



FAIRLIE COMMUNITY BOARD

Membership:

Owen Hunter (Chairman)
Les Blacklock
Trish Willis
Warren Barker
Cr Noel Jackson

Notice is given of the Meeting of the Fairlie Community Board to be held on Tuesday 26 April, 2016, at 4pm.

VENUE: Council Chambers, Fairlie.

BUSINESS: As per agenda attached

WAYNE BARNETT
CHIEF EXECUTIVE OFFICER



FAIRLIE COMMUNITY BOARD

Agenda for Tuesday April 26, 2016

WELCOME

APOLOGIES

DECLARATIONS OF INTEREST

MINUTES:

Confirm and adopt as the correct record the minutes of the meeting held on Monday, March 14, 2016.

MATTERS UNDER ACTION AND PROJECTS REPORT

REPORTS:

1. Financial Report to February, 2016
2. Regent Street Improvements (attached).
3. District Plan Review Update (attached).
4. Budget Process Workshop (Powerpoint presentation).
5. Ward member's report (verbal).
6. Reports from members who represent the board on other committees (verbal).

GENERAL BUSINESS:

1. Regent Street (Letter attached).
2. State highway 79 entrance (verbal).
3. Fairlie's Township, Parks and Gardens planning maintenance and funding (verbal).
4. Funding 150 years celebrations (verbal).
5. Riddle Street one way traffic trial (verbal).

**MACKENZIE DISTRICT COUNCIL
MINUTES OF A MEETING OF THE FAIRLIE COMMUNITY BOARD
HELD IN THE COUNCIL CHAMBERS, FAIRLIE, ON MONDAY
MARCH 14, 2016, AT 5PM**

PRESENT:

Owen Hunter (Chairman)
Warren Barker
Les Blackstock
Cr Noel Jackson

IN ATTENDANCE:

Claire Barlow, Mayor
Garth Nixon, Community Facilities Manager
Arlene Goss, Committee Clerk
Candidate for Citizenship and 7 guests

CITIZENSHIP CEREMONY:

The Mayor conducted a citizenship ceremony for Fairlie resident Chew Ling Ho and welcomed her to Fairlie.

The Mayor left at 5.30pm.

APOLOGIES:

Resolved that an apology be received from Trish Willis.

Les Blacklock/Cr Jackson

MINUTES:

Resolved that the minutes of the meeting of the Fairlie Community Board held on Monday, February 1, 2016, be confirmed and adopted as the correct record.

Warren Barker/Les Blacklock

**FAIRLIE COMMUNITY BOARD MATTERS UNDER ACTION AND PROJECTS
REPORT:**

The roading manager is continuing to work with NZTA regarding the sign in item 2.

Garth Nixon is working on the 30 year plan mentioned in item 5.

The chairman said he is awaiting budgets on the three options in the Abley Report on Regent Street.

Regarding the request for funding for the 150 year committee, Garth Nixon said he has followed this up and has not been able to get the information requested by the community board.

Paintball grounds – all the tyres are gone. There are piles of rubbish ready to burn but cannot be burnt at the moment due to fire restrictions. This item is completed, remove from list.

REPORTS:

FAIRLIE COMMUNITY BOARD FINANCIAL ACTIVITY REPORT TO JANUARY 2016:

The community facilities manager explained the variances in the financial report.

Resolved that the report be received.

Cr Jackson/Warren Barker

WARD MEMBERS REPORT:

Cr Jackson said the medical centre in Twizel was opened last weekend. He attended the Kimbell Arts Festival which was successful.

REPORT FROM MEMBERS WHO REPRESENT THE BOARD ON OTHER COMMITTEES:

There were no reports from members who represent the board on other committees.

GENERAL BUSINESS:

UPDATE ON FAIRLIE TOWNSHIP WATER:

Les Blacklock asked the chief executive for a report on a meeting between the council and Environment Canterbury. The chief executive offered to follow this up and get back to the members.

The chairman tabled a document titled "Proposal for Fairlie Town Water Supply, prepared for Owen Hunter, Aorangi Electric". This report comes from Neil Peterken and Simone Gibson at Kliptank Limited. It is available as an attachment to these minutes.

The chief executive explained the situation with the resource consent and a discussion was held on how this impacts on businesses like the laundry and places like the golf course.

LIST OF TOWN PROJECTS FROM THE CHAIRMAN:

The chairman said three members of the community board held a quick meeting to discuss this list. He went through this list and asked for feedback from the community facilities manager, Garth Nixon.

Discussion was held on Princess Street and whether it should be sealed or a curb installed. The chairman would like to meet on site and discuss this further. The chairman said he will email everyone next week to discuss a good time to meet.

Regarding the lights on the village green, the community board decided to replace these and use security bolts to hold them in place.

Resolved that the Fairlie Community Board replaces the stolen lights on the Village Green.

Owen Hunter/Les Blacklock

Regarding the overgrown Allandale Entrance, Whitestone have been asked to mow this area.

Regarding a hard drive for the cameras, the ones in the Main Street failed. The chairman said the police officer looks at them every couple of months. The chairman will come back to the community board with a price.

The plantings on Mount Cook Road look dead. Les Blacklock suggested ground cover first then plantings to keep the weeds down. The chairman also said the native plantings on the Allandale corner also have weeds. He would like these areas tidied up.

North Street sign – Warren Barker said people are still going through the ford. He talked to the roading manager and suggested either removing the sign or changing that part of the road to another name.

Car Park outside Resource Centre – Warren Barker has also spoken to the roading manager about this issue which is due to visibility problems when pulling out of the road.

Regarding Allandale Road shrub planting, Whitestone are planning to do this work.

Regarding the village green picnic tables, Garth Nixon said the Cancer Society were interested in making a donation towards covering a picnic table on the village green.

Resolved that the Fairlie Community Board instructs staff to work with the Cancer Society with the aim of building covers for three picnic tables on the Village Green.

Owen Hunter/Les Blacklock

Resolved that the Fairlie Community Board recommends to Council that Fox View Road be included in the road sealing programme.

Owen Hunter/Cr Jackson

Discussion was held on areas of plantings that need to be cleaned out and re-planted. This includes the old plantings outside the treatment yard, as mentioned on the town projects list.

Regarding the community centre sign, Garth Nixon is making this happen. He will also follow up with the Asset Manager regarding the one way trial at Riddle Street.

The watering system in the main street is in manual operation mode. It waters the lawn and the garden at the same time. The restriction on watering lawns has affected this. The chairman and Les Blacklock said they would like the lawn watered even if it means getting into trouble for this.

Regarding the water tank, this refers to the document tabled by the chairman earlier in the meeting.

LETTER FROM FAIRLIE IN FOCUS PHOTOGRAPHY GROUP:

The chairman said it was nice to get a thank you from this group. The letter was received by the community board.

LETTER FROM MACKENZIE RUGBY FOOTBALL CLUB:

Les Blacklock declared he is a social member of the Mackenzie Rugby Football Club.

This letter was discussed. Garth Nixon said that as the rugby club rates are in the budget for this year, it has been suggested that the council pays the rates this year for the clubrooms. This does not refer to the rugby grounds which they don't pay rates on. Discussion was held on the fact they have a club which sells alcohol. There is a need to see the financials to determine the need. Warren Barker said the bowling club is not paying rates until next year, so they should all start paying at the same time. The chief executive said historically the rugby club rates were paid by the community board and budgeted for by the community board. The amount has not been budgeted for by the rugby club this year. They have asked for one more year so they can budget to pay rates next year.

Resolved that the Fairlie Community Board grant the Mackenzie Rugby Football Club the amount budgeted by the community board to pay this year's football club rates.

Warren Barker/Owen Hunter

Les Blacklock did not vote on this motion.

GENERAL BUSINESS:

The chairman asked if it was possible for the council to make itself better known in the community and address some of the issues raised in the

community regarding staff roles and processes. The chief executive noted this. It was suggested that staff profiles be published in the Fairlie Accessible.

Les Blacklock congratulated Garth Nixon on the painting of the public toilets. He suggested a mural be painted on the public toilets. Cr Jackson said murals can look ugly over time.

The community board thanked Arlene Goss for her work as committee secretary.

**THERE BEING NO FURTHER BUSINESS THE CHAIRPERSON
DECLARED THE MEETING CLOSED AT 6.51PM**

CHAIRMAN: _____

DATE: _____

Unconfirmed

FAIRLIE COMMUNITY BOARD MATTERS UNDER ACTION

- 1. Allandale Bridge Walkway:** NZTA have been approached with no feedback received to date.
- 2. Green Sign and Power Pole in front of Old Library Building:** The Roading Manager is continuing to work with NZTA regarding the sign.
- 3. Town Projects:**
Community Centre maintenance and improvements – to be updated.
- 4. Community Board Future Development and Town Projects Workshop:** Les Blacklock is away until early November so the workshop will be postponed until he is available after that date.
- 5. Community Board Asset Database:** Mr Nixon is currently working on the 30 year plan.
- 6. Abley Traffic Report on Regent Street:** The chairman is awaiting budgets on the three options.
- 7. Request from Fairlie 150 Years Committee for financial support:** Mr Nixon has followed this up and has not been able to get the information requested by the community board.
- 8. Allandale Road Entrance to Towns:** Trish Willis asked for this to be re-added to the list of Matters Under Action.

| | | | | | | |
|-----------|---------|----------|----------|---------|----------|-------|
| September | October | November | December | January | February | March |
|-----------|---------|----------|----------|---------|----------|-------|

Projects Budget

| | | |
|-------------------------------|---------------------|--------------|
| Total Budget available | \$ 40,600.00 | |
| 2014/15 Carry over to Reserve | \$ 21,000.00 | |
| Total funds available | <u>\$ 61,600.00</u> | \$ 61,600.00 |

Expenditure to date

| | | | | | | |
|--|---------------------|---------------------|---------------------|---------------------|---------------------|---------------------|
| Entrance Plantings | \$ 2,585.00 | \$ 120.00 | | | | |
| New Entrance Signs | \$ 12,785.00 | | | | | |
| Fencing contribution | \$ 1,180.00 | | | | | |
| Traffic Management Plan | \$ 4,500.00 | | | | | |
| Planting wild flowers on Entrance Berm | | \$ 343.00 | | | | |
| Grant for Photo Display (Recharge to Land Subdivision) | | | \$ 3,263.00 | 45 | 3456 | |
| Replacement lights | | | | | | 1491 |
| | <u>\$ 21,050.00</u> | <u>\$ 21,513.00</u> | <u>\$ 24,776.00</u> | <u>\$ 24,821.00</u> | <u>\$ 28,277.00</u> | <u>\$ 29,768.00</u> |

OTHER WORKS

| | | |
|------------------------------|--------------|---|
| Planting in front of Dobsons | \$ 2,500.00 | |
| 3 Shelters on Village Green | \$ 12,000.00 | |
| Replanting Opposite 4 square | \$ 2,000.00 | |
| Other entrance plantings | \$ 3,000.00 | |
| | \$ 19,500.00 | |
| | | <u>Total allocated Committed \$ 49,268.00</u> |

MACKENZIE DISTRICT COUNCIL

REPORT TO: FAIRLIE COMMUNITY BOARD
SUBJECT: FINANCIAL REPORT – DECEMBER 2015
MEETING DATE: 26 APRIL 2016
REF: FIN 1/2/3
FROM: MANAGER – FINANCE AND ADMINISTRATION
ENDORSED BY: CHIEF EXECUTIVE OFFICER

PURPOSE OF REPORT:

Attached is the financial report for the community board for the period to February, 2016, the purpose of which is to update board members on the financial performance of the Fairlie Community as a whole for that period.

Commentary will be provided for any significant variances.

STAFF RECOMMENDATIONS:

1. That the report be received.

PAUL MORRIS
MANAGER – FINANCE & ADMINISTRATION

WAYNE BARNETT
CHIEF EXECUTIVE OFFICER

MACKENZIE DISTRICT COUNCIL
FAIRLIE COMMUNITY BOARD REPORT
Activity Statement
For the period ended February 2016

| | LYTD Actual February 2015 | YTD Actual February 2016 | YTD Budget February 2016 | Variance | | Full Year Budget June 2016 |
|--|--|---|---|-----------------|---|---|
| Council - General Fairlie | | | | | | |
| Income | | | | | | |
| Targeted Rates | 5,096 | 5,000 | 5,000 | - | ✓ | 7,500 |
| Total Income | 5,096 | 5,000 | 5,000 | - | ✓ | 7,500 |
| Expenses | | | | | | |
| Members Expenses | 5,019 | 5,988 | 5,000 | (988) | ✗ | 7,500 |
| Total Expenses | 5,019 | 5,988 | 5,000 | (988) | ✗ | 7,500 |
| Net Operating Surplus/(Deficit) | 77 | (988) | - | (988) | ✗ | - |

Fairlie Domain**Income**

| | | | | | | |
|---------------------|----------------|---------------|---------------|---------------|---|---------------|
| Targeted Rates | (168) | 992 | 992 | - | ✓ | 1,488 |
| Other Income | (3,950) | 25,355 | 9,336 | 16,019 | ✓ | 14,000 |
| Total Income | (4,118) | 26,347 | 10,328 | 16,019 | ✓ | 15,488 |

Expenses

| | | | | | | |
|-----------------------------|---------------|---------------|---------------|----------------|---|---------------|
| Administration Expenses | 1,540 | 2,869 | 2,816 | (53) | ✗ | 4,224 |
| Operational and Maintenance | 4,706 | 16,537 | 7,512 | (9,025) | ✗ | 11,264 |
| Depreciation | 4,168 | 8,528 | 8,528 | - | ✓ | 12,792 |
| Total Expenses | 10,414 | 27,935 | 18,856 | (9,079) | ✗ | 28,280 |

Net Operating Surplus/(Deficit)

| | | | | | |
|-----------------|----------------|----------------|--------------|---|-----------------|
| (14,532) | (1,588) | (8,528) | 6,940 | ✓ | (12,792) |
|-----------------|----------------|----------------|--------------|---|-----------------|

Fairlie Investment Income

| | | | | | |
|---------------------------------|---------|---------|---------|-------|---------|
| Income | | | | | |
| Targeted Rates | (1,064) | 1,067 | 1,068 | (1) ✖ | 1,600 |
| Internal Income | 1,064 | (1,067) | (1,068) | 1 ✔ | (1,600) |
| Total Income | - | - | - | - ✖ | - |
| Net Operating Surplus/(Deficit) | - | - | - | - ✖ | - |

Fairlie Township**Income**

| | | | | | | |
|--------------------------|----------------|----------------|----------------|--------------|----------|----------------|
| Targeted Rates | 116,896 | 106,639 | 106,810 | (171) | × | 160,218 |
| Other Income | - | - | 468 | (468) | × | 700 |
| Internal Interest Income | 313 | - | 172 | (172) | × | 256 |
| Total Income | 117,209 | 106,639 | 107,450 | (811) | × | 161,174 |

Expenses

| | | | | | | |
|-----------------------------|---------------|----------------|----------------|----------------|----------|----------------|
| Administration Expenses | 2,136 | 8,681 | 11,650 | 2,969 | ✓ | 17,474 |
| Operational and Maintenance | 68,551 | 102,152 | 94,425 | (7,727) | × | 143,700 |
| Depreciation | 5,608 | 4,168 | 4,159 | (9) | × | 6,243 |
| Total Expenses | 76,295 | 115,002 | 110,234 | (4,768) | × | 167,417 |

Net Operating Surplus/(Deficit)

| | | | | | |
|---------------|----------------|----------------|----------------|----------|----------------|
| 40,914 | (8,363) | (2,784) | (5,579) | × | (6,243) |
|---------------|----------------|----------------|----------------|----------|----------------|

Mackenzie Community Centre**Income**

| | | | | | | |
|--------------------------|---------------|---------------|---------------|----------------|----------|---------------|
| Targeted Rates | 17,696 | 32,363 | 32,365 | (2) | ✗ | 48,545 |
| Other Income | 9,033 | 6,804 | 11,000 | (4,196) | ✗ | 16,500 |
| Internal Interest Income | 372 | 311 | 276 | 35 | ✓ | 416 |
| Total Income | 27,101 | 39,478 | 43,641 | (4,163) | ✗ | 65,461 |

Expenses

| | | | | | | |
|-----------------------------|---------------|---------------|---------------|----------------|----------|---------------|
| Employment Expenses | 884 | 3,224 | 4,700 | 1,476 | ✓ | 7,048 |
| Administration Expenses | 6,058 | 6,226 | 4,769 | (1,457) | ✗ | 7,153 |
| Operational and Maintenance | 7,164 | 28,802 | 21,730 | (7,072) | ✗ | 32,602 |
| Depreciation | 19,208 | 24,888 | 24,872 | (16) | ✗ | 37,316 |
| Total Expenses | 33,314 | 63,140 | 56,071 | (7,069) | ✗ | 84,119 |

Net Operating Surplus/(Deficit)

| | | | | | |
|----------------|-----------------|-----------------|-----------------|----------|-----------------|
| (6,213) | (23,662) | (12,430) | (11,232) | ✗ | (18,658) |
|----------------|-----------------|-----------------|-----------------|----------|-----------------|

Strathconan Park**Income**

Targeted Rates

4,264

4,267

4,268

(1)



6,400

Total Income**4,264****4,267****4,268****(1)****6,400****Expenses**

Administration Expenses

5,887

2,878

3,600

722



5,400

Operational and Maintenance

698

1,318

668

(650)



1,000

Total Expenses**6,585****4,196****4,268****72****6,400****Net Operating Surplus/(Deficit)****(2,321)****71****-****71****-**

Strathconan Swimming Pool**Income**

| | | | | | | |
|---------------------|---------------|---------------|---------------|----------------|----------|---------------|
| Targeted Rates | 29,016 | 37,057 | 37,057 | - | ✓ | 55,585 |
| Other Income | 21,425 | 10,405 | 18,900 | (8,495) | ✗ | 25,500 |
| Total Income | 50,441 | 47,461 | 55,957 | (8,495) | ✗ | 81,085 |

Expenses

| | | | | | | |
|-----------------------------|---------------|---------------|---------------|-----------------|----------|---------------|
| Employment Expenses | 40,027 | 31,042 | 30,934 | (108) | ✗ | 47,434 |
| Administration Expenses | 4,613 | 3,387 | 1,968 | (1,419) | ✗ | 5,700 |
| Operational and Maintenance | 15,583 | 22,977 | 14,080 | (8,897) | ✗ | 23,420 |
| Internal interest Expense | 573 | 447 | 361 | (86) | ✗ | 541 |
| Depreciation | 6,928 | 5,800 | 5,797 | (3) | ✗ | 8,697 |
| Total Expenses | 67,724 | 63,653 | 53,140 | (10,513) | ✗ | 85,792 |

Net Operating Surplus/(Deficit)

| | | | | | |
|-----------------|-----------------|--------------|-----------------|----------|----------------|
| (17,284) | (16,192) | 2,817 | (19,009) | ✗ | (4,707) |
|-----------------|-----------------|--------------|-----------------|----------|----------------|

MACKENZIE DISTRICT COUNCIL
COMMUNITY BOARD
Detailed Expenses Report
For the period ended February 2016

| | LYTD February 2015 | YTD Actual February 2016 | YTD Budget February 2016 | Variance | | Full Year Budget June 2016 |
|--|-----------------------|-----------------------------|-----------------------------|----------------|---|-------------------------------|
| Fairlie Township | | | | | | |
| Administration Expenses | | | | | | |
| 0524455. Advertising | 278 | 672 | 166 | (506) | ✗ | 250 |
| 0524485. Donations & Grants | - | 2,177 | 10,000 | 7,823 | ✓ | 15,000 |
| 0524615. Rates | 1,857 | 5,832 | 1,484 | (4,348) | ✗ | 2,224 |
| Total Administration Expenses | 2,136 | 8,681 | 11,650 | 2,969 | ✓ | 17,474 |
| Operational and Maintenance | | | | | | |
| 0525001. Materials Purchased | - | 31 | 132 | 101 | ✓ | 200 |
| 0525020. Gardening | 16,441 | 17,619 | 15,332 | (2,287) | ✗ | 23,000 |
| 0525021. Contractors | 1,730 | 1,667 | 1,668 | 1 | ✓ | 2,500 |
| 05250221. Irrigation equip - maintenance | 443 | 507 | 332 | (175) | ✗ | 500 |
| 0525025. Lawn Mowing | 22,022 | 22,196 | 20,625 | (1,571) | ✗ | 33,000 |
| 0525026. Repairs & Maintenance Planned | - | 10,046 | 6,668 | (3,378) | ✗ | 10,000 |
| 0525027. Repairs & Maint Unplanned | 2,450 | 1,529 | 6,668 | 5,139 | ✓ | 10,000 |
| 0525029. Tree Maintenance | 2,650 | 6,908 | 2,668 | (4,240) | ✗ | 4,000 |
| 0525035. Playground Maintenance | 1,535 | 1,067 | 1,332 | 265 | ✓ | 2,000 |
| 0525042. Litter Bin Collection | 10,253 | 10,392 | 11,000 | 608 | ✓ | 16,500 |
| 0525210. Fairlie Walkway | 957 | 693 | 6,668 | 5,975 | ✓ | 10,000 |
| 0525213. Tree Surgery | - | - | 1,332 | 1,332 | ✓ | 2,000 |
| 0525603. Fairlie Township Projects | 10,070 | 29,498 | 20,000 | (9,498) | ✗ | 30,000 |
| Total Operational and Maintenance | 68,551 | 102,152 | 94,425 | (7,727) | ✗ | 143,700 |

MACKENZIE DISTRICT COUNCIL

REPORT TO: FAIRLIE COMMUNITY BOARD

SUBJECT: REGENT STREET OPTIONS ASSESSMENT

MEETING DATE: 26th APRIL 2016

REF: WAS 2/24

FROM: ROADING MANAGER

ENDORSED BY: CHIEF EXECUTIVE OFFICER

PURPOSE OF REPORT:

To advise Fairlie Community Board of the options presented by Abley Consultants for Regent Street and provide advice for this project going forward

STAFF RECOMMENDATIONS:

1. That the report be received.
2. That the Fairlie Community Board delay the Regent Street improvement project subject to identification and prioritization of the various improvements established within the Mackenzie District Transportation Strategy.

SUZY RATAHI
ROADING MANAGER

WAYNE BARNETT
CHIEF EXECUTIVE OFFICER

BACKGROUND:

Following the development of Princes Street, Fairlie, Regent Street was to be considered next for upgrade, however the mix of commercial and residential use and the proximity to the town centre means that a full assessment of options and parking requirements was required before any improvements could take place. This was undertaken in August 2015. The three options provided have since had budget pricing applied to each of them.

ATTACHEMENTS:

Appendix A – Abley Transport Consultants Regent Street Transport Options

Appendix B – Regent Street Layout Options 1

Appendix C – Regent Street Layout Options 2

Appendix D – Regent Street Layout Options 3

POLICY STATUS:

Nil

SIGNIFICANCE OF DECISION REQUESTED:

Nil

ISSUES AND OPTIONS:

The work completed by Abley Consultants Ltd has identified three viable options for consideration. It has also confirmed that Council should consider developing a district wide parking by-law. This is something that is in the early stages of consideration and further work is about to be implemented. Currently the Mackenzie District, including Fairlie Township is seeing a large increase in visitor growth and therefore increasing need for development, as such Council has undertaken to develop a transportation strategy. This transportation strategy development has already had one workshop, which was greatly received by all 3 community boards and Councillors a-like. The purpose of the initial workshop was to tease out the big issues in each of the three townships, with common themes of parking, state highway access and township connectivity showing through. Within the Fairlie Township there is now greater demand being placed on servicing the commercial hub on Riddle Street. As the transportation strategy is in early stages it would be prudent to hold off any decisions on selecting the most appropriate solution on Regent Street prior to undertaking to understand the future growth demand for parking and connectivity within the commercial area. The Transportation Strategy is scheduled to be in place prior to October 2016 and this community board will be involved with the visioning and prioritisation programme, along with Council and the other 2 community boards.

CONCLUSION:

Staff suggest that the selection of options and budgeting process be put on hold until the transportation strategy is completed. The parking issues created by commercial businesses in the area can be mitigated through the implementation of a Parking By-law. This parking by-law will require a special consultative procedure, however the timing for completion should be within the current LTP period (likely implementation in 2017/2018). Once the Transportation Strategy is complete Council can then budget the priority works under a normal Long Term Planning process.

Regent Street Transport Options, Fairlie

Prepared for: Mackenzie District Council
Job Number: 4666-00
Revision: 0
Issue Date: 21 August 2015
Prepared by: Wendy Wee, Transportation Engineer
Reviewed by: Ann-Marie Head, Associate

1. Introduction

Mackenzie District Council commissioned Abley Transportation Consultants Limited to develop cross section options for Regent Street in Fairlie and suggest an appropriate parking bylaw clause to address the commercial activities occurring on the street.

This technical note is separated into sections for ease of understanding. The sections and their contents can be summarised as:

- 2) Background information to the project including the future pedestrian crossing facility on Main Street.
- 3) Design objectives for Regent Street
- 4) Set out of the proposed design options for Regent Street including an overall summary considering all options against various criteria.
- 5) Investigation of an appropriate parking bylaw to address the use of Regent Street for commercial activities.

2. Background

2.1 Regent Street

Regent Street between Main Street and Banks Street is not utilised in the most effective way and the local community board have requested further consideration of Regent Street issues including:

- Use of the road reserve for commercial activities and lack of parking bylaws to enforce a change in this behaviour;
- Underutilisation of parking on Regent Street for visitors to Fairlie, with a view to relieve parking congestion on Riddle Street; and
- Current layout of the cross section requires improvement including consideration of space for landscaping and arrangement of parking spaces to better provide for Town Centre parking.

Regent Street has a road reserve (boundary to boundary) of an approximately 20.3m width and there is currently minimal landscaping on the street. The eastern end of Regent Street is located within the Village Centre (VC) Zone and the western end within the Residential 1 Zone (Res 1) as shown in **Figure 2.1**.

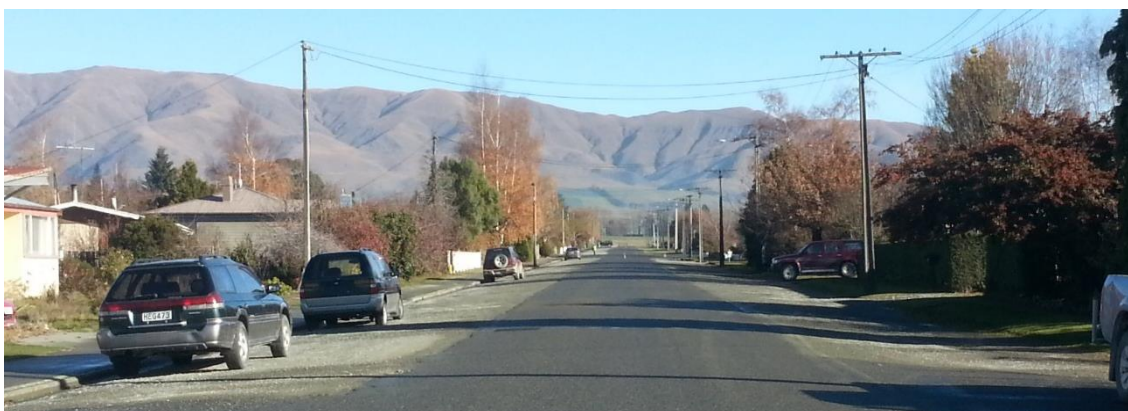
Figure 2.1 Study Area



Residential 1 Zone (Res 1)

The Residential 1 Zone on Regent Street comprises residential activities. The current Regent Street cross section in the Residential 1 Zone is shown in **Figure 2.2**.

Figure 2.2 Regent Street - Residential Zone Area looking West



A verge of approximately 1.5m and a footpath of approximately 2m wide are provided on the south side of the street. There is no footpath on the north side but there is a grass berm of approximately 2.8m wide between the residential boundary and the carriageway. The carriageway width (from the edge of the footpath at south side to the edge of the grass berm on the north side) is approximately 14m. The carriageway comprises a sealed section in the middle of the road (approximately 5.4m wide) and metalled sections on both sides of the sealed section. The metalled sections are currently used for on-street parking.

Village Centre Zone (VC)

The Village Centre Zone covers the eastern end of Regent Street for a distance of approximately 80m from Main Street (State Highway 8). Existing development within the Village Centre Zone is relatively small scale and footpaths are provided on both sides of the road, with the footpath located adjacent to the kerb. The footpath on the south side is approximately 2m wide while the footpath on the north side is about 4.3m wide. The carriageway width (from kerb to kerb) is approximately 14m with centreline marking provided closer to the Main Street intersection. An observation in June 2015 shows that this section of the street has a high level of on-street parking activity as shown in **Figure 2.3**.

Our Ref:

4666 Regent Street Transport Options

Issue Date:

21 August 2015

Figure 2.3 Regent Street (Village Centre Zone) Looking East towards Main Street



2.2 Future Pedestrian Crossing Facility on Main Street

According to the information provided, NZ Transport Agency is scheduled to provide a pedestrian crossing facility on Main Street (SH 8) in Fairlie in the 2015/16 financial year. The pedestrian crossing facility will formalise a pedestrian link between the businesses on both sides of Main Street.

It is likely that the pedestrian crossing facility would be in the form of a pedestrian refuge island located at the existing kerb extensions on Main Street approximately 49m (measured centre to centre) south of the Main Street / Regent Street intersection. The kerb extensions are located in a central location within the village centre and are likely to be used by pedestrians crossing Main Street.

The pedestrian crossing desire line across Main Street for visitors parking on Regent Street is more likely to be at the intersection of Main Street / Regent Street. However, providing a pedestrian refuge island at the intersection could potentially affect the intersection operation. It is also considered impractical to provide another pedestrian crossing facility with a less than 50m separation distance.

Overall, it is considered that the location of a pedestrian refuge island at the existing kerb extensions on Main Street is the optimal location. The existing footpath on Main Street from the kerb extensions to Regent Street provides a direct link from Regent Street to the crossing point and will enable visitors parking on Regent Street to use the pedestrian crossing facility if they so wish.

3. *Regent Street Cross Section Design Objectives*

Based on the brief, design objectives have been developed for the two sections of street described in the previous section.

3.1 *Residential 1 Zone*

The design objectives of the Residential 1 Zone are to develop a streetscape that:

- Facilitates two-way motor vehicle movements;
- Integrates appropriately with the adjacent residential land use; and
- Improves the existing streetscape by including planting strips or trees.

3.2 *Village Centre Zone*

The Village Centre Zone incorporates relatively small scale businesses and is currently recognisable as part of the village centre. The design objectives for the Village Centre Zone are to develop a cross-section that:

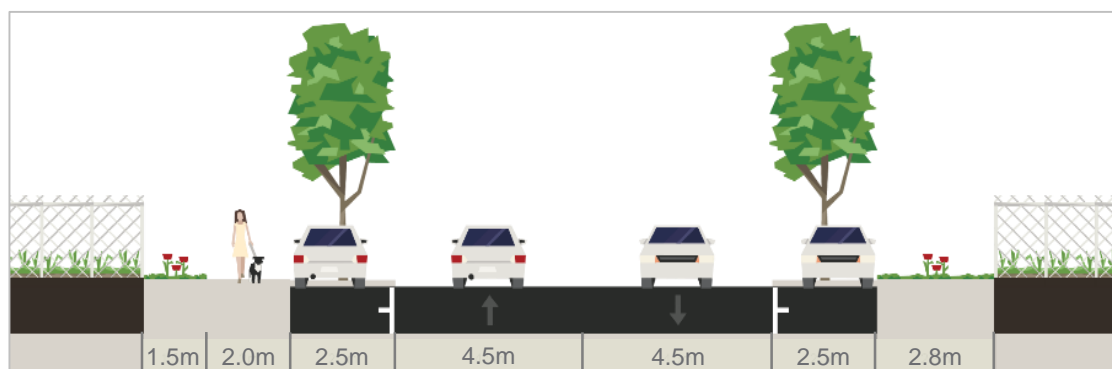
- Integrates appropriately with the adjacent commercial land use;
- Accommodates on-street parking activities;
- Facilitates two-way motor vehicle movements;
- Improves the existing streetscape by including planting strips or trees; and
- Facilitates safe and user friendly pedestrian movements (along and across the street).

4. *Regent Street Design Options*

4.1 *Cross Section in the Residential Zone Area*

The cross section developed for the Residential Zone area is shown in **Figure 4.1**. The key features of the cross section include retaining the existing footpath on the south side of the road, two 4.5m traffic lanes, 2.5m parallel parking on both sides of the road with planting areas or street trees incorporated in between the parallel parking spaces.

Figure 4.1
*Residential Zone
Cross Section*



It is considered that parking demand on this section of the road will be relatively low considering the primary land use is residential. This is considered the most appropriate cross section option for the

residential section as it can be incorporated within the existing carriageway with minimal changes, provides for two way traffic vehicle movements and improves the streetscape by incorporating street trees or planting areas in between the parallel parking spaces.

4.2 Cross Section in Village Centre Zone

Three cross section concept options were developed for the Village Centre Zone based on the objectives in Section 3.2 and each option is discussed in the following sections. The cross section dimensions are indicative and would be subject to further refinement for the final design. .

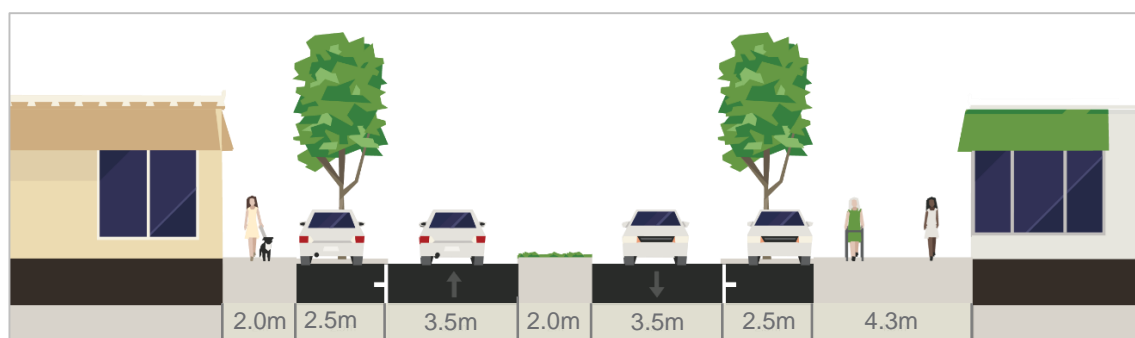
Option 1 - Parallel Parking on Both Sides

Key features: 3.5m wide traffic lanes, parallel parking on both sides, a 2m wide median planting strip and the existing footpaths retained.

This option includes a planting strip in the centre of the street which could be used to assist pedestrians to cross the street. The parallel parking on both sides with planting areas in between is similar to the proposed cross-section for the Residential 1 Zone and is expected to provide a consistent streetscape along Regent Street.

Provision of planting areas in between the parking spaces is expected to provide fewer parking spaces compared to the existing layout. Another disadvantage of this option is that the median strip will limit vehicle movements at the property accesses to left-in and left-out however, gaps in the median could be implemented to minimise the number of affected vehicle accesses. Alternatively, the planted median could be replaced with a flush (i.e. painted) median to avoid vehicle movement restrictions at property accesses.

Figure 4.2 Village Centre Zone Cross Section - Option 1



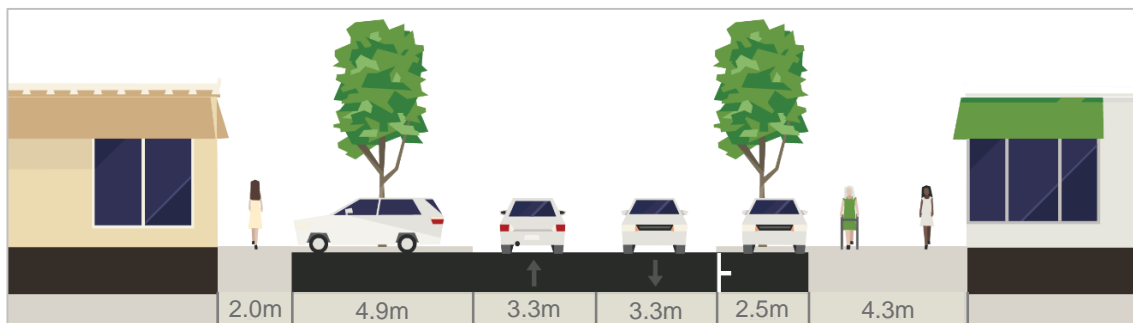
Option 2 - Parallel Parking on the North Side and 90 Degree Parking on the South Side

Key features: 3.3m wide traffic lanes, 4.9m 90 degree angle parking (on the south side), 2.5m wide parallel parking on the north side, planting areas included intermittently between parking spaces on both sides of the street and existing footpaths retained.

The 90 degree parking arrangement on the south side of the street is expected to increase the number of parking spaces on Regent Street compared to Option 1. In order to avoid changes to the existing kerb line at the Main Street intersection, a short section of parallel parking (1 to 2 spaces) is proposed on the south side near the intersection before the 90 degree parking arrangement commences. Alternatively, the kerb line at the Main Street intersection could be modified such that 90 degree parking could commence closer to the intersection however, this may restrict vehicles accessing the service station particularly fuel tankers and it would also incur additional cost.

Pedestrian crossing options are not included in this option however, kerb extensions could be implemented by removing one to two parking spaces.

Figure 4.3 Village Centre Zone Cross Section - Option 2



Option 3 - 60 Degree Angle Parking in the Centre of the Street

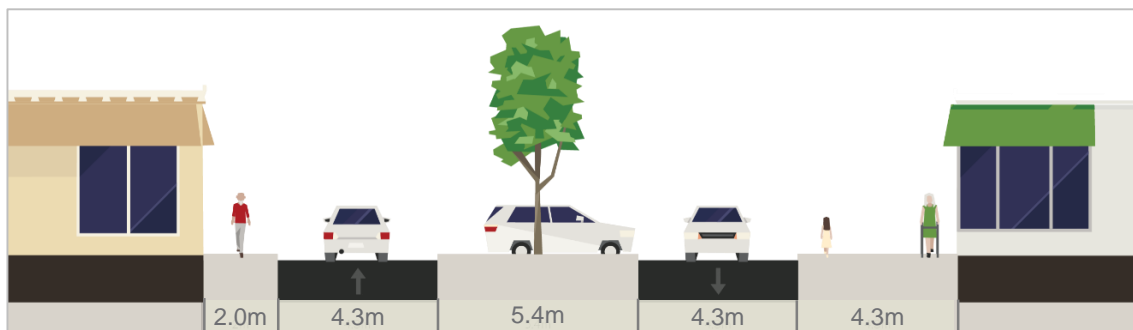
Key features: 4.3m wide traffic lanes, 5.4m 60 degree parking at the middle with planting areas in between and existing footpaths retained.

The advantage of this option is that the parking spaces can be entered in a forward manoeuvre from both directions of travel however, vehicles exiting these parking spaces are required to undertake a reverse manoeuvre. This option is expected to increase the number of parking spaces as parking can be provided for the whole length of the road without taking into account the location of property accesses on the road.

The disadvantage of this option is that parking in the middle of the road will limit vehicle movements at the property accesses to left-in and left-out manoeuvres.

A variation to this option is that wheel stops can be implemented to ensure vehicles undertake a reverse manoeuvre when exiting however, this will restrict access to the parking spaces to one direction of travel.

Figure 4.4 Village Centre Zone Cross Section - Option 3



4.3 Regent Street Layout Options

Three layout options for Regent Street are shown in **Figure 4.5** to **Figure 4.7** which correspond to the three cross section options for the Village Centre Zone discussed in Section 4.2 coupled with the proposed Residential 1 Zone cross section discussed in Section 4.1.

The cross section in the Residential 1 Zone is identical in all layout options. The final layout may be a variation of the preferred layout but should incorporate the same principles. The layouts are indicative and are not drawn to scale. CAD plans of the selected street layout will be developed once the preferred option has been chosen.

Figure 4.5 Layout
Option 1

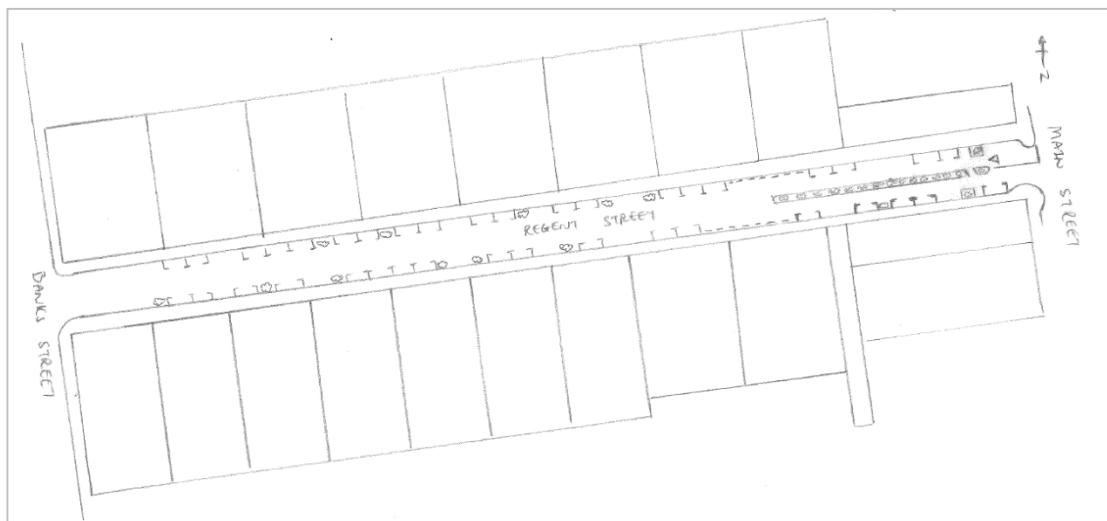


Figure 4.6 Layout
Option 2

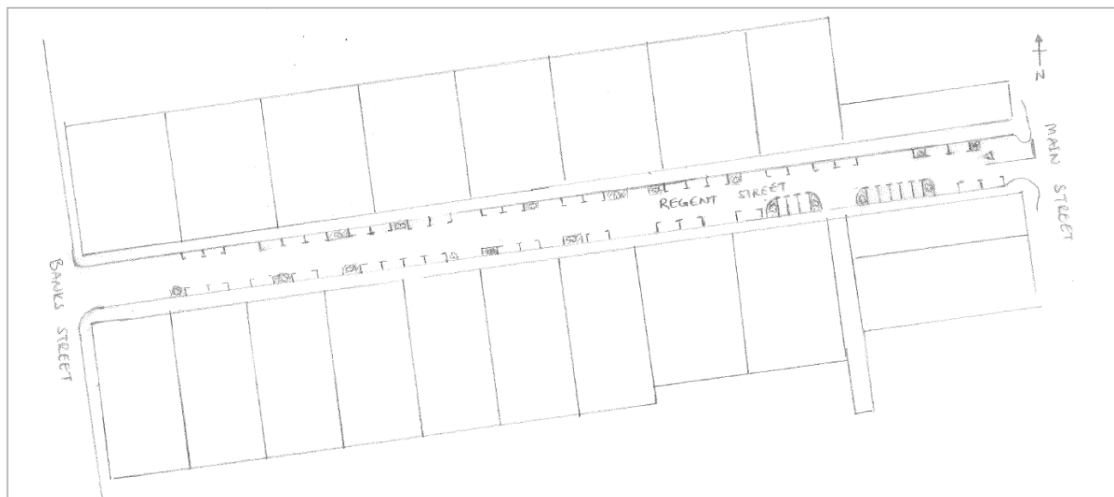
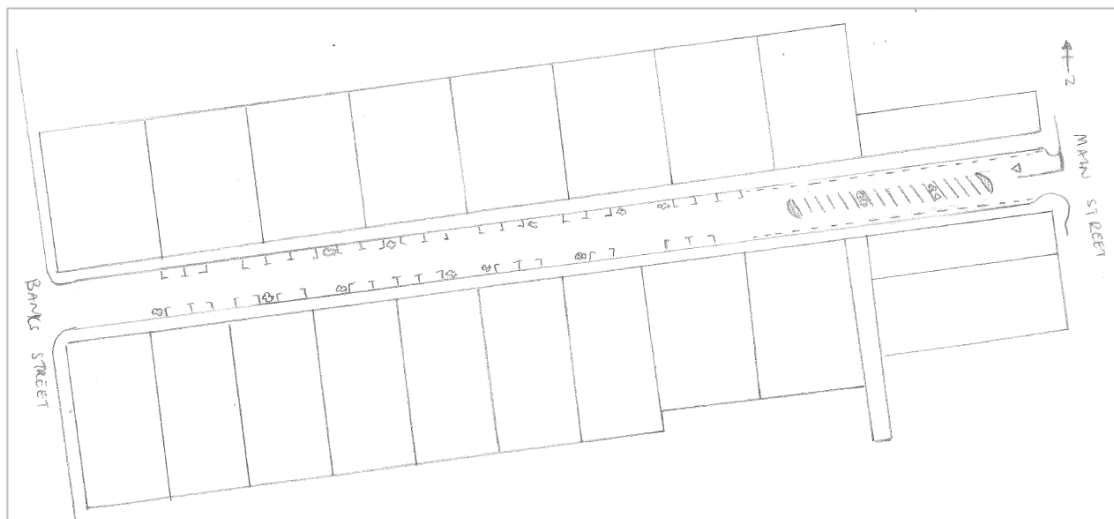


Figure 4.7 Layout
Option 3



4.4 Overall Regent Street Summary

An assessment of each of the layout options discussed in Section 4 including the existing layout is summarised in **Table 4.1**. The assessment is qualitative and is an indicative comparison only. There may be other matters that need to be considered.

Table 4.1 Option Assessment

| Criteria | Layout Option | | | | Comments |
|----------------------------|---------------|------|-----|------|---|
| | Existing | 1 | 2 | 3 | |
| Cost | - | \$\$ | \$ | \$\$ | Option 1 and 3 require construction of a median |
| Parking | ✓✓ | ✓ | ✓✓✓ | ✓✓ | Option 2 with 90° spaces is likely to provide more parking spaces. |
| Pedestrian movement | ✓ | ✓✓ | ✓ | ✓✓ | Option 1 and 3 provide opportunity to include a pedestrian refuge |
| Vehicle movement | ✓✓ | ✓ | ✓✓ | ✓ | Median and parking at the centre in Option 1 and 3 restrict vehicle movements at property accesses. |
| Speed Management | ✓ | ✓✓ | ✓✓ | ✓✓ | Reduced traffic lane widths in all options is expected to reduce vehicle speeds. |
| Streetscape | ✓ | ✓✓ | ✓✓ | ✓✓ | Areas for trees or plantings in all options |

The preferred layout for Regent Street is Layout Option 2 (as highlighted in grey) because the option will provide more car parking spaces, does not restrict vehicle movements at property accesses and it is considered a cost effective option. It is however noted that all options score relatively similarly. The location of street trees for Option 1 and 2 will need to be carefully considered in terms of where it is appropriate to ensure sight distances at property accesses are not compromised.

5. *Parking Bylaw*

Section 22AB of the Land Transport Act 1998 (attached as Appendix A) allows Mackenzie District Council as the road controlling authority to set requirements for parking on any road under the care, control or management of the Council. In particular clauses (1)(m-o) regarding parking are of the most interest. The powers include but are not limited to the following:

- Parking, stopping and standing restrictions
- Payment for parking
- Parking coupons
- Parking on grass berms or verges
- Penalties for parking offences

An example of a potential parking bylaw clause to address the use of Regent Street for commercial activities is extracted from the Waimate District Council Bylaw Chapter 11 Section 118.1 Clause (d) as shown in **Figure 5.1**.

The proposed parking bylaw clause in **Figure 5.1** would enable Council to address the current issue on Regent Street however, this is not sufficient as a standalone clause for a districtwide Parking Bylaw. The Mackenzie District Council does not have a Parking Bylaw and in order to address and manage parking within the district, further investigation is required to develop and implement a districtwide Parking Bylaw.

Figure 5.1 Parking
Bylaw Clause
Example -
Extracted from
Waimate District
Council Bylaw
Chapter 11
Roading

1108

Method Of Parking

1108.1

In any Restricted Parking Area where individual parks are indicated by lines painted or otherwise marked, no driver or person in charge of a vehicle may:

- a) Park any vehicle other than entirely within the area marked out as a single space; or
- b) Park any vehicle other than a motorcycle in a space marked for the use of motorcycles only; or
- c) Park a vehicle in a marked space which is already occupied by another vehicle, provided that any number of motorcycles may occupy a marked space at the same time. However, where any parking spaces are marked for the use of motorcycles only, if the space is divided into bays for angle parking of motorcycles no motorcycle (other than a motorcycle with a sidecar attached thereto) may be parked across any line marking the edge of any bay.
- d) Keep or hold on any space any motor vehicle, bicycle or caravan for the purposes of a sale, or exhibition for sale; or for the purpose of repair (other than essential running repairs carried out within a reasonable period of time, as determined by an authorised officer).
- e) Leave in any space any vehicle, trailer, caravan or caravan trailer which has no effective motor power in or attached to it, or is disabled or is in a state of repair so that it cannot be safely driven or towed.
- f) Park any vehicle in a no stopping area, being defined by a yellow broken line marked on the pavement adjacent to the kerb.
- g) Park any unauthorised vehicle in any special parking area.

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*Appendix A
Section 22AB Land
Transport Act 1998*

22AB Road controlling authorities may make certain bylaws

(1) A road controlling authority may make any bylaw that it thinks fit for 1 or more of the following purposes:

Parking

(m) prohibiting or restricting, subject to the erection of the prescribed signs, the stopping, standing, or parking of vehicles on any road; limiting the stopping, standing, or parking of vehicles on any road to vehicles of any specified class or description; limiting the period of time that vehicles may park on any part of the road where parking is limited to such vehicles; and providing that a vehicle used for the time being for any specified purpose must be treated for the purposes of the bylaw to be of a specified class or description, whether or not the vehicle belongs to any other class or description for any other purpose:

(n) prohibiting or restricting, subject to the erection of the prescribed signs, the parking of heavy motor vehicles, or any specified class or description of heavy motor vehicle, on any specified road during specified hours or for a period that exceeds a specified period:

(o) prescribing the use of parking places and transport stations, which includes (but is not limited to)—

(i) specifying the vehicles or classes of vehicle that may be entitled to use any parking place or transport station:

(ii) reserving any specified parking place or transport station for use, either generally or at specified times, only by members of the judiciary, medical practitioners, members of the diplomatic corps or consular corps, or disabled persons as defined in [section 2](#) of the Disabled Persons Community Welfare Act 1975:

(iii) if in the relevant road controlling authority's opinion it would be reasonable to reserve parking places or transport stations for use by persons who reside in the vicinity,—

(A) reserving specified parking places or transport stations for those persons to use, either generally or at specified times; and

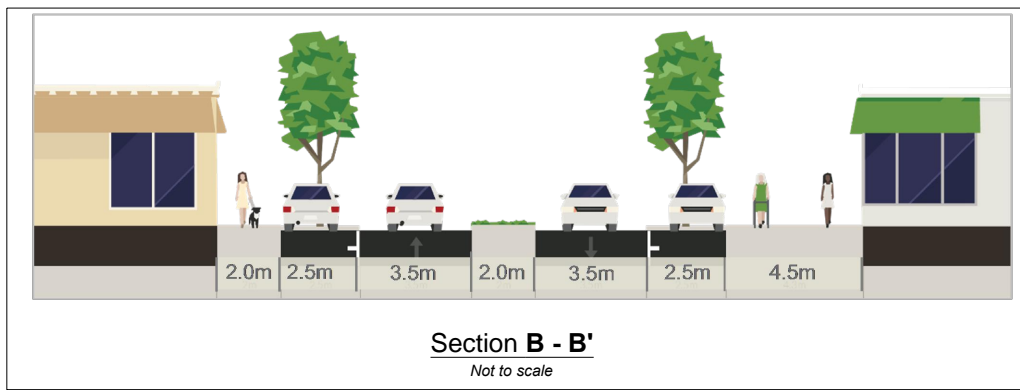
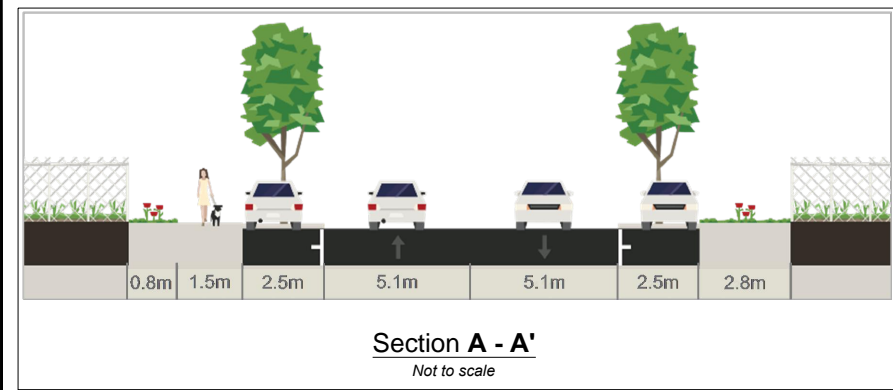
(B) setting the fees that those persons must pay to the relevant road controlling authority, whether annual or otherwise, for the use of those parking places or transport stations (provided that the fees do not exceed the reasonable cost to the relevant road controlling authority of the service involved in granting a permit to park in any parking place or transport station, collecting fees, or otherwise in relation to the reserving of any parking place or transport station):

(iv) prohibiting or restricting parking (being the stopping or standing of a vehicle for a period in excess of that specified in the bylaws) on specified roads or part of roads in residential areas by specified classes of vehicles, either generally or at specified times, where in the relevant road controlling authority's opinion the parking is likely to cause a nuisance or danger:

(v) prescribing the conditions under which any parking place or transport station may be used:

(vi) prescribing the charges to be paid to the relevant road controlling authority in connection with the use of any parking place or transport station, as measured by parking meters or in any other manner specified in the bylaws:

(vii) providing for the removal of vehicles from parking places or transport stations or roads where those vehicles are using those places or stations in breach of the bylaws, and requiring the payment of the reasonable cost of such removal:



| Rev | Date | Description |
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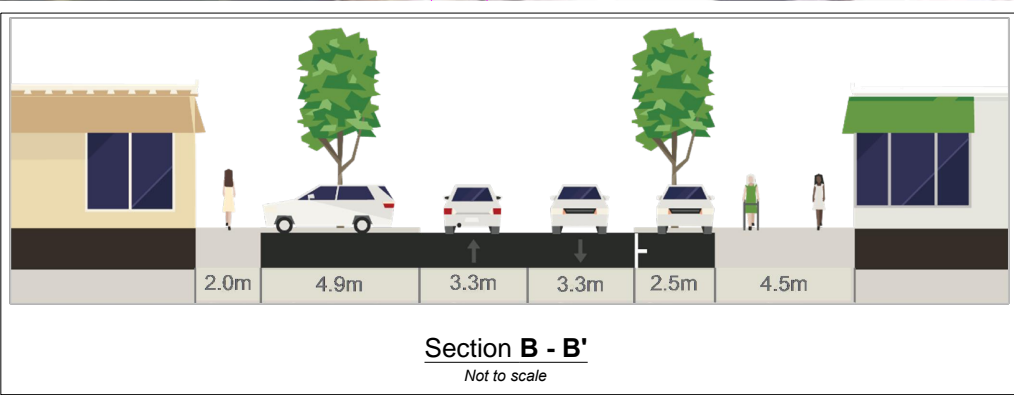
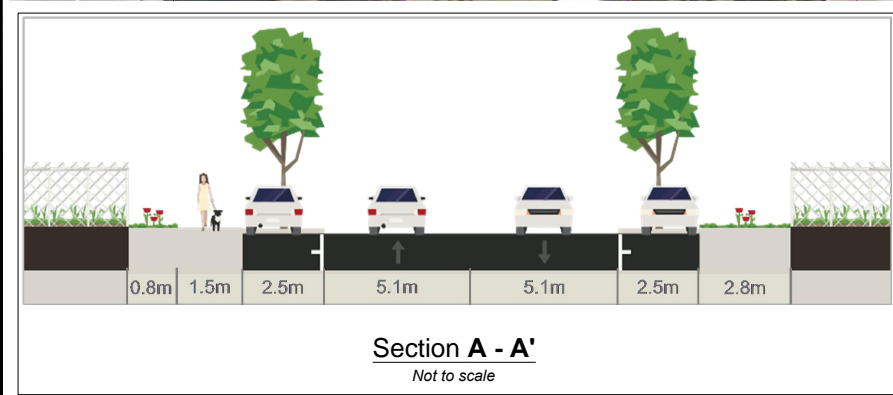


Mackenzie District Council

Regent Street Improvements

Option 1

| | | | | | | |
|----------|-----------|-----------|-----------------|------------------|-------------|----------------|
| Ref 4666 | Design WW | Drawn AJW | Date 25/01/2016 | Scale 1:750 @ A3 | Coords NZTM | Status CONCEPT |
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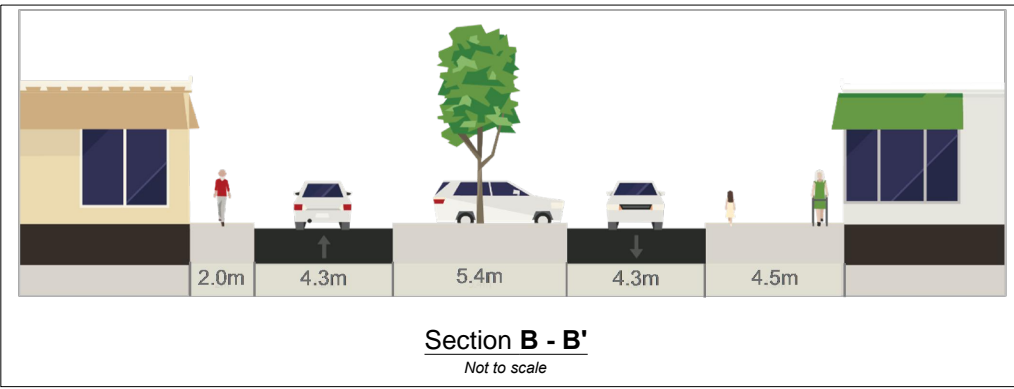
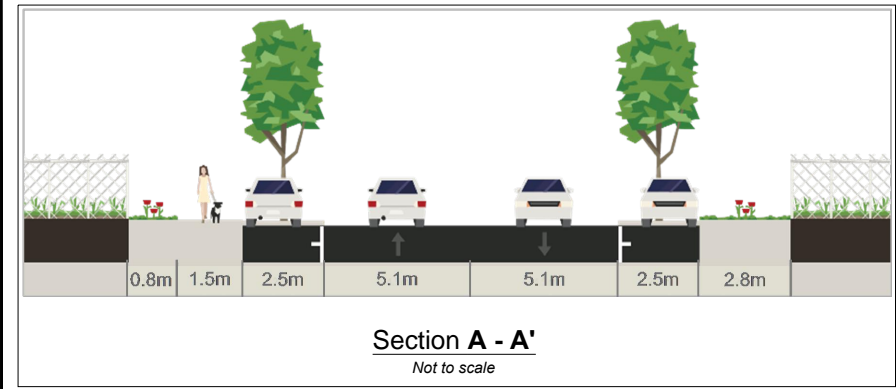
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Mackenzie District Council

Regent Street Improvements
Option 2

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| Ref 4666 | Design WW | Drawn AJW | Date 25/01/2016 | Scale 1:750 @ A3 | Coords NZTM | Status CONCEPT |
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Mackenzie District Council

Regent Street Improvements

Option 3

| | | | | | | |
|----------|-----------|-----------|-----------------|------------------|-------------|----------------|
| Ref 4666 | Design WW | Drawn AJW | Date 25/01/2016 | Scale 1:750 @ A3 | Coords NZTM | Status CONCEPT |
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MACKENZIE DISTRICT COUNCIL

REPORT TO: FAIRLIE COMMUNITY BOARD

SUBJECT DISTRICT PLAN REVIEW UPDATE

MEETING DATE 26 APRIL 2016

REF REG 6/6

FROM AARON HAKKAART, POLICY PLANNER (DISTRICT PLAN REVIEW)

PURPOSE OF REPORT

To provide an update on the District Plan Review process, and introduce Aaron Hakkaart as the new Policy Planner (District Plan Review).

STAFF RECOMMENDATIONS

1. That the report be received.

ATTACHMENTS:

N/A

BACKGROUND

The Mackenzie District Council has embarked on the review of its District Plan. The review is being managed by Craig Welsh a consultant with Resource and Environmental Management Limited. The Mackenzie District Plan was made operative in 2004, and the Resource Management Act 1991 (RMA) requires that the Council undertake a formal review of any provisions that are more than ten years old. Plan reviews are an involved process for Councils, and take a few years to complete.

The Council has resolved that all of the present District Plan will be subject to review, with the exception of provisions introduced in 2011 relating to Twizel (Plan Change 15) and any provisions arising out of Plan Change 13 (the Mackenzie Basin). These will not form part of the review.

To date, background technical work and information gathering has been undertaken and some selected issues consulted on with relevant parties. The work programme as agreed to by Council at a workshop on 15 February 2016, is as follows:

1. Draft issues and options papers including revised text
2. Council workshop
3. Consultation
4. Update issues and options papers
5. Section 32 Report (analysis of costs and benefits) and legal review
6. Public notification for submissions and further submissions (mid-September 2016)
7. Hearings and decision
8. Appeals and Environment Court

Staff previously sought feedback from each Community Board in December 2012 (Twizel and Tekapo) and July 2013 (Fairlie). Following on from this staffing changes resulted in limited progress being made towards the completion of the District Plan Review.

Items discussed with the Fairlie Community Board at the time included:

- Do the current zones in the District Plan reflect actual development? If not, has this raised any issues?
- Are the current zones in appropriate locations?
- Are any new zones or rezoning of existing zones required? E.g. should a Rural Residential zone be introduced to provide for low density rural residential living adjacent to Fairlie township?
- Does the District Plan contain the right mix of encouraging and supporting activities in certain zones while having appropriate controls?
- What, if any issues have arisen in the current District Plan which could be better dealt with?
- Should recreational opportunities be further provided for and could this be implemented through the District Plan?
- Are there any other matters that should be covered in the District Plan, or any other feedback?

This meeting paper serves as an update to the Community Board.

Councils intention over the coming weeks/months is to complete relevant issues and options papers and carry out further workshops with each of the community boards, to discuss the proposed text and any further matters that should be included.

POLICY STATUS

N/A

SIGNIFICANCE OF DECISION

N/A

ISSUES & OPTIONS:

N/A

CONCLUSION:

Over the coming months the Council will be progressing the review of the District Plan. Further workshops will be carried out with each community board to gain their valuable input as part of this process.

6 Regent Street
Fairlie 7925



Mayor Claire Barlow
Mackenzie District Council
Fairlie

6 April 2016

Copy to Community Board

Dear Claire

Aah! The joys of living in Upper/Lower (call it what you want) Regent Street, Fairlie. To me it's like living in the yard of a mechanic's garage, old cars left on the street for weeks on end, some registered, others not, oil all over the road. On fine days mechanics doing their work on the side of the road, legs jutting out from under the cars, Occupational Health and Safety comes to mind.

I see a lot of people coming into town, looking for a park, there is none because of the garage clientele. These people do a u-turn and depart Fairlie (or as I see it, the yard of a garage).

Also the DUST... yes... the DUST created by these vehicles is amazing. There is no shingle, just dust and potholes. They were fixed 4 or 5 weeks ago but alas they have returned. I cannot leave the windows open in the front of the house because of this problem.

Having talked and written to the council regards this problem a few times, with the reply "we have plans for the said Regent Street".

I can remember talking to Ashley Shore, when he was on the Community Board, out the front of our house. They were looking at what they, the Community Board, were going to do with Regent Street (it sounded quite promising), but then nothing happened. Election year no doubt. More promises. Robert Muldoon once said "Show me an honest politician and I will show you a liar".

My question is "What is going to happen to Regent Street, are there any plans?" - on paper, not a verbal assurance that something is under way.

If I was a visitor and turned into the top end of Regent Street, I think I would depart very quickly too. There should be timed parking on one side of the road for visitors' cars and for campervans. Also, the footpath on the garage side is disgusting, you will find old brake shoes, nuts, bolts, oil patches - oh, and the odd dog shit. It is also used for parking vehicles, trailers, four wheel drive vehicles and bikes.

I wait with baited breath for the Council's next plan for Regent Street, and a reply to this letter...

Yours sincerely

Alan Ward