this project went ahead. "I would suggest the ongoing costs of maintenance will be surprising large given the constant calls from locals you will get demanding you remove the tags" (submission 468) There is not a lot of maintenance associated with skate areas due to maintenance of concrete being reactive. There may even be a cost saving to Council due to a reduction in lawn mowing costs.

4.11.10 Disabled access and safe crossing area.

There were submissions received in relation to the skate area compromising the disabled access and safe crossing area. "This is predominately a pedestrian area and to put this in the middle of it would create many problems with access to the toilets and flow along the road side footpath as it appears this is cut off at either side of the skatepark and will stop any wheelchair access to the toilets and ramp over the seawall" (submission 533). The construction of this skate area will not prohibit the use of the existing wheelchair ramp access to the waterfront. The amended plan now incorporates a separated pathway that then links up to the existing disabled access.

4.11.11 Suggestions for an alternative location.

There were a number of submitters who suggested an alternative site. "I like the concept, offer but not the site. Given we can't use the old marine pub site I think it is best by the new surf club/RSA building" (submission 162). Site selection information is discussed within section three of this report. The most popular suggestion for an alternative site is next to the Sumner Surf Lifesaving Club which is discussed in 3.8.2. Council do not have funding available to build a skate area in Sumner and the current plan which Levi's will fund is specific to the Esplanade site. Considerable time and money would need to be spent to create a new proposal in a different location. It should also be noted that Levi's are not interested in branding or naming the skate area. However, if the project proceeds Council staff would like to ensure a small plaque is installed at the site to acknowledge where the funding came from and for historical marking purposes.

4.11.12 Skate Park availability.

Some submitters were concerned about the skate area being used all through the night. "Certainly do not support the skate park which will lead to late night gatherings of noisy youths and seriously detract from the peaceful community" (submission 212). As no additional lighting will be provided, it is not envisaged that this asset will attract use after dark.

4.11.13 Consenting regulations.

Some submitters commented that the proposed plan should require a building and resource consent. At the time of preparing this report staff now understand that the current concept landscape plan for the proposed Levi's skate area does not require building consent but will require a resource consent.

4.11.14 Effects on other Sumner Village Centre Master Plan projects.

Some submitters are concerned that the construction of the skate area will prevent any future projects that are also referred to in the Sumner Village Centre Master Plan from commencing. "This area (P1.2.3, SVCMP, p.40&41) is linked closely to the Marriner Street-east viewing platform (P1.4.2, SVCMP, p.46) and locating the Levi's skate project on P1.2.3 butts up completely to P1.4.2 (as I read and view the SVCMP)" (submission 866). The Marriner Street-east viewing platform (P1.2.3) also

appears along the Esplanade near the area proposed for the skate area. At this stage funding has not yet been allocated to progress the viewing platform. However if funding were to become available and the community supported the construction of a viewing platform, there is still sufficient space, (with a five metre clearance and no further loss of trees) available to allow for this to happen.

4.12 Community led venture.

A submission discusses the idea of developing this proposal as a community led venture, with a Community Skate Park Trust, with this project being carried out with or without support from Levi's. "Develop this proposal as a Community led venture. i.e. set up a Community Skate Park trust whereby all the community can be engaged in the Skate Park and its development – this could be with or without Levi's support" (submission 1004).

This alternative funding proposal is untested and could be unlikely to be progressed very quickly. There is no commitment at this stage and it is just an idea. It would be expected that site selection through this approach will draw similar responses from those residing nearby. The Council are currently involved in a similar approach for play equipment for Merivale Reserve. The site was preselected prior to consultation as an existing gap was identified and there was only one park available. The plan has been approved through the Community Board following consultation. The community are currently fundraising and have achieved approximately a third of what is required over a six month period.

4.13 The changes below have been made following community feedback. This has resulted in the final landscape concept plan for Board approval[†].

4.13.1 In order to retain the existing safe crossing area along the Esplanade and to link this with the existing disabled access, a sealed pathway has been added to the plan. This will also assist in separating the skate area from members of the public who do not wish to use the skate area.

4.13.2 Green coloured concrete has been incorporated into part of the design of the skate area to assist in blending the area into the existing surroundings.

4.13.3 Seating has been added to the plan under the existing trees to the area near the sea wall side of the skate area, in order to provide a shaded area to promote being sun-smart and to allow for parents and caregivers to supervise.

4.14 As per Council policy, once constructed this skate area will also become a smoke free area, and signage will indicate this. All other aspects of the plan remain unchanged.

4.15 Since the Sumner Village Centre Master Plan was adopted by the Christchurch City Council, staff have completed the P6 Sumner Design Guidelines. This reference material will be used for any landscaping associated for the proposed Levi's skate project.

4.16 A summary letter has been sent to all submitters, together with the plan for Community Board approval, and details of the Community Board meeting, including how to request speaking rights and where to view all the submissions (with names and addresses removed for privacy reasons) on the Christchurch City Council website

4.17 If the proposed Levi's Skate Project landscape concept plan and the location is approved it is expected that construction would be completed by September 2015. The Community Board will be kept up to date with the progress of the construction.

[†] The Board has a delegation from Council to "approve the location of, and the construction of, or alteration or addition to, any structure or area, and the design of landscape plans for the same, on reserves, parks and roads, provided the design is within the policy and budget set by the Council".

5. **LEGAL CONSIDERATIONS**

The Board has received a letter that suggests a decision to approve the project would be open to challenge by way of judicial review. The Board has received legal advice, which is privileged, addressing the issues raised in that letter. The body of this report addresses legal considerations for the Board that include its delegated authority to make a decision, the view a resource consent is required for this project, the consultation and decision-making process that has been, and is being, followed, in accordance with the requirements of the Local Government Act 2002, and the reserve and legal road status of the proposed skate park area. The Board should consider all submissions and deputations received in relation to this matter with an open mind and make a decision accordingly.

6. **FINANCIAL IMPLICATIONS**

- 6.1 Funding for the build of the skate facility will come from Levi's. There is no future funding available in the draft Long Term Plan 2015-2025 to build this skate facility or to explore any other options for the site. Note: There is an unfunded project in the draft LTP that was for Sumner Master Plan Open Space Projects which proposes a budget for a skate park/play area.
- 6.2 Funding for the pathway will be from the 2015/16 hard surface renewals budget.
- 6.3 Funding for the furniture will be from the 2015/16 neighbourhood parks new furniture budget.
- 6.4 Installation of the skate area would reduce the mowing cost for this area, estimated to be a \$119.58 annual saving. This would offset any other marginal increases required for maintenance.

7. **OPTIONS**

The Community Board has the following options to consider:

- 7.1 Approve that a skate area be installed at Scarborough Beach Park (opposite the corner of the Esplanade and Marriner Street in Sumner) and approve the landscape concept plan for the skate area (refer **Attachment 4**).
- 7.2 Decline to approve a skate area being installed at Scarborough Beach Park and thank Levi's for their generous offer.
- 7.3 That the Community Board encourage residents to lobby the Council for funding for a skate area in another location in Sumner and/or for funding for one of the alternative options from the Sumner Village Master Plan for this site (e.g. play equipment or public art project).

8. **STAFF RECOMMENDATION**

It is recommended that the Hagley/Ferrymead Community Board approve

- 8.1 That a skate area be installed at Scarborough Beach Park (opposite the corner of the Esplanade and Marriner Street in Sumner).
- 8.2 The landscape concept plan for the skate area (refer **Attachment 4**).

Levi Sumner Skate Park

Landscape Assessment

1st July 2015

Landscape Character

The site is located on an existing open space and is a popular entry point to the promenade on the water front. The existing site consists of a lawn surrounded by a range of exotic succulents and local stone; this is characteristic of the wider landscape pattern along the Esplanade stretching from Cave Rock to the Scarborough playground. This planting palette is a special part of Sumner's character which is further reflected through its inclusion in the design guidelines for the "Sumner Village Centre Master Plan".

Landscape Proposal

The landscape proposal for the skate park retains this special character, particularly along the road edge by retaining existing succulents of good quality and supplementing these with additional succulent species. Due to the nature of the site, non-spiky, hardy succulents have been selected. The height of these plants have been chosen to retain the views from the residential houses along the street, to retain visibility into the skate park for safety purposes, and to provide some greenery around the hard surfaces of the park.

The central area of the skate park has been planted primarily in hardy, low lying grasses and ground cover with large areas of bark. This is an area that is likely to receive high levels of foot traffic and knocks from park users. The low planting enables easy visibility across the park by users.

Native plants have been selected for this site where appropriate, such as the carex testacea and scleranthus biflorus, however the strong plant palette of the wider landscape make succulents the more appropriate species. With respect to assessment matter 4.2.7c (Volume 3, Part 4), there are no concerns in regards to the exotic species that have been selected. Given the highly modified nature of this strip of coastline and the low levels of native biodiversity in the area, the continued planting of succulents in this site is considered appropriate.

With respect to assessment matters 4.2.7a (iii), (iv) and (xi) (Volume 3, Part 4) the biological significance of the site in relation to native species is low. While native species are present near the site and along the Esplanade the dominant species are exotic. For this reason, and other reasons described above, it has not been considered appropriate to plant native plants in significant quantities.

Landscape Mitigation

Use of Materials:

- Local stone is used to retain the rock garden effect that exists in the site and along the Esplanade.
- Premium bark is to be placed in the garden beds to minimise the impact of - and help enable - foot traffic or other impacts on the gardens.

Plant Materials:

- A number of succulents and shrubs are to be removed that are of low quality.

- Succulents are the primary plant species to ensure that the existing landscape character is retained.
- Retaining existing trees, particularly the Canary Island Palm Trees, helps retain the balance of the site and is in keeping with other tree species in the immediate vicinity.
- A grassed area will provide an amenity area for park users as well as help offset the large amount of concrete in the skate area.
- Hardy species have been selected to suit the coastal conditions, require minimal maintenance and are resilient to the knocks and impacts from their close proximity to the skating area.
- The selected plant species align with the design guidelines of the "Sumner Village Centre Master Plan".

Visual Amenity:

- Visual dominance of the skate park will be minimised by retaining a roadside planting palette that is consistent with rest of the street.
- The height of the plants help retain existing views for residents along the street as well as retaining visibility into the skate park for safety purposes.
- Where possible, taller plants help to mitigate the dominance of skate jumps.
- The use of a plant palette that is consistent with the wider landscape assists the skate park to blend with its surrounding environment.
- Maintaining a limited plant palette consolidates the site while retaining its character with the surrounding area.

Landscape Character:

- Use of succulent species and local stone help retain the existing landscape character.

Effect

Overall, it is my opinion that the effect of not planting native species will be less than minor.

7 August 2015



Our Reference: 14229

Christchurch City Council
PO Box 73013
Christchurch
Attention: Helen Bealey
Email: helen.bealey@ccc.govt.nz

Dear Helen,

RE: RMA92030074 RESPONSE TO REQUEST FOR FURTHER INFORMATION

Further to your request for further information of the 17 July, I respond as follows:

1. Waterway Setback

Further to your request for further clarification on the coastal setback, the applicant has asked Katherine Hall, Technical Support and Approvals Officer, Assets and Network Unit, Christchurch City Council, to determine the location of the 20 metre setback from the mean high water springs line. A copy of the site plan is attached as **Appendix 1**. Ms Hall has determined that the site is located at least eight (8) metres from the setback and therefore the setback provisions are not triggered by this proposal.

2. Noise

Marshall Day have provided additional noise information that includes a review of the effectiveness of existing fences and a review of the proposed mitigation measures for addressing nighttime noise. Please find a copy of this additional information attached as **Appendix 2**. The following is a brief summary of their findings:

In response to the request for further information, Marshall Day has revisited the height of fences on the immediately adjacent residential neighbours. This information has been applied to the noise modelling and has determined that the predicted noise environment for 50 Esplanade will be 48 – 49 dB L_{Aeq} within the most exposed outdoor areas of the site and 49 – 52dB L_{Aeq} for 58 Mariner Street. The Marshall Day report states that the development standards will only be marginally exceeded for the Mariner Street address.

The applicant has proposed a mitigation measure, in the form of irrigation to manage the nighttime noise environment. The use of sprinkler systems to discourage use of skate parks has been successfully used in a skate park in Hobart located in a residential area to discourage evening use. The use of the sprinklers will ensure that the skating surfaces are wet and the users of the park will recognize them as being slippery. It is noted that the irrigation can be intermittent, depending on the season, to maintain an un-skateable surface and to reduce the potential for pooling of water on site. Therefore, the applicant would like to propose a condition of consent providing for intermittent irrigation on the site to discourage night-time use of the site, as follows:

“that a programmed irrigation system provide intermittent irrigation of the skate park area from 10pm each night”

Marshall Day notes that with the sprinklers in place *“our concerns over adverse night-time noise effects are addressed. We now conclude that there will be essentially no night-time noise effects as a direct result of use of the skate park”*.

Further, it is proposed that the Council will initiate a community led development of rules for the use of the proposed skate park. The community have already developed such rules for the current temporary skate boarding facilities and these have been effective in managing this facility. Details of the rules of use for the existing temporary skate facility are provided in **Appendix 3**. The resulting rules will be written up on a sign and erected on site to ensure that all users of the site are aware of the guidelines for use of the park.

Overall, it is noted that the daytime noise will comply with the Development Noise Standards within the outdoors areas of all neighbouring properties, with only one exception. Further, it is considered that the proposed irrigation measures, in combination with community led guidelines for the use of the park will ensure that any nighttime use is minimal. Overall, it is considered that any noise effects will be less than minor.

3. Dust Mitigation

It is understood that the issues associated with dust mitigation have been discussed and resolved in house. However, the applicant wishes to confirm that the proposed mitigation measures, outlined in **Appendix 4**, are acceptable.

4. Stormwater and Wastewater infrastructure

The applicant is aware of the location of infrastructure on site, and will proceed with the development appropriately.

Yours faithfully

PLANZ CONSULTANTS LTD



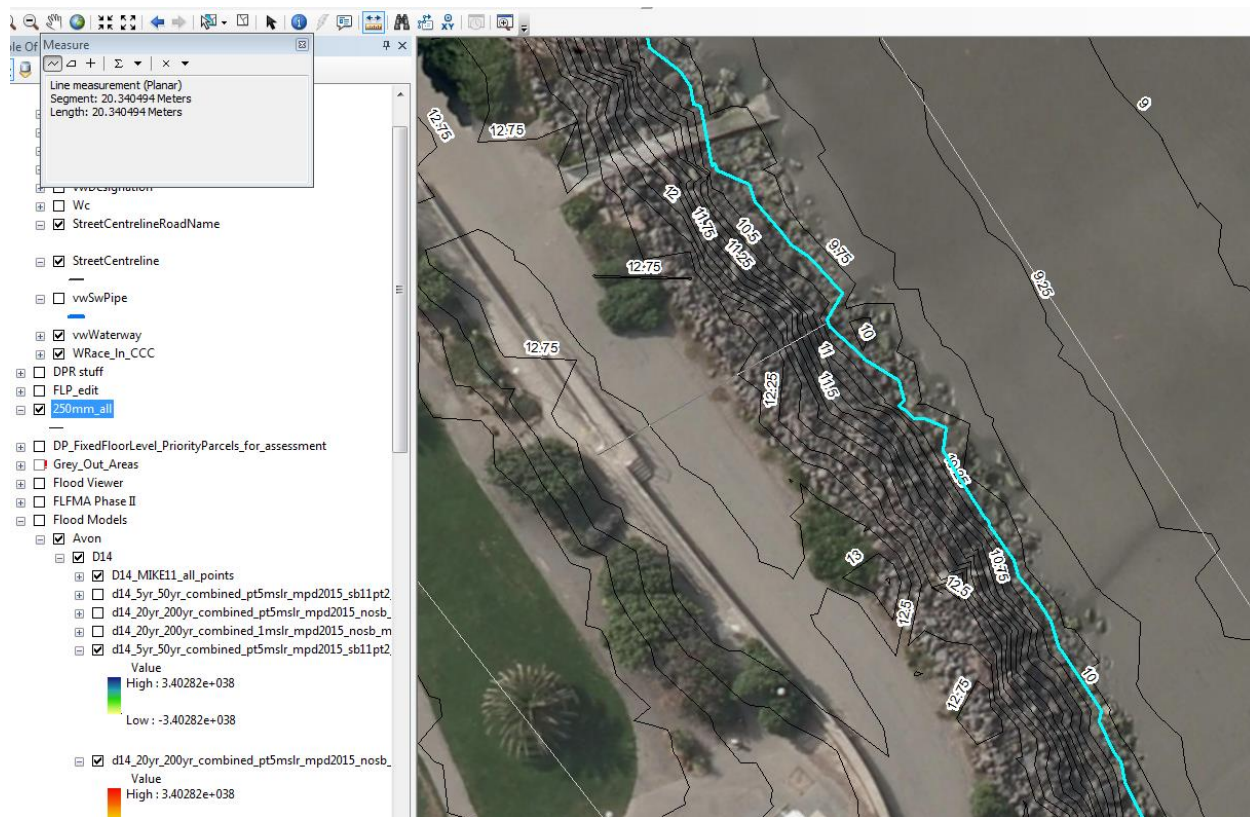
Jane Anderson

PLANNER

DDI: 964 4632

Email: jane@planzconsultants.co.nz

Site Plan with 20m coastal setback from the mean high water springs line



Appendix 2

Marshall Day Report



Proposed Conditions for Dust Mitigation

1. The development associated with excavation/filling shall proceed in general accordance with the information submitted and plans lodged, and entered into Council records under land use consent number RMA 92030074.
2. Prior to the commencement of the earthworks pursuant to this consent the consent holder shall appoint a site supervisor who has the responsibility to ensure that compliance with conditions of this consent are observed at all times.
Contact details of that person shall be sent to:
 - a. All properties that immediately adjoin the application site prior to the commencement of earthworks.
 - b. Environmental Compliance Unit (Christchurch City Council) - envresourcemonitoring@ccc.govt.nz —with at least 5 working days prior to the commencement of any earthworks or construction activity.
3. All filling and excavation work is to be carried out in accordance with an Erosion and Sediment Control Plan (ESCP).
The ESCP is to be designed by a suitably qualified / experienced person (civil engineer, environmental engineer) and a design certificate shall be provided as well. The approved ESCP is to be implemented on site during the construction phase and no works are to commence until such time as the ESCP has been approved. The performance criteria for the ESCP, unless directed by Council through the subdivision engineering approval process, will be based on ECAN's Erosion and Sediment Control Guidelines (2007). <http://www.ecan.govt.nz/Our+Environment/Land/ErosionAndSediment/ErosionSedimentControlGuidelines.htm>.
4. No work shall commence on site without an Engineering Completion Certificate (IDS – Part 3, Appendix VII), signed by an appropriately qualified and experienced engineer, in respect to the Erosion and Sediment Control measures required to be put in place / constructed. The Certificate is to assure that all of the approved measures have been installed in accordance with the ESC Plan. The Certificate shall be sent to the consent planner.
5. A Traffic Management Plan will need to be prepared, approved and implemented for this construction activity. Activities on any road should be planned so as to cause as little disruption, delay or inconvenience to road users as possible without compromising safety. The TMP shall be submitted to, and accepted also by the Traffic Management Coordinator at Christchurch Transport Operation Centre (or CTOC). For more advice or details the CTOC Traffic Management Coordinator can be contacted via e-mail at tmc@ccc.govt.nz. For details regarding ways to submit the TMP please refer to www.tmpforchch.co.nz.
6. No work, with the exception of dust and sediment control, shall be undertaken on Sundays, Public Holidays, or outside the hours of 7.00 am to 6.00 pm Monday to Friday and 8.00 am to 6.00 pm Saturday without the Council's prior consent.
7. Adequate dust control measures must be in place at all times so as to minimise any nuisance to neighbouring property. Appropriate equipment is to be available on site at all times and used whenever required. The road to and from the site, close to the entrance area are to remain tidy at all times. These will need to be regularly monitored and swept (or vacuumed) if necessary at the end of each day.
8. Noise from excavation and traffic (on site machineries / trucks) must be limited to comply with requirements of NZS 6803 "Acoustic – Construction Noise" (See Table 3, page 11 from NZS 6803).
9. Any change in ground levels is not to cause a ponding or drainage nuisance to immediate surrounding environment (Road area).
10. All loading and unloading of trucks with excavation or fill material is to be carried out within the subject site.

11. At the end of the works all bared surfaces shall be adequately top-soiled and vegetated as soon as possible to limit sediment mobilisation.
12. Any surplus or unsuitable material is to be disposed of away from the site to a council approved destination.
13. At the completion of the earthworks operations, any public road, footpath, landscaped areas or service structures that have been affected / damaged by contractor(s), consent holder, developer, persons involved with earthwork development or vehicles and machineries used in relation earthworks / construction works shall be reinstated to CSS on the expense of those identified as above and to satisfaction of subdivision engineer.

7 August 2015

Christchurch City Council
c/- Planz Consultants Ltd
PO Box 1845
Christchurch 8140

Attention: Jane Anderson

Dear Jane

SUMNER SKATE PARK - ADDITIONAL INFORMATION

We write to confirm additional noise information on two issues with respect to the proposed Sumner Skate Park. This letter should be read in conjunction with our report Rp 001 R02 2015263C dated 1 July 2015.

Effectiveness of existing fences

Item 2 of a request for further information from Council dated 17 July 2015 questions the likely noise reduction of the road boundary fences at the two most affected properties.

We have revisited the skate park to re-measure the height of each fence, and the ground height of the two properties. We have then rechecked our computer model, and predicted noise levels at several locations within the most exposed outdoor areas of each of the two properties.

As part of this checking, we realised that our original predictions were based on a receiver position immediately outside the fences. The reported noise levels therefore included a reflection off the fence, resulting in noise levels about 3 dB higher than would normally be reported in this situation.

The results of our checking and remodelling can be summarised as follows:

- 50 Esplanade. We originally predicted 59 dB (L_{Aeq}) immediately outside the boundary fence. The fence is solid timber, 1.8m high, and the ground level around the house is essentially the same as the road level. Our model shows noise levels of **48 - 49 dB L_{Aeq}** within the most exposed outdoor areas of the site (the SE corner),
- 58 Mariner. We originally predicted 57 dB (L_{Aeq}) immediately outside the boundary fence. The fence is corrugated iron, 1.6 m high, and the ground level ramps up from road level by approximately 500 mm at the house. Our model shows noise levels within the east-facing outdoor areas of **49 - 52 dB L_{Aeq}** .

On this basis, predicted daytime noise levels in the most affected outdoor areas of these two properties comfortably comply with the critical standards, and only marginally exceed the development standard at one of the two properties. In addition, the ambient noise level in the area is reasonably high, both from traffic and sea noise.

Night-time noise

As discussed, we understand that Council are proposing to extend the existing irrigation system in this area, to provide sprinklers that can be programmed to come on prior to 10 pm. This will ensure that the skating surfaces are wet, and skaters will recognise them as being slippery. We are satisfied that this mitigation will ensure that the skate park does not get used at night.

With the sprinklers in place, our concerns over adverse night-time noise effects are addressed. We now conclude that there will be essentially no night-time noise effects as a direct result of use of the skate park.

Summary

Daytime noise levels will comply with the Development Noise Standards within the outdoor areas of all neighbouring properties, with only one minor exception.

The proposed sprinklers will ensure that there is no night-time use of the skate park.

Overall, we conclude that any noise effects will be less than minor.

Yours faithfully

MARSHALL DAY ACOUSTICS LTD



Stuart Camp
Principal



Proposed Sumner Skate Park Interim CPTED Review

This report has been requested by the Resource Consents Planner, to provide comments on CPTED considerations with respect to the proposed skate park at The Esplanade, Sumner. Consideration has been given to the way in which the design addresses CPTED principles, and to any potential issues relating to antisocial behaviour, gatherings of young people and associated noise.

The review has been conducted in accordance with Crime Prevention through Environmental Design (CPTED) principles and methods. However, a full CPTED assessment has not been undertaken and the report is to be considered in this context.

1 Site Assessments

Site assessments were carried out Tuesday 18 August 2015, from 2.30 to 3.45pm and from 8.30 to 9.30pm.

Weather during the afternoon visit was fine and cool. Moderate pedestrian activity was noted in and around the site. Only legitimate activity was observed. Several truck drivers stopped to use the toilets during the assessment period. Activity within the site related to people passing through, rather than activity that focussed on the site. Vehicle movements on The Esplanade were moderate to light.

Potential entrapment/concealment zones were noted within established plantings to the rear and street-side of the public toilets. The gravel pathway adjoining the northern end of the site lies between mature plantings and enjoyed little oversight from either the street or the promenade.

Rubbish was noted lying within the established plantings throughout the site and surrounds. The rubbish did not include drug paraphernalia nor did it suggest sexual activity had occurred. Several empty alcohol containers were found on the ground. It was noted that most of these were not typical of other sites in Christchurch where youth drinking occurs, in that wine bottles and more expensive beer brands were found. The only graffiti observed was two "tags" within the female toilet cubicle. The site did not appear to benefit from strong community ownership and appears underutilised. The site and surrounds felt safe to be in.

Weather during the night time visit was fine and cold. No activity was noted in the site and only one person jogging along the promenade was seen. One car was parked on the street near the site and vehicle traffic was very light.

Lighting levels throughout the site varied from an average of 40 lux at the horizontal plane (readings taken at one metre from light standards) to 0.3 lux in the grassed area between the eastern-most Canary Island palm and the gravel footpath to the north. Readings throughout the grassed area ranged from 0.3 lux to 5 lux.

There was a light onshore breeze during the afternoon and evening assessments. The tide was approximately half out during the afternoon and almost fully in during the evening. Waves on both occasions were small. However, the dominant sound at the site was that of the roar of waves. It was noted that this elevated level of ambient noise was untypical of the quiet of residential areas throughout Christchurch that are not located near the coast.

2 Discussion

It is not possible to comment fully on the application and impact of CPTED principles to the design and at the site, before a full assessment is carried out. However, the following points are offered:

- The site generally provides good opportunities for natural surveillance, although several potential concealment areas were noted surrounding the site. These are caused either by plantings and/or strongly contrasting light near the lighting standards and can be mitigated by trimming vegetation. It is noted that effective CPTED requires layering of complementary strategies and therefore natural surveillance opportunities alone will not provide sustainable safety outcomes.
- The concept drawings suggest that access within and around the site will be safely and appropriately managed in the context of public space. One concern is the footpath next to the road that does not continue to join up with the footpath to the north of the site. This may lead to confusion and to pedestrians who are walking in a northerly direction choosing to continue their journey through the skate park. This may cause them to come into conflict with skateboarders.
- Clear boundaries also appear to be provided for, although further resolution of the design will make this clearer. There is little evidence of active community ownership of the site at

present and the new skate park can be expected to positively engage sections of the community to take positive ownership of the facility, providing the design creates full opportunities for this to occur.

- The design also suggests that the completed skate park will have important features of a quality environment. However other considerations such as finishing details, supporting collateral and maintenance will be required.

With regard to potential issues around antisocial behaviour and noisy gatherings of young people, other similar facilities in Christchurch have not attracted significant unwanted behaviour and activity. The key point is that the skate park is designed for beginner and intermediate skateboarders and cyclists, the majority of whom will be children and younger teenagers. The children, in particular, will often be accompanied by parents, and will not use the facility after dark. Another point is the relative remoteness of the skate park from the main population areas of the city, when compared to other skateboarding facilities that are available. It can therefore be expected that most users will live locally and evidence shows that this is likely to increase their sense of ownership and respect for the park. This respect has been demonstrated at the temporary ramp in Sumner.

It is probable that there will be initial wide interest in "trying out" the skate park when it first opens and that older skateboarders, from other parts of the city, may be present for a period of weeks. This may be accompanied by some unwanted behaviours. This initial interest can be expected to wane, as will any accompanying issues.

The ambient noise levels from the proximity of the sea can be expected to mask much of the sound of routine activity on the site.

The low light levels at night will make use of the park difficult and unsafe. It can be reasonably expected that night time activity will be very limited because of this. The alcohol ban and no cruising zone that are in place will further limit the attractiveness of the area to those who might cause disturbance.

It is my opinion, given the available information, that the effects of the expected activities intended to take place at the skate park will be less than minor.

Recommendations

- 1 That a full CPTED assessment is undertaken in the near future, to fully inform the design team of the safety context of the skate park and surrounding areas. Also, that a CPTED advisor remains closely engaged with the design team throughout the development of the plans, to ensure optimal safety from crime and fear of crime, and safety from injury outcomes.

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