

Marriner Street-west and Wakefield Avenue Enhancements - consultation results (43 in total)

Support for the plan

30 Submitters (70%) generally support the plan

| No. | ID # | Address 2 | City         | I/We generally support this proposal | Full Comments   | Project Team Response  |
|-----|------|-----------|--------------|--------------------------------------|---|--|
| 1.  | 4    | Sumner    | Christchurch | Y                                    | <p>I am largely supportive.</p> <p>My two concerns relate to loss of car parking in the village as existing parks are full during busy periods</p> <p>My other concern relates to traffic flow on very busy hot days when the village can be a bottle nick &amp; whether thought has been given to this</p>   | <p>Thanks for your submission.</p> <p>Staff are currently investigating off street parking facilities in conjunction with the Sumner Community and Library Facility project.</p> <p>Through the design of the Master Plan the Project Team have been careful to minimise the impact on the existing parking provision. However to meet the objectives and vision of the local community for a pedestrian and cycle-friendly commercial centre, some parking has been removed. This loss of parking is to provide:</p> <ol style="list-style-type: none"><li>1. A Pedestrian focused environment through:<ol style="list-style-type: none"><li>a. Wider footpaths,</li><li>b. Areas for residents to meet and gather,</li><li>c. More pedestrian crossing facilities,</li><li>d. A slower speed environment and</li><li>e. A raised platform in the centre of the village.</li></ol></li><li>2. Improve landscaping through:<ol style="list-style-type: none"><li>a. Additional build outs to allow for more landscaping opportunities and so that hospitality businesses can utilise the public space.</li></ol></li><li>3. Improve cycling facilities through:<ol style="list-style-type: none"><li>a. A shared path and shared pedestrian / cycle crossing, to link local cycle ways with the Coastal Pathway, and</li><li>b. A slower speed environment to improve cycle safety and encourage model shift away from private vehicles.</li></ol></li><li>4. Lower vehicles speeds through:<ol style="list-style-type: none"><li>a. Frequent road narrowing through the use of build outs</li><li>b. Improved landscaping to visually narrow the road and create a village feel</li><li>c. Improved pedestrian crossing facilities to encourage vehicles to drive responsibly</li><li>d. A raised platform to reduce vehicle speeds and encourage interaction between pedestrians and vehicles</li></ol></li></ol> <p>Traffic flow has been considered as part of this project, which includes the use of traffic calming measures, and follows the Christchurch Transport Strategic Plan 2012-2042 which was adopted by Council following extensive consultation. This document is a vision for transport within the city. You can view this plan at <a href="http://www.ccc.govt.nz/assets/Documents/The-Council/Plans-Strategies-Policies-Bylaws/Strategies/ChristchurchStrategyTransportPlan2012.pdf">http://www.ccc.govt.nz/assets/Documents/The-Council/Plans-Strategies-Policies-Bylaws/Strategies/ChristchurchStrategyTransportPlan2012.pdf</a></p> |
| 2.  | 5    | Sumner    | Christchurch | Y                                    | <p>I generally support the proposal to make the village area more friendly to pedestrian traffic ...and the prospect of food outlets making better advantage of outdoor footpath dining</p> <p>I query the proposal to introduce parking limits to the whole of the marriner street portion. despite the limitations and reduction of carparking within the village, this is unnecessary. Currently residents, visitors, sumner beach visitors, and theatre patrons park in this area and no problems have been experienced. The road code indicates that these restricions will operate 7 days a week excluding public holidays. So, if someone, say, wants to spend the day at the beach, then these limits will not be supportive of resident recreation, should the prospect of ticketing be the case.</p> <p>It would be advantageous if Council vigorously pursued the prospect of securing land at the current location of the marine tavern to provide additional parking within the village precinct</p> <p>Part of this location (at the marine tavern site) would also admirably suit as the location for the skatepark which should be close to the village</p> <p>The relocation of the bus stop on marriner, close to the corner of nayland is silly. This stop is easily visible at this corner for beach users, and this can be seen on any sunny weekend day. By moving it</p> | <p>Thanks for your submission.</p> <p>We have amended the concept plan and are now proposing to update the parking restrictions, and have them operating between 9 am and 5 pm 7 days per week only (not the standard 8 am to 6 pm). Marriner Street, between Richmond Hill Walkway and Nayland Street (near the Community Centre) are now the only areas with parking restrictions, with a mix of P30 and P60.</p> <p>Staff are currently investigating off street parking facilities in conjunction with the Sumner Community and Library Facility project. Through the design of the Master Plan the project team have considered the impact on the existing parking provision. However to meet the objectives and vision of the local community for a pedestrian and cycle-friendly commercial centre, some parking has been removed. This loss of parking is to provide:</p> <ol style="list-style-type: none"><li>1. A Pedestrian focused environment through:<ol style="list-style-type: none"><li>a. Wider footpaths,</li><li>b. Areas for residents to meet and gather,</li><li>c. More pedestrian crossing facilities,</li><li>d. A slower speed environment and</li><li>e. A raised platform in the centre of the village.</li></ol></li><li>2. Improve landscaping through:<ol style="list-style-type: none"><li>f. Additional build outs to allow for more landscaping opportunities and so that hospitality businesses can utilise the road space.</li></ol></li></ol>   |

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|     |    |          |              |   | eastwards, it will become less visible to the huge number of beach visitors, and is likely to inhibit access to driveways at the proposed location   | <p>3. Improve cycling facilities through:</p> <ul style="list-style-type: none"> <li>g. A shared path and shared pedestrian / cycle crossing, to link local cycle ways with the Coast Pathway, and</li> <li>h. A slower speed environment to improve cycle safety and encourage modal shift away from private vehicles.</li> </ul> <p>4. Lower vehicles speeds through:</p> <ul style="list-style-type: none"> <li>i. Frequent road narrowing through the use of build outs</li> <li>j. Improved landscaping to visually narrow the road and create a village feel</li> <li>k. Improved pedestrian crossing facilities to encourage vehicles to drive responsibly</li> <li>l. A raised platform to reduce vehicle speeds and encourage interaction between pedestrians and vehicles</li> </ul> <p>We are no longer proposing to move the current bus stop on Marriner Street to outside 14 Marriner Street, it will instead remain in its current location.</p>  |
| 3.  | 6  | Sumner   | Christchurch | Y | Overall, I strongly support the proposed street enhancements in Sumner. I strongly support the proposed loss of parking, as it will give space for street-trees, bike parking, benches, and other street furniture. Furthermore, I support the proposed bus stop outside the pharmacy/fish'n'chip shop, as it will bring passengers much closer to the surrounding shops. Also, I strongly support the addition of cycle lanes, and am thrilled that on the Marriner St corner the cycle lane is grade separated from the traffic, preventing vehicles from cutting the corner. The proposed 30km/h speed limit around the selected areas is also strongly supported, as this will create a better pedestrian environment. However, I believe the flush median east of the Nayland St intersection should be solid (i.e. kerbing), as this could allow some planting in the centre, beautifying the harsh road aesthetic and enforcing the slow speed environment. I'd like to say thanks to the Council for pushing on with this master plan, as these proposed changes look like they will definitely make Sumner a more liveable community. | <p>Thanks for your submission.</p> <p>Extending the pedestrian island east of its proposed location would create a pinch point with the bus stop, the cycle lane, the vehicle lane and the island. This would be detrimental to cyclist and pedestrian safety.</p>   |
| 4.  | 7  |          | Christchurch | Y | <p>I generally support the plan to upgrade these streets.</p> <p>The only, but critical, aspect I do not support is that the proposed cycleway is located between the roadway and parked cars on Marriner St, Wakefield Ave, and Nayland St. This would require the frequent movements of short-term parked cars to cross the cycleway in order to access the vehicle lane in the road.</p> <p>A much safer arrangement would be to have the cycleway adjacent to the pedestrian footpath, with parked cars between cycles and the roadway. This is the typical arrangement in countries such as Denmark which have been pioneers of cycle safety.</p>   | <p>Thank you for your submission.</p> <p>Local cycle lanes are provided kerbside in locations where there is no parking, where parking is present the cycle lanes are provided between the parked vehicles and the vehicle lanes. This is in accordance with the Christchurch Cycle Design Guide, you can view the design guide here</p> <p><a href="http://www.ccc.govt.nz/assets/Documents/The-Council/Plans-Strategies-Policies-Bylaws/Strategies/ChristchurchCycleDesignGuidelinesWEB.pdf">http://www.ccc.govt.nz/assets/Documents/The-Council/Plans-Strategies-Policies-Bylaws/Strategies/ChristchurchCycleDesignGuidelinesWEB.pdf</a></p> <p>Cycle lanes are only located between parking and the kerb where there is a physical separation, such as the Major Cycle Routes. Placing the cycle lane between the kerb and parking where there is no separation would create risks to cyclist, such as cars parking partly / completely across a cycle lane or car doors being opened into the cycle lane with nowhere for the cyclist to go. The cyclist would be trapped between the car and the kerb. Where cyclists collide with car doors it often results in serious injury crashes.</p> |
| 5.  | 8  | Sumner   | Christchurch | Y |  | Thanks for your submission.  |
| 6.  | 9  | Sumner   | Christchurch | Y | I am delighted that Sumner is being spruced up, as it is looking very shabby at present. I would also like to thanks the council for letting us have the mobile library 4 times per week. It is a great service.   | Thanks for your submission. Your compliment has been passed onto the Council mobile library staff.   |
| 7.  | 10 | Sumner   | Christchurch | Y | <p>It looks great to us as a business. I think the purposed plan will bring a lot of live into the community.</p> <p>With the purposed extension on marriner, the businesses will have more foot traffic, which is great for local small scale businesses and local community.</p> <p>Sumner is a famous place for surf lovers, with the extension all the tourists will also like it.</p>   | Thanks for your submission.  |
| 8.  | 12 | Sumner   | Christchurch | Y | VERY POSITIVE OUTCOME  | Thanks for your submission.  |
| 9.  | 13 | Sumner   | Christchurch | Y | ALL GOOD   | Thanks for your submission.  |
| 10. | 14 | Mairehau | Christchurch | Y | THE SOONER THE BETTER, FULL MARKS  | Thanks for your submission.  |
| 11. | 15 | Sumner   | Christchurch | Y |  | Thanks for your submission.  |
| 12. | 16 | Bryndwr  | Christchurch | Y |  | Thanks for your submission.  |
| 13. | 17 | Sumner   | Christchurch | Y | Fantastic to see this progressing. It is hoped that the minority of Sumner residence that seem to be able to influence decisions agreed to by the majority don't affect this go ahead as they did with the "Skate Park" very disappointing outcome for this, actually makes on think what the hell no point in partaking in any village input, the old do gooders always stop progress THEN I think no got to keep fighting.   | Thanks for your submission.  |

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|     |    |         |              |   | Good luck Looking forward to a better, brighter, more loved village Thanks Tara for you're continued support & Paul of course.  |   |
| 14. | 18 | Sumner  | Christchurch | Y |   | Thanks for your submission.   |
| 15. | 19 | Sumner  | Christchurch | Y |   | Thanks for your submission.   |
| 16. | 20 | Sumner  | Christchurch | Y | <p>1. Keep trees / shrubs away from the pedestrian crossings. The line of sight of a motorise is such that pedestrians waiting to cross may not be visible to an approaching motorist on the same side. This applies especially to children &amp; people on a mobility scooter.</p> <p>2. Vehicles carrying dangerouse goods should not be travelling thru Sumner village to / from lyttelton. Use road / rail tunnel &amp; close it when such vehicles need to pass thru.</p>  | <p>Thanks for your submission.</p> <p>Sight lines in relation to any plantings have been considered and assessed as part of this project, and these locations meet current standards. We agree that this is an important part of planning our work.</p> <p>Changing the classification of this road and the designation is outside of the scope of this project, and not part of this consultation.</p>   |
| 17. | 21 | Sumner  | Christchurch | Y | <p>We own the property ? Street which is affected by the proposed plan.</p> <p>We wish to confirm that we support the plan.</p> <p>Thanks</p>   | Thanks for your submission.   |
| 18. | 22 | Sumner  | Christchurch | Y | <p>Calm Nayland St by narrowing intersections along all of nayland St a la Esplanade. (Speed currently too often 60-70kph and more. The block between the supermarket and Stoke Street is still 50km, this should also be reduced to 30km.</p> <p>Consultation period too short.<br/>Publicity to little</p>  | <p>Thanks for your submission.</p> <p>The project team believes the proposed traffic calming works will reduce speeding issues in the commercial centre, this will help to encourage slower speeds on surrounding roads by creating a village feel. However providing further traffic calming along Nayland Street is outside the scope of this current project.</p> <p>If traffic speeds along sections of Nayland Street exceed 50km/hr, this is an enforcement matter and should be reported to the police.</p> <p>A standard consultation period is typically two weeks, and includes two full weekends. Members of the project team have spoken face to face with local businesses, the business association and the residents association prior to the consultation period officially commencing to encourage them to involve the local community. If we are aware that a submission is coming in late there is not normally an issue with us accepting a late submission if you require more time. You just need to let us know that you are still working on your submission.</p>   |
| 19. | 23 | Clifton | Christchurch | Y | <p>I have 2 main concerns over the proposed streetscape amenity upgrade that affects my property.</p> <p>1) Access to my property.<br/>Historically, this has always been from the rear of the site via the lane behind and also over a small section of the Hollywood Cinema site. I am currently purusing negotiations to formalize this arrangement which would support and benefit the proposed streetscape amenity upgrade.</p> <p>If this is not possilbe however I may require legal access onto Wakefield Ave from the front of my site which doesn't appear to have been allowed for in the proposed plan.</p> <p>I am currently working in Europe and return to Christchurch on 24th December, 2015 to pursue / resume negotiations on utilizing this rear access either through purchase of land or by formalizing the historical access that has always been used by the previous owners of my land. (I am not aware of the new owners contact details yet for the Hollywood Cinema site.)</p> <p>2) Street Planting</p> <p>Pohutakawas grow into very large trees. The proximity and placement of the one proposed outside 2 Wakefield Ave would present issues with any street front building development while also creating visibility issues for any driveway access and retail window frontage.<br/>I suggest the 4 Pohutakawas marking the start of the raised, patterned surface be changed for something identifiably local, with thinner, verticle trunks ( ie Phoenix Palms or Cabbage Treeses.)<br/>These would form 'gateway trees' to the remaining 5 proposed Pohutakawas.</p> | <p>Thanks for your submission</p> <p>In regard to access to property, the project team will be contacting you directly to discuss the issues surrounding your access.</p> <p>Sight lines in relation to any plantings have been considered and assessed as part of this project, we agree that this is an important part of planning our work. All of the pedestrian crossings have achievable visibility in line with guidance contained in the pedestrian planning and design guide. The Pohutukawa species proposed are more 'upright' in form and the tree will be large grade and pruned, if needed, to allow sightlines prior to planting.<br/>Pohutukawa trees and Norfolk Pine trees are included in the planting palette for the street design (page 12) of the design guidelines that accompany the Sumner Village Centre Master Plan <a href="http://www.ccc.govt.nz/assets/Documents/The-Council/Plans-Strategies-Policies-Bylaws/Plans/suburban-plans/SumnerDesignGuidelinesWEB.pdf">http://www.ccc.govt.nz/assets/Documents/The-Council/Plans-Strategies-Policies-Bylaws/Plans/suburban-plans/SumnerDesignGuidelinesWEB.pdf</a>.</p> <p>In this case both Phoenix palms and cabbage trees are not considered suitable for this street location. Retention of the proposed Pohutukawa at these points highlight and support the proposed raised platform and slow speed environment.</p> |
| 20. | 24 |         |              | Y |   | Thanks for your submission.   |
| 21. | 25 | Sumner  | Christchurch | Y | <p>The Sumner Community Residents' Association (SCRA) acknowledges the input of Sumner residents into the Sumner Village Master Plan. The Urban Design Group was a local post-quakes initiative that consulted extensively with the Sumner community on its rebuild and future. Representatives from the Sumner community were then chosen to be part of Council's Sumner Master Plan Project.</p> <p>The SCRA is, overall, supportive of the design P1.1 Transport &amp; Streetscape Amenity.</p> <p>1.The SCRA is supportive of measures to slow vehicular traffic through the village. Especially with the pending re-opening of the Lyttelton-Sumner Road which will again bring heavy vehicles through Sumner. These include over-size &amp; dangerous goods vehicles to &amp; from the Port. There is considerable concern locally about these vehicles recommencing operations through Sumner. Pre-</p>  | <p>Thanks for your submission.</p> <p>Changing the classification of this road and the designation is outside of the scope of this project, and not part of this consultation. The project team are confident that the traffic calming measures that are part of this project should alleviate any concerns about pedestrian and cycle safety with large vehicles.</p> <p>We are no longer proposing to move the current bus stop on Marriner Street to outside 14 Marriner Street, it will instead remain in its current location. However the bus stop outside 43 Wakefield Avenue is proposed to remain.</p> <p>Relocating the bus stop to outside 10 - 14 Wakefield Avenue while possible, would not be in the best interest of achieving the objectives of the Sumner Suburban Master Plan. The bus stop outside 43 Wakefield Avenue is proposed to remain.</p>  |

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|     |    |              |              |   | <p>earthquake a number of concerns had been raised locally about pedestrian &amp; cyclist safety because of these heavy vehicles travelling in a residential area.</p> <p>2. The SCRA acknowledges that the consequence of narrowing Marriner St &amp; Wakefield Ave &amp; measures to slow-down traffic is the loss of car parks.</p> <p>The SCRA is pleased to note that some car parks have been retained outside businesses that operate during normal business hours and early evening. These include 17-21 Marriner St &amp; opposite beside the Hollywood Cinema &amp; cafes. Also 1-5, 6-10 Wakefield Ave.</p> <p>The SCRA's concern is the lack of car parks outside the Sumner Pharmacy &amp; Red Snapper Seafoods in Wakefield Ave near corner of Nayland St. Both businesses depend on short-stay customers during normal business hours &amp;/or early evening.</p> <p>The Master Plan shows that a bus-stop is designated for the area outside the Pharmacy &amp; Fish Shop.</p> <p>The SCRA asks that the bus-stop be relocated. Perhaps opposite the planned bus-stop outside 10-14 Wakefield Ave?</p>   | <p>The bus stop has been placed so that pedestrians use the zebra crossing to cross behind rather than in front of the bus, this is the safest crossing location. The proposed location interfaces with the zebra crossing creating good pedestrian links which is key to encouraging the use of sustainable transport.</p> <p>The Bus Stops have been located in positions of high passenger transport demand, outside / opposite the new Library and Community Facility and the Sumner Mall. We believe this bus stop is well placed as Sumner is a key destination, the stops are on the main route through the village centre, are easily accessible, clearly visible and near to important local services.</p> <p>The proposed position has been identified taking into consideration parking needs throughout Sumner, as well as the need to create wider footpath, slow vehicle speeds and improve pedestrian priority.</p> <p>Bus travellers are also potential patrons of local businesses, and research shows that passenger transport users spend comparable amounts to other modes of transport at local businesses and retail units.</p> <p>It should be noted that businesses at 43 Wakefield Avenue benefit from off street parking, with in excess of 40 parking spaces available.</p>  |
| 22. | 26 | Sumner       | Christchurch | Y | Love it.   | Thanks for your submission.   |
| 23. | 32 | Clifton Hill | Christchurch | Y | Suggest consideration be given to installing ramps (over rocks) to allow access onto Clifton beach, from carpark, at present this is a dangerous exercise.   | <p>Thanks for your submission.</p> <p>Your suggestion is outside of the scope of this current project.</p>  |
| 24. | 33 | Sumner       | Christchurch | Y | <p>My comments are generally on the speed limit zone changes. I have lived in Sumner for over 40 years and am a retired traffic engineer. I would suggest that the 30 limit applies from the bend 100m west of Clifton Terrace the limit would then apply to that road, and cover the surf club car parks. The 30k area should extend to just East of Stoke Street on Nayland st (thus protecting the kindergarten &amp; physio centre and the commercial uses opposite. The 30k limit should be south of Stoke st on Wakefield Ave, this in effect protects Sumner School. These three suggestions would 'protect' the whole Sumner commercial centre. in the long term the whole of Sumner &amp; Taylors mistake should be 30k.</p> <p>Trees on Plan P1.1 Trees are shown on the inside of the bend at the busy/pedestrians Wakefield Ave Marriner St intersection. This bend has very restricted vision particularly from the cinema. These trees should not be planted, low hedges might be better - remember No2 (Wakefield will probably be built on.</p> <p><u>Thank You</u></p>  | <p>Thanks for your submission.</p> <p>The project team believes the current traffic calming works in place, should assist with reducing speed issues through the commercial centre. With frequent road narrowing through the use of build outs, improved landscaping to visually narrow the road and create a village feel, improved pedestrian crossing facilities to encourage vehicles to drive responsibly and a level surface to reduce vehicle speeds and encourage interaction between pedestrians and vehicles. Narrowing further intersections is outside the scope of this current project.</p> <p>Sight lines in relation to any plantings have been considered and assessed as part of this project, we agree that this is an important part of planning our work.</p>  |
| 25. | 35 | Sumner       | Christchurch | Y | <p>Generally these works and enhancements are well co-ordinated with the Sumner Village Centre Master Plan objectives in my opinion. However, I would like to understand the planting of flowering cherry trees as opposed to a flowering native tree varietal. I think that any planting should work in with the palette already established on the waterfront. Planting structural natives would perhaps be better synergy with the existing landscaping on the Esplanade which would give a wrap-around aesthetic and tie the central area together with the waterfront - native trees that would offer contrast to the pohutakawa varieties to be used would be more in keeping with an overall consideration in my opinion. I do not think the position of the Norfolk Pine to be an appropriate one in terms of the potential in the future to cause footpath damage/home damage. I suggest placing Norfolk Pines at the Wakefield/Nayland St bund as a future strengthening natural element against rock fall and to make an aesthetic connection to the waterfront, embracing the village symbolically. The loss of 26 parking spaces is significant in the Village in terms of weekend traffic - it is necessary in the core area of Marriner Street East and Wakefield Ave understandably, but perhaps the area across from the SSLSC that is designated for landscape planting could be made into car parks to compensate? This would help the congestion of parked/parking traffic during busy periods. I am assuming that once the Lyttleton road is opened again that heavy truck traffic will not be able to use the route - that would cause great wear and tear on the central area improvements.</p> | <p>Thanks for your submission.</p> <p>The design intent behind the inclusion of flowering cherries at this point is to provide cohesion with the existing flowering cherries further south down Wakefield Avenue. The cherries will provide different seasonal variation to the streetscape than the proposed Pohutukawas. While they will also provide visual softening of the proposed rock fall bund, their height will still allow views of the dramatic coastal cliffs of Richmond Hill behind which is characteristic of the area.</p> <p>The location of the proposed Norfolk Pines reinforcing the existing Norfolk Pine which will be retained. These proposed Norfolk Pines provide a connection leading into the village with the existing Norfolk Pines along the Esplanade. Tree pit design will look to minimise any perceived or potential long term root damage.</p> <p>In this case native tree species found along the Esplanade, such as Ngaio, Coprosma and Broadleaf are not considered suitable for this street environment due to their form.</p> <p>Staff are currently investigating off street parking facilities in conjunction with the Sumner Community and Library Facility project.</p> <p>Through the design of the Master Plan the Project Team have considered the impact on the existing parking provision. However to meet the objectives and vision of the Local Community for a pedestrian and cycle-friendly commercial centre, some parking has been removed.</p> <p>This loss of parking is to provide:</p> <ol style="list-style-type: none"> <li>1. A Pedestrian focused environment through: <ol style="list-style-type: none"> <li>a. Wider footpaths,</li> <li>b. Areas for residents to meet and gather,</li> <li>c. More pedestrian crossing facilities,</li> <li>d. A slower speed environment and</li> <li>e. A level surface in the centre of the village.</li> </ol> </li> <li>2. Improve landscaping through:</li> </ol> |

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|     |    |  |              |   |  | <p>f. Additional build outs to allow for more landscaping opportunities and so that hospitality businesses can utilise the road space.</p> <p>3. Improve cycling facilities through:</p> <p>g. A shared path and shared pedestrian / cycle crossing, to link local cycle ways with the Coast Pathway, and</p> <p>h. A slower speed environment to improve cycle safety and encourage modal shift away from private vehicles.</p> <p>4. Lower vehicles speeds through:</p> <p>i. Repeated road narrowing through the use of build outs</p> <p>j. Improved landscaping to visually narrow the road and create a village feel</p> <p>k. Improved pedestrian crossing facilities to encourage vehicles to drive responsibly</p> <p>l. A level surface to reduce vehicle speeds and encourage interaction between pedestrians and vehicles</p> <p>The open space area adjacent to the Sumner Surf Life Saving Club is outside the scope of this project and comprises a separate project in the Master Plan (see project reference "P5" in the Master Plan at this link <a href="http://www.ccc.govt.nz/the-council/plans-strategies-policies-and-bylaws/plans/suburban-plans/sumner-village-master-plan/">http://www.ccc.govt.nz/the-council/plans-strategies-policies-and-bylaws/plans/suburban-plans/sumner-village-master-plan/</a>).</p> <p>Changing the classification of this road and the designation is outside of the scope of this project, and not part of this consultation. The materials palette used for this project has considered wear and tear and has been designed to accommodate heavy vehicles, so we are confident that this should not be an issue.</p> |
| 26. | 37 |  | Christchurch | Y | <p>submission TRIM link: 15/1404364</p> <p>SUBMISSION ON MARRINER STREET-WEST AND WAKEFIELD AVENUE ENHANCEMENTS</p> <p>Details of submitter</p> <p>1. Canterbury District Health Board (CDHB).</p> <p>Details of submission</p> <p>2. The submitter is responsible for promoting 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. These statutory obligations are the responsibility of the Ministry of Health and, in the Canterbury District, are carried out under contract by Community and Public Health under Crown funding agreements on behalf of the Canterbury District Health Board.</p> <p>3. The Ministry of Health requires the submitter to reduce potential health risks by such means a submissions to ensure the public health significance of potential adverse effects are adequately considered during policy development.</p> <p>4. We welcome the opportunity to comment on the Marriner Street-west and Wakefield Avenue Enhancements. The future health of our populations is not just reliant on hospitals, but on a responsive environment where all sectors work collaboratively.</p> <p>5. While health care services are an important determinant of health, health is also influenced by a wide range of factors beyond the health sector. Health care services manage disease and trauma and are an important determinant of health outcomes. However health creation and wellbeing (overall quality of life) is influenced by a wide range of factors beyond the health sector.</p> <p>6. These influences can be described as the conditions in which people are born, grow, live, work and age, and are impacted by environmental, social and behavioural factors. They are often referred to as the 'social determinants of health'1. The diagram2 below shows how the various influences on health are complex and interlinked.</p> <p>1 Public Health Advisory Committee. 2004. The Health of People and Communities. A Way Forward: Public Policy and the Economic Determinants of Health. Public Health Advisory Committee: Wellington.</p> <p>2 Barton, H and Grant, M. (2006) A health map for the local human habitat. The Journal of the Royal Society for the Promotion of Health 126 (6), pp 252-253. <a href="http://www.bne.uwe.ac.uk/who/healthmap/default.asp">http://www.bne.uwe.ac.uk/who/healthmap/default.asp</a></p> <p>7. The most effective way to maximise people's wellbeing is to take these factors into account as early as possible during decision making and strategy development. Initiatives to improve health outcomes and overall quality of life must involve organisations and groups beyond the health sector, such as local government if they are to have a reasonable impact3.</p> <p>McGinni s JM, Williams-Russo P, Knickman JR. 2002. The case for more active policy attention to health promotion. Health Affairs, 21(2): 78 - 93.</p> <p>General Comments</p> <p>8. The CDHB supports the proposal and has some recommendations for consideration which would further improve health outcomes for the community.</p> <p>Specific comments</p> <p>9. The CDHB supports proposed enhancements that will improve pedestrian safety and accessibility in the Marriner Street area. Footpath widening, pedestrian refuges, removal of unnecessary street</p> | <p>Thanks for your submission.</p> <p>We are now also proposing to add an additional disabled car park opposite the current space, in order to accommodate the disabled community further.</p> <p>An additional five cycle stands have been added to the 10 already proposed, which brings the total number of cycle stands for the area to 20, including the five existing stands.</p>  |

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|     |    |        |              |   | <p>furniture, improved way finding and improved lighting will make Sumner Village a more walkable community and encourage increased physical activity.</p> <p>10. The proposed cycle infrastructure improvements are positive. The provision of visible cycle parking and a cycle lane through the village centre, which connects to the Coastal Pathway and the Port Hills, will support recreational cycling and active transport to, from and within in the Sumner area.</p> <p>11. The CDHB recommends the Council install more cycle parks at Sumner Village to cater for the increased number of cyclists visiting the area.</p> <p>12. The CDHB supports the proposed 30km trial speed zone. Sumner Village is a busy area, particularly during summer months when lots of families visit the beach. Reduced traffic speeds will make it safer for all road users, especially pedestrians and cyclists, and reduce the likelihood of accidents. The lower speed limit will also support the proposed improvements to pedestrian and cyclist infrastructure, contributing to making Sumner more walkable and attractive to cyclists.</p> <p>13. The CDHB is pleased to note the prioritisation of on-street Mobility Parking. This will ensure that the improved Sumner Village can be easily accessed and enjoyed by all community members.</p> <p>Conclusion</p> <p>14. The CDHB does not wish to be heard in support of this submission.</p> <p>15. If others make a similar submission, the submitter will not consider presenting a joint case with them at the hearing.</p> <p>16. Thank you for the opportunity to submit on Marriner Street-west and Wakefield Avenue Enhancements.</p> |   |
| 27. | 38 | RD8    | Christchurch | Y | Great to hear of this but only concern is regarding parking - more needs to be arranged   | <p>Thanks for your submission.</p> <p>Staff are currently investigating off street parking facilities in conjunction with the Sumner Community and Library Facility project.</p> <p>Through the design of the Master Plan the Project Team have considered the impact on the existing parking provision. However to meet the objectives and vision of the Local Community for a pedestrian and cycle-friendly commercial centre, some parking has been removed.</p> <p>This loss of parking is to provide:</p> <ol style="list-style-type: none"> <li>1. A Pedestrian focused environment through: <ol style="list-style-type: none"> <li>a. Wider footpaths,</li> <li>b. Areas for residents to meet and gather,</li> <li>c. More pedestrian crossing facilities,</li> <li>d. A slower speed environment and</li> <li>e. A raised platform in the centre of the village.</li> </ol> </li> <li>2. Improve landscaping through: <ol style="list-style-type: none"> <li>f. Additional build outs to allow for more landscaping opportunities and so that hospitality businesses can utilise the road space.</li> </ol> </li> <li>3. Improve cycling facilities through: <ol style="list-style-type: none"> <li>g. A shared path and shared pedestrian / cycle crossing, to link local cycle ways with the Coast Pathway, and</li> <li>h. A slower speed environment to improve cycle safety and encourage modal shift away from private vehicles.</li> </ol> </li> <li>4. Lower vehicles speeds through: <ol style="list-style-type: none"> <li>i. Frequent road narrowing through the use of build outs</li> <li>j. Improved landscaping to visually narrow the road and create a village feel</li> <li>k. Improved pedestrian crossing facilities to encourage vehicles to drive responsibly</li> <li>l. A raised a platform to reduce vehicle speeds and encourage interaction between pedestrians and vehicles</li> </ol> </li> </ol> |
| 28. | 39 | Sumner | Christchurch | Y | Great idea, you have our full support!  | Thanks for your submission.   |
| 29. | 41 | Sumner | Christchurch | Y | <p>Some good ideas.</p> <p>Insufficient parking and times for shops along Wakefield Ave (East-side)</p> <p>Why?</p> <p>Visitors and / or residents cannot eat comfortably within the proposed parking times visitors will not travel to Sumner if hospitality parking is compromised. e.g. "Indian Summer" Restaurant</p> <p>New litterbins (as in photo) will not be easy to re-line empty - Handle will obstruct.</p> <p><u>Parking</u></p> <p>Personal effect on my property at 3/15 Marriner will not allow tradesmen construction enough time in P30, to unload, construct etc at my mailbox entry.</p> <p>What about leaf-drop in Autumn?</p>   | <p>Thanks for your submission.</p> <p>Staff are currently investigating off street parking facilities in conjunction with the Sumner Community and Library Facility project. During the preparation of this concept plan the project team have attempted to balance the desire for the project to meet the objectives of the Master Plan for a safer and more attractive environment for people. We have aimed to achieve this with footpath widening, dedicated cycle lanes and attractive street furniture and landscape plantings and deliver these items with anticipated parking needs in the area.</p> <p>The new litter bins we are proposing have a door and lock system on one side of the bin for easy removal of rubbish and replacement of the liner, so we are not anticipating that this will be an issue.</p> <p>We have amended the concept plan and are now proposing to update the parking restrictions, and have them operating between 9 am and 5 pm 7 days per week only (not the standard 8 am to 6 pm). Parking restrictions will extend on Marriner Street and Wakefield Avenue , between Richmond Hill Walkway and Nayland Street (near the Community centre), with a mix of P30 and P60. Outside your property it is proposed to be P60 parking.</p>  |

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|     |    |        |              |   |   | Public roads are swept on a regular basis to ensure that rubbish and debris (including leaf drop) does not build up and block storm water flow in channels. In residential areas this currently occurs every 4 - 6 weeks. So any leaf drop would be resolved as part of the standard maintenance contract.   |
| 30. | 43 | Sumner | Christchurch | Y | We are most excited, poor Sumner business owners - largely locally owned who require such planning to revitalise trade. As locals we fully endorse the aims & objectives of this proposal! We, however, would like more information concerning the containers on Wakefield Avenue from 1/2 way between Wiggins & Nayland Street to Nayland Street. What is the proposed plan to remove? What will these be replaced with ... ? Furthermore will any barrier be further back? Currently the hazard to walking / biking is great with no shoulder or footpath. Is this area to be addressed as part of this plan??? | <p>Thanks for your submission.</p> <p>The removal of the shipping containers in Sumner is part of the "Sumner Lyttelton Corridor - geotechnical risk mitigation works" project and outside the scope of this project. You can find out more about this project on the project website at <a href="http://www.ccc.govt.nz/the-rebuild/infrastructure/sumner-lyttelton-corridor">http://www.ccc.govt.nz/the-rebuild/infrastructure/sumner-lyttelton-corridor</a></p> |

Do not support for the plan

6 Submitters (14%) generally do not support the plan

| No. | ID # | Address 2 | City         | I/We generally support this proposal | Full Comments   |  |
|-----|------|-----------|--------------|--------------------------------------|---|--|
| 1.  | 2    | Sumner    | Christchurch | N                                    | Before you go removing any car parks you need to have already supplied the proposed replacement parks. Frequently in the evening and during the day summer our parks are full of non shopeers and beach goers. Its not on that your proposal makes matters worse.   | <p>Staff are currently investigating off street parking facilities in conjunction with the Sumner Community and Library Facility project. The management of a private car park is not within the Christchurch City Council jurisdiction.</p> <p>Through the design of the Master Plan the project team have considered the impact on the existing parking provision. However to meet the objectives and vision of the Local Community for a pedestrian and cycle-friendly commercial centre, some parking has been removed. This loss of parking is to provide:</p> <ol style="list-style-type: none"> <li>A Pedestrian focused environment through: <ol style="list-style-type: none"> <li>Wider footpaths,</li> <li>Areas for residents to meet and gather,</li> <li>More pedestrian crossing facilities,</li> <li>A slower speed environment and</li> <li>A raised platform in the centre of the village.</li> </ol> </li> <li>Improve landscaping through: <ol style="list-style-type: none"> <li>Additional build outs to allow for more landscaping opportunities and so that hospitality businesses can utilise the road space.</li> </ol> </li> <li>Improve cycling facilities through: <ol style="list-style-type: none"> <li>A shared path and shared pedestrian / cycle crossing, to link local cycle ways with the Coast Pathway, and</li> <li>A slower speed environment to improve cycle safety and encourage modal shift away from private vehicles.</li> </ol> </li> <li>Lower vehicles speeds through: <ol style="list-style-type: none"> <li>Frequent road narrowing through the use of build outs</li> <li>Improved landscaping to visually narrow the road and create a village feel</li> <li>Improved pedestrian crossing facilities to encourage vehicles to drive responsibly</li> <li>A raised platform to reduce vehicle speeds and encourage interaction between pedestrians and vehicles</li> </ol> </li> </ol> |
| 2.  | 27   | Sumner    | Christchurch |                                      | I am against the removal of public car parks, particularly in front of the pharmacy / post office. This is an essential service to the community that has a typical clientele of elderly, physical, disabled and young families who require these parks for these two essential services. Replacement of these with a bus stop may pose a safety risk with the high number of young children who attend the pharmacy. Consider replacing the bus stop with a 30 or 15 min car park to reflect the importance of both the services to the community. | <p>Thanks for your submission.</p> <p>Staff are currently investigating off street parking facilities in conjunction with the Sumner Community and Library Facility project.</p> <p>Through the design of the Master Plan the project team have considered the impact on the existing parking provision. However to meet the objectives and vision of the Local Community for a pedestrian and cycle-friendly commercial centre, some parking has been removed. This loss of parking is to provide:</p> <ol style="list-style-type: none"> <li>A Pedestrian focused environment through: <ol style="list-style-type: none"> <li>Wider footpaths,</li> <li>Areas for residents to meet and gather,</li> <li>More pedestrian crossing facilities,</li> <li>A slower speed environment and</li> <li>A level surface in the centre of the village.</li> </ol> </li> <li>Improve landscaping through:</li> </ol>  |



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|----|----|--------------|--------------|---|--|--|
|    |    |              |              |   |  | <p>f. Additional build outs to allow for more landscaping opportunities and so that hospitality businesses can utilise the road space.</p> <p>3. Improve cycling facilities through:</p> <p>g. A shared path and shared pedestrian / cycle crossing, to link local cycle ways with the Coast Pathway, and</p> <p>h. A slower speed environment to improve cycle safety and encourage modal shift away from private vehicles.</p> <p>4. Lower vehicles speeds through:</p> <p>i. Repeated road narrowing through the use of build outs</p> <p>j. Improved landscaping to visually narrow the road and create a village feel</p> <p>k. Improved pedestrian crossing facilities to encourage vehicles to drive responsibly</p> <p>l. A level surface to reduce vehicle speeds and encourage interaction between pedestrians and vehicles</p> <p>We are no longer proposing to move the current bus stop on Marriner Street to outside 14 Marriner Street, it will instead remain in its current location. However the proposed bus stop outside 43 Wakefield Avenue is proposed to remain.</p> <p>The bus stop has been placed so that pedestrians use the zebra crossing to cross behind rather than in front of the bus, this is the safest crossing location. The proposed location interfaces with the zebra crossing creating good pedestrian links which is key to encouraging the use of sustainable transport.</p> <p>The Bus Stops have been located in positions of high passenger transport demand, outside / opposite the new Library and Community Facility and the Sumner Mall. We believe this bus stop is well placed as Sumner is a key destination, the stops are on the main route through the village centre, are easily accessible, clearly visible and near to important local services.</p> <p>The proposed position has been identified taking into consideration parking needs throughout Sumner, as well as the need to create wider footpath, slow vehicle speeds and improve pedestrian priority.</p> <p>Bus travellers are also potential patrons of local businesses, and research shows that passenger transport users spend comparable amounts to other modes of transport at local businesses and retail units.</p> <p>It should be noted that businesses at 43 Wakefield Avenue benefit from off street parking, with in excess of 40 parking spaces available.</p> |
| 3. | 29 | Clifton Hill | Christchurch | N | No I am not happy with the raised platform on the entrance to Sumner village. Marriner Burgess St for goodness sake this is a main rd with all sorts of heavy vehicles. My suspension has had enough of all these bumps.   | <p>Thanks for your submission.</p> <p>The raised platform is designed to ensure drivers reduce their speeds before driving onto the platform. Speed reduction will minimise any impact on vehicle suspensions. The raised platform has been designed to accommodate regular use by heavy vehicles and adheres to Christchurch City Council Construction Standards Specifications (CSS). You can view this document online at <a href="http://www.ccc.govt.nz/assets/Documents/Consents-and-Licences/construction-requirements/CSS/CSS2014ALL-docs.pdf">http://www.ccc.govt.nz/assets/Documents/Consents-and-Licences/construction-requirements/CSS/CSS2014ALL-docs.pdf</a></p>   |
| 4. | 34 | Sumner       | Christchurch | N | <p>Reduced parking &amp; limited time will adversely affect hospitality businesses. Restricted time parking could lead to parking meters which will put off visitors. Too small an area is to be beautified. Money better spent helping business owners &amp; landlords tidy up vacant site &amp; shop fronts. Otherwise better drainage for Marriner St is better use of \$.</p> <p>30km limit good or just enforce 50km limit.</p> <p>Cycle stand lack any imagination &amp; do not add anything but utility</p> <p>Proposition is plan only. someone will have drawn street level renderings. Why can't the public see these? Why does the council never show what the eye will see? This is just like the public library display - nothing to show what the result will look like.</p> | <p>Thanks for your submission.</p> <p>This project does not include the installation of parking meters.</p> <p>Through the design of the Master Plan the project team have considered the impact on the existing parking provision. However to meet the objectives and vision of the Local Community for a pedestrian and cycle-friendly commercial centre, some parking has been removed. This loss of parking is to provide:</p> <p>1. A Pedestrian focused environment through:</p> <p>a. Wider footpaths,</p> <p>b. Areas for residents to meet and gather,</p> <p>c. More pedestrian crossing facilities,</p> <p>d. A slower speed environment and</p> <p>e. A raised platform in the centre of the village.</p> <p>2. Improve landscaping through:</p> <p>f. Additional build outs to allow for more landscaping opportunities and so that hospitality businesses can utilise the road space.</p> <p>3. Improve cycling facilities through:</p> <p>g. A shared path and shared pedestrian / cycle crossing, to link local cycle ways with the Coast Pathway, and</p> <p>h. A slower speed environment to improve cycle safety and encourage modal shift away from private vehicles.</p> <p>4. Lower vehicles speeds through:</p> <p>i. Frequent road narrowing through the use of build outs</p> <p>j. Improved landscaping to visually narrow the road and create a village feel</p> <p>k. Improved pedestrian crossing facilities to encourage vehicles to drive responsibly</p> <p>l. A raised platform to reduce vehicle speeds and encourage interaction between pedestrians and vehicles</p> <p>We have amended the concept plan and are now proposing to update the parking restrictions, and have them operating between 9 am and 5 pm 7 days per week only (not the standard 8 am to 6 pm). Parking restrictions will extend on Marriner Street and Wakefield Avenue, between Richmond Hill Walkway and Nayland Street (near the new Library and Community centre), with a mix of P30 and P60.</p>  |



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|    |    |        |              |   |   | <p>The proposed cycle stand design is intentionally understated and the style and shape selected is intended to mirror the style and shape proposed for the rubbish bins for design consistency. Simplicity is also preferred for ease of maintenance.</p> <p>It would add considerable costs to the project to produce street level renderings for a concept plan. You can view artist's illustrations and images created for the Sumner Village Centre Master online at this link: <a href="http://www.ccc.govt.nz/assets/Documents/The-Council/Plans-Strategies-Policies-Bylaws/Plans/suburban-plans/SumnerVillageMasterPlan2013.pdf">http://www.ccc.govt.nz/assets/Documents/The-Council/Plans-Strategies-Policies-Bylaws/Plans/suburban-plans/SumnerVillageMasterPlan2013.pdf</a></p>  |
| 5. | 36 |        | Wellington   | N | <p>Both Marriner Street-west and Wakefield Avenue are on the overdimension and overweight route to/from Lyttleton (once it re-opens)</p> <p>It is critical that this route is preserved for overdimension and overweight loads.</p> <p>In the current design, and based on the plans available it is not possible for the Association to support this project.</p> <p>The Association seeks a width clearance of 11.5m and a height clearance of 6.5m in general. It does not appear that provision has been made for anywhere near these clearances for an overdimension route, even though the Council has stated that it is an identified overdimension route.</p> <p>There appears to be deficiencies with the width available at the threshold points and also where there are pedestrian islands to be constructed.</p> <p>At the corner of Marriner Street and Wakefield Avenue there is barely 10m available and it needs to be wider to allow the transporter carrying wide loads to turn through the corner - and this is before the trees grow.</p> <p>This needs a serious sit down meeting with Association representatives to resolve the issues.</p> | <p>Thanks for your submission</p> <p>As agreed between Christchurch City Council and the Heavy Haulage Association, clear envelopes of 11 metres wide by 6.5 metres high will be provided where possible on over dimension routes.. Trees have been relocated so that this width is provided, however they will overhang this envelope slightly when fully grown.</p> <p>The Landscape Architect is satisfied that this will not cause any issues, and subject to over-dimensioned loads driving slowly past these trees the over dimensioned vehicles will not damage them. It will take 15 - 20 years for the trees to reach this size, if at that point damage occurs to the trees they could be trimmed back if required.</p> <p>All pedestrian islands will have mountable kerbs and removable hand rails, as set out in the Construction Standard Specifications Part 6. This can be viewed online <a href="http://www.ccc.govt.nz/consents-and-licences/construction-requirements/construction-standard-specifications/download-the-css/">http://www.ccc.govt.nz/consents-and-licences/construction-requirements/construction-standard-specifications/download-the-css/</a></p>  |
| 6. | 40 | Sumner | Christchurch | N | <p>Repositing the bus stop outside my gate, on 14 Marriner Street. NO THANK-YOU!!!</p> <p>I love the big purple buses, I believe the place will be too short to take the bus length!!!</p> <p>1. We need as residents, roadside parking P30 P60 P15 are less than useless. My arborist takes all day to thin my trees, Does he cross the road to pack the trimmings in his trailer?</p> <p>2. During the summer Marriner St is bumper to bumper with cars visiting the beach. These people bring much needed cash to the businsses in Sumner.</p> <p>3. We are not a Seaside Resort but a Seaside Village. The Plan in general does nothing at all for the Residents living on Marriner St. i see no good reason to raise the platform 9road) the curved part of the road.</p> <p>4. the BEST part of the Plan is the tree planting Plan. My only hope is the Council will employ a trained gardener - arborist to look after these beautiful and very expsensive trees and shrubs.</p>   | <p>Thanks for your submission.</p> <p>We are no longer proposing to move the current bus stop on Marriner Street to outside 14 Marriner Street, it will instead remain in its current location.</p> <p>We have amended the concept plan and are now proposing to update the parking restrictions, and have them operating between 9 am and 5 pm 7 days per week only (not the standard 8 am to 6 pm). Parking restrictions will extend on Marriner Street and Wakefield Avenue between Richmond Hill Walkway and Nayland Street (near the Community centre), with a mix of P30 and P60.Parking restrictions are no longer proposed outside your property.</p> <p>As the project results in an improvement to the public realm (e.g. through new paving, landscaping, street furniture and reduced vehicle speeds) and raises the overall amenity of the area, it is anticipated that private property owners will benefit from this investment.</p> <p>The raised platform is designed to ensure drivers reduce their speeds before driving onto the platform. Speed reduction will minimise any impact on vehicle suspensions. The raised platform has been designed to accommodate regular use by heavy vehicles and adheres to Christchurch City Council Construction Standards Specifications (CSS). You can view this document online at <a href="http://www.ccc.govt.nz/assets/Documents/Consents-and-Licences/construction-requirements/CSS/CSS2014ALL-docs.pdf">http://www.ccc.govt.nz/assets/Documents/Consents-and-Licences/construction-requirements/CSS/CSS2014ALL-docs.pdf</a></p> |

Not indicated

7 Submitters (16%) did not indicate whether they support the plan or not

| No. | ID # | Address 2 | City         | IWe generally support this proposal | Full Comments  | Project Team Responses   |
|-----|------|-----------|--------------|-------------------------------------|--|--|
| 1.  | 1    | Sumner    | Christchurch | NR                                  | <p>Dear Tara, Firstly a little bit of advice about serious consultation with stakeholders. We have been operating ?, Sumner, since 2004. Since when do we not deserve notice from the CCC that a meeting between the Council staff and affected business owners was to be held in the Corner Shop Bistro a few days ago?</p> | <p>Thanks for your submission.</p> <p>The project team did not put together the list of those who were invited to the meeting with the business association and the residents association. This is a discussion you would need to have with the Sumner Business Association.</p> |

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|    |    |        |              | <p>your consultation document which we have just received second- hand , also states that stakeholder consultations have been concluded regarding the shifting of the bus stop along Marriner Street. The proposed plan shows the existing bus stop-moved from the corner of Nayland and Marriner Streets, to a new position outside 14 Marriner Street. However the existing current bus road space is approx. 19-20 M in length. Whereas the proposed new position has just 9M of space available between the garage at #12 Marriner Street and the garage at #14 Marriner Street. Both garages are also extensively used, day and night. Just how a standard dual axle bus measuring 13.5M would manage to pull in and out of the 9M bus stop is not clear.</p> <p>Your document clearly states that consultation has been concluded with all stakeholders. I would have thought that given the proposed new position for a bus stop outside #14 consultation would have taken place with the long term resident at #14 , but that has not happened. The proposed new position is also in very close proximity of the hotel operation at #16. given the nature of that business, i.e. supplying accommodation to travellers who value their rest, I would suggest that the constant use of the bus stop by the noisy diesel buses pulling up and then departing, certainly would present a serious issue in terms of our ability to manage the expectations of guests about street noise. To disregard the owner/operators of the hotel as far as being stakeholders is simply unacceptable to us.</p> <p>Where also has been any preliminary consultation about the concept of restricting parking in our immediate area to 60 minutes?</p> <p>Our hotel requires from time to time during the peak tourism season , intermittent use of the street parking immediately outside our hotel, for use by our guests. The proposal to limit this parking to 60 min is simply unacceptable , and is not compatible for a 24 hour travellers accommodation business.</p> <p>Finally, just as one resident on Marriner Street, we also take issue with the statement that the Norfolk Pine tree outside #11 Marriner Street , suggested for removal , is not in good health. This tree has been butchered recently by an unknown party. Limbs have been sawn off and an attempt has been made to ring bark it as well. With on-going genuine care, by the Council, this tree will flourish, given that it is well establish.</p> <p>We the undersigned would like to be noted as stakeholders, not ignored in the consultation process, and further more we await your acknowledgement of our concerns.</p> <p>17/11/2015 - SUBMISSION #2 (additional submission)</p> <p>Hi Tara<br/>Having spoken to our neighbours it would appear that the consensus is to retain the marriner St West bus stop where it is near to the corner of Nayland Street &amp; then bring the other bus stop down past the Surf Club so that the two stops are opposite each other.</p> <p>As for parking, to enable the hotel to cope with spill over parking by guests, we need unrestricted parking outside #16 Marriner Street.</p> | <p>We are no longer proposing to move the current bus stop on Marriner Street to outside 14 Marriner Street, it will instead remain in its current location.</p> <p>The consultation leaflet notes that "Work with stakeholders, including tāngata whenua and the public, to finalise the road layout and design - this is happening now".</p> <p>Consultation so far has involved a number of opportunities for the public to provide feedback on this entire proposal, including the parking restrictions.</p> <ul style="list-style-type: none"><li>Door knocking local businesses (that were open) - prior to distribution of the consultation material.</li><li>Combined meeting with the Sumner Business Association and the Sumner Residents Association - prior to the distribution of the consultation material.</li><li>The project team were available to talk to the community at the Sumner Sunday market on 8 November during the consultation period.</li><li>Distribution of the consultation material and information provided on the Council "Have your say" page, which includes a two week consultation period.</li></ul> <p>We have amended the concept plan and are now proposing to update the parking restrictions, and have them operating between 9 am and 5 pm 7 days per week only (not the standard 8 am to 6 pm). Parking restrictions will extend on Marriner Street and Wakefield Avenue , between Richmond Hill Walkway and Nayland Street (near the new Library and Community centre), with a mix of P30 and P60.</p> <p>The consultation leaflet and plans make no mention of the removal of a Norfolk Pine Tree outside 11 Marriner Street. So there are no plans for this tree to be removed. We are however proposing to plant a new tree on the other side of the raised platform outside 11 Marriner Street.</p> |  |
| 2. | 3  | Sumner | Christchurch | NR  | <ul style="list-style-type: none"><li>- We have lived in the Marriner-Nayland block longer than anyone.</li><li>- I think the natural flow &amp; movement of people between the beach &amp; village has been missed in these plans.</li><li>- The vast bulk of people movements between the beach &amp; the village is along Marriner St (west of Wakefield). It is not along Burgess St nor Marriner St (east).</li><li>- As such, greater emphasis should be on the pedestrian nature of Marriner St (west).</li><li>- I strongly suggest this natural flow of people will not change, due to the locations of the sandy beach, bus &amp; carparks, &amp; the village. Any effort to redirect people down Burgess &amp; Marriner (east) will fail.</li><li>- The proposed community centre should be left a village green. This has significantly enhanced Sumner's feel &amp; amenity. Placing a large building here will destroy this.</li></ul>   | <p>Consideration has been given to the flow of people between the beach and the Village along Marriner Street-West and the proposed plan reflects this through a combination of existing and proposing new facilities for public transport users, cyclists, and pedestrians.</p> <p>Projects to improve the Esplanade, Burgess Street, Marriner Street-East projects are separate projects in the Master Plan and outside of the scope of this current project.</p> <p>The project to rebuild a community centre and library in this location was supported through the Sumner Suburban Master Plan by 95% of respondents. The project has been allocated funding and is currently in developed design. The Council will be tendering for a main contractor early next year.</p> |
| 3. | 11 |        |              | NR  | <p>Hi Tara</p> <p>I refer to the following design plan with regard to Wakefield Ave.<br/><a href="http://ccc.govt.nz/assets/Documents/The-Council/HYS/2015/October/Marriner-Street-West-Plan.PDF">http://ccc.govt.nz/assets/Documents/The-Council/HYS/2015/October/Marriner-Street-West-Plan.PDF</a></p> <p>I have had a discussion today with Red Bus who are contracted to operate our P Line bus service. We share a concern regarding the proposed placement of a bus stop outside 4/43 Nayland St (Wakefield Ave frontage) and how buses, particularly 3 axel varieties, will be able to exit this location</p>   | <p>Vehicle tracking shows that a 13 metre, three axel bus, can enter / exit the proposed bus stop, and is able to undertake this left turn without any anticipated issues.</p> <p>The concern with regard to cyclist safety is no different to at any other bus stop, cyclists who are travelling past a stopped bus will go around the outside, the responsibility is on the bus driver to ensure it is safe to pull out into the traffic lane.</p>   |

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|    |    |        |              |    | <p>and manoeuvre around a kerb buildout to make the necessary left turn into Nayland Street. We also have a safety concern for cyclists with a bus having to make this manoeuvre.</p> <p>Our preferred option would be to have the bus stop placed outside numbers 1,5 &amp; 7 Wakefield Ave instead. This would allow for a much easier turn in a large vehicle and eliminate some of the concerns we have for cyclists by giving the bus the opportunity to give its legally required indication of turning.</p> <p>I would be happy to discuss this further with you and the designers before you commit to a final decision.</p>  |  |
| 4. | 28 | Sumner | Christchurch | NR | <p>I regret late submission, due to the fact that I only received the Sumner Lyttelton Corridor Consultation - November 2015 late last week. It is a pity that we have been given such a short time to give our views on the proposals contained in these expensively produced but essential publications which could affect so many residents and business owners in Sumner.</p> <p>It is most important that the Corridor projects are read in conjunction with the Marriner/Wakefield Enhancement proposals, particularly those on pages 8 - 9, Wakefield Avenue, page 12 - 13, Rapanui Works (Shag Rock Reserve, including Clifton and Deans Head), and, most relevantly, pages 16 - 17, work at the corner of Wakefield Avenue and Nayland Street.</p> <p>I shall be sending a separate submission with regard to the Corridor projects, which I support in general. It is vital that all roads both in and out of Sumner are improved as soon as possible in case of tsunami. earthquake etc., necessitating swift departure from all areas of the village, both from the flat and from Scarborough, Richmond and Clifton Hills. The possibility of the road over Evans Pass to Lyttelton re-opening, with consequent heavy dock traffic passing through the village again, must also be considered.</p> <p>I am therefore firmly of the opinion that the Sumner Lyttelton Corridor projects, particularly the work to be done at the corner of Wakefield Avenue and Nayland Street, must be given priority over the Sumner Enhancement projects. Once these have been completed, final decisions can be taken on:</p> <p>(a) Width and layout of roads, pavements, possible provision of cycle paths, change of bus stops etc., bearing in mind the huge cost of these works and the probability of heavy dock traffic in future years. It would also be advisable to wait until such time as rebuilding of the Community Centre, Cave Rock Courts and other earthquake destroyed premises have been completed so that none of this extremely expensive work has to be done twice.</p> <p>(b) Removal and restriction of car parking spaces in centre of village. Subject should be discussed with Sumner Business Group as a matter of urgency. At present there are too many empty shop premises. More all year round businesses need to be encouraged to bring the village to life again. More rather than less central parking facilities may therefore be required. Suggest new public car park on or near Mariners Backpackers site (corner of Wakefield Avenue and Nayland Street) and reconsideration given to proposed restrictions along the whole length of Marriner Street and how these might deter rather than attract visitors to the village, especially those who are mobility impaired.</p> <p>I see no advantage in moving the existing bus stop at the intersection of Burgess Street and Marriner Street and to put it further along Marriner Street to the area adjacent to the pharmacy and postal facility, which could better be used as short term car spaces for mobility impaired shoppers. The present bus stop adjacent to Underground Cafe definitely requires tidying up, especially by removal of the existing unsightly windmill palm tree. It also needs an improved seated bus shelter, other seating and carefully chosen flowering trees and shrubs which are easily controlled and will not outgrow this comparatively small area after a very few years. The pohutakawa trees suggested are therefore not likely to be suitable.</p> <p>I would like more information re the proposed "raised platform" at the Burgess Street intersection. This especially when used by heavy vehicles, could create additional traffic noise problems for nearby residents.</p> <p>Public Toilets. No mention on map. Presumably these will be in the area of the new Community Centre when built, but proper permanent facilities are needed as soon as possible.</p> <p>Pavements need to be kept as clear and uncluttered as possible, as they are used not only by pedestrians but also by children on bikes, scooters and skateboards, many of whom do not give</p> | <p>Thanks for your submission.</p> <p>Consultation so far has involved a number of opportunities for the public to provide feedback on this entire proposal, including the parking restrictions.</p> <ul style="list-style-type: none"> <li>Door knocking local businesses (that were open) - prior to distribution of the consultation material.</li> <li>Combined meeting with the Sumner Business Association and the Sumner Residents Association - prior to the distribution of the consultation material.</li> <li>The project team were available to talk to the community at the Sumner Sunday market on 8 November.</li> <li>Distribution of the consultation material and information provided on the Council "Have your say" page, which includes a two week consultation period (includes two full weekends).</li> </ul> <p>As the consultation leaflet mentions under the "other projects in the Sumner area" heading. We are working collaboratively with a number of projects in the Sumner area, including the Sumner Lyttelton Corridor project team to ensure we can share information and, where possible, align planning, communications and physical efforts. Where there are no limiting project interdependencies, it is important that progress is made and unnecessary delays are not imposed whilst other projects are being planned or implemented; otherwise rebuild works would take many more years to be completed.</p> <p>The raised platform will be constructed and designed in accordance with the guidance contained in the Infrastructure Design Guide (Roading) <a href="http://www.ccc.govt.nz/assets/Documents/Consents-and-Licences/construction-requirements/IDS/IDS08-Roading-February2015.pdf">http://www.ccc.govt.nz/assets/Documents/Consents-and-Licences/construction-requirements/IDS/IDS08-Roading-February2015.pdf</a>.</p> <p>The materials palette used for this project has considered, wear and tear and has been designed to accommodate heavy vehicles, and we are confident that this will not be an issue.</p> <p>The ramps leading into this raised table have been designed to minimise impact of vibrations and noise from heavy goods vehicles.</p> <p>Through the design of the Master Plan the Project Team have been careful to minimise the impact on the existing parking provision. However to meet the objectives and vision of the Local Community, some parking has been removed. This loss of parking is to provide:</p> <ol style="list-style-type: none"> <li>A Pedestrian focused environment through: <ol style="list-style-type: none"> <li>Wider footpaths,</li> <li>Areas for residents to meet and gather,</li> <li>More pedestrian crossing facilities,</li> <li>A slower speed environment and</li> <li>A level surface in the centre of the village.</li> </ol> </li> <li>Improve landscaping through: <ol style="list-style-type: none"> <li>Additional build outs to allow for more landscaping opportunities and so that hospitality businesses can utilise the road space.</li> </ol> </li> <li>Improve cycling facilities through: <ol style="list-style-type: none"> <li>A shared path and shared pedestrian / cycle crossing, to link local cycle ways with the Coast Pathway, and</li> <li>A slower speed environment to improve cycle safety and encourage modal shift away from private vehicles.</li> </ol> </li> <li>Lower vehicles speeds through: <ol style="list-style-type: none"> <li>Repeated road narrowing through the use of build outs</li> <li>Improved landscaping to visually narrow the road and create a village feel</li> <li>Improved pedestrian crossing facilities to encourage vehicles to drive responsibly</li> <li>A level surface to reduce vehicle speeds and encourage interaction between pedestrians and vehicles</li> </ol> </li> </ol> <p>We are no longer proposing to move the current bus stop on Marriner Street to outside 14 Marriner Street, it will instead remain in its current location. However the bus stop outside 43 Wakefield Avenue is proposed to remain. We believe this bus stop is well placed as Sumner is a key destination and it is on the main route and near to important local services such as the community and library facility. Public transport is also about accessibility for those who travel by bus, and bus travellers are also potential patrons of local businesses. On street parking is not allocated to specific businesses, and there is already existing un-restricted car parking at the Sumner Mall nearby the pharmacy.</p> <p>The Pohutakawa trees are part of the design guidelines that accompany the Sumner Village Centre Master Plan. The Pohutakawa species we would like to include are a more compact species so should not create an issue with height and the rooting system.</p> |

|    |    |        |              |    |  |   |
|----|----|--------|--------------|----|--|---|
|    |    |        |              |    | <p>way to walkers. Any form of street furniture should therefore be kept to a minimum, especially in the village centre, and shopkeepers dissuaded from putting advertising signboards or other displays on the pavements outside their premises.</p> <p>I am not in favour of sculptures or public art as a means of 'beautifying' our village. Much better to have well chosen natural plantings, preferably of a bright flowering kind, which are regularly tended to prevent overgrowth.</p> <p>The above comments are intended to be constructive and helpful towards wise decisions by Christchurch City Council and Hagley/ Ferrymead Community Board. I would appreciate a note of receipt for this submission in due course.</p>  | <p>One of the objectives of this project is to ensure outdated redundant and/or poorly placed furniture will be replaced, relocated or removed to reduce clutter. Any items will be located so that it does not interfere with the safe use of the pavement for all users.</p> <p>The plan does not currently propose any sculptures or public art.</p>   |
| 5. | 30 | Sumner | Christchurch | NR | <p>1) Has a lot of good features</p> <p>2) Cobblestone platform on entry close to Marriner/Esplanade intersection needs to be raised - It will have no effect on traffic speed if it is NOT raised (refer platform at redcliff shopping centre - Same goes for platform at Nayland and Wakefield Ave south entries.</p> <p>3) Sumner does not have enough parking at present - It is madness to reduce the parking. Reducing parking will make it look better but will kill the local businesses (look what happened at new Brighton mainstreet) - Parking must be adjacent to shops - People will not walk more than 100m max.</p> <p>4) Cycle lanes are too wide. - Cyclists keep their wheels in the lane but the protrude on to the car lane - Wide cycle lanes encourage 2 abreast - max width 900mm.</p> <p>5) Flowering cherry trees are not suitable - Deciduous - drop leaves - look bare in the winter - stick to natives.</p> <p>6) I note Marriner st East is not included - This is directly outside my building - I will definately want a say in what happens - Marriner St EAST.</p> | <p>Thanks for your submission.</p> <p>There are a number of traffic calming measures being proposed, that avoids the requirement for further raised platforms being constructed.</p> <p>Through the design of the Master Plan the Project Team have considered the impact on the existing parking provision. However to meet the objectives and vision of the local community for a pedestrian and cycle-friendly commercial centre, some parking has been removed. This loss of parking is to provide:</p> <ol style="list-style-type: none"> <li>1. A Pedestrian focused environment through: <ol style="list-style-type: none"> <li>a. Wider footpaths,</li> <li>b. Areas for residents to meet and gather,</li> <li>c. More pedestrian crossing facilities,</li> <li>d. A slower speed environment and</li> <li>e. A raised platform in the centre of the village.</li> </ol> </li> <li>2. Improve landscaping through: <ol style="list-style-type: none"> <li>f. Additional build outs to allow for more landscaping opportunities and so that hospitality businesses can utilise the road space.</li> </ol> </li> <li>3. Improve cycling facilities through: <ol style="list-style-type: none"> <li>g. A shared path and shared pedestrian / cycle crossing, to link local cycle ways with the Coast Pathway, and</li> <li>h. A slower speed environment to improve cycle safety and encourage modal shift away from private vehicles.</li> </ol> </li> <li>4. Lower vehicles speeds through: <ol style="list-style-type: none"> <li>i. Frequent road narrowing through the use of build outs</li> <li>j. Improved landscaping to visually narrow the road and create a village feel</li> <li>k. Improved pedestrian crossing facilities to encourage vehicles to drive responsibly</li> <li>l. A raised platform to reduce vehicle speeds and encourage interaction between pedestrians and vehicles</li> </ol> </li> </ol> <p>Cycle lanes have been designed in accordance with Cycle Design Guide, which can be view online (<a href="http://www.tfc.govt.nz/assets/Uploads/ChristchurchCycleDesignGuidelinesWEB.pdf">http://www.tfc.govt.nz/assets/Uploads/ChristchurchCycleDesignGuidelinesWEB.pdf</a>). The 1.8 metre width allows for safe and efficient use of the cycle lanes, ensuring that Sumner is accessible to all people and mode of transport.</p> <p>The design intent behind the inclusion of flowering cherries at this point is to provide cohesion with the existing flowering cherries further south down Wakefield Avenue. The cherries will provide different seasonal variation to the streetscape than the proposed Pohutukawas. While they will also provide visual softening of the proposed rock fall bund, their height will still allow views of the dramatic coastal cliffs of Richmond Hill behind which is characteristic of the area.</p> <p>Time restricted parking has been included to increase parking turnover and support business activity.</p> <p>Staff are currently investigating off street parking facilities in conjunction with the Sumner Community and Library Facility project.</p> <p>Marriner Street-east is another project in the Master Plan and is outside of the scope of this project. You will receive a public information leaflet about any proposed changes to Marriner Street-east at some point in the future, when an upgrade plan is prepared.</p> |
| 6. | 31 | Sumner | Christchurch | NR | <p>The removal of car parks is <u>detrimental to the businesses which already struggle to survive</u>. Maybe it is the death knell for some.</p> <p>It is premature to do <u>anything</u> until the library / community centre is built. It will need more parking - not less. Please check the heights / growth habits of Pohutakawa, and their rooting systems. Access to the village remains at risk between Peakcocks Gallop and the sea.</p>  | <p>Thanks for your submission.</p> <p>Through the design of the Master Plan the Project Team have considered the impact on the existing parking provision. However to meet the objectives and vision of the local Community for a pedestrian and cycle-friendly commercial centre, some parking has been removed. This loss of parking is to provide:</p> <ol style="list-style-type: none"> <li>1. A Pedestrian focused environment through: <ol style="list-style-type: none"> <li>a. Wider footpaths,</li> </ol> </li> </ol>   |

