



Christchurch City Council

SPREYDON/HEATHCOTE COMMUNITY BOARD AGENDA

TUESDAY 21 MARCH 2006

AT 5.00 PM

IN THE BOARDROOM,
SOUTH LIBRARY, SERVICE CENTRE AND LEARNING CENTRE,
66 COLOMBO STREET, CHRISTCHURCH

Community Board: Phil Clearwater (Chairperson), Oscar Alpers, Barry Corbett, Paul de Spa, Chris Mene, Sue Wells and Megan Woods.

Community Board Principal Adviser

Lisa Goodman

DDI: 941-5108

Email: lisa.goodman@ccc.govt.nz

Community Secretary

Peter Dow

DDI: 941-5105

Email: peter.dow@ccc.govt.nz

PART A - MATTERS REQUIRING A COUNCIL DECISION

PART B - REPORTS FOR INFORMATION

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1. **APOLOGIES**

2. **CONFIRMATION OF MEETING REPORT – 7 MARCH 2006**

CHAIRPERSON'S RECOMMENDATION

Report not seen by Chairperson.

3. **DEPUTATIONS BY APPOINTMENT**

3.1 **BRADFORD PARK PLAYGROUND UPGRADE AND LANDSCAPING**

Representations on the proposed plan and related matters will be made by the following:

- Rachel Phillpotts, 22 Cheviot Street
- Gloria Hutchinson, 90 Roker Street
- Fleur Ford, 6/17 Devon Street

Clause 5 of this agenda refers.

4. **BOARD MEMBERS' INFORMATION EXCHANGE**

Board members will have an opportunity to provide updates on community activities/Council issues.

5. **BRADFORD PARK PLAYGROUND UPGRADE AND LANDSCAPING**

| | |
|-------------------------------------|--|
| General Manager responsible: | General Manager, City Environment |
| Officer responsible: | Michael Aitken, Greenspace Manager |
| Author: | Ann Liggett, Parks & Waterways Area Advocate, DDI 941-5111 |

PURPOSE OF REPORT

1. The purpose of this report is for the Community Board to
 - (a) approve the final landscape plan (copy **attached**) for Bradford Park playground upgrade and landscaping, following community consultation.
 - (b) approve the removal of three ash trees from the Strickland Street entranceway and plant a small feature tree at the frontage.

EXECUTIVE SUMMARY

2. The Bradford Park playground upgrade and landscaping are projects on the Greenspace Unit 2005/06 capital programme.
3. A public information leaflet has been distributed to key stakeholders and the local community for feedback on a concept plan which detailed ideas for new play equipment and new landscaping proposals.
4. Approximately 450 leaflets were distributed with 99 submissions received; 96 support the project with three in opposition.
5. Resulting from the comments received, the following changes and additions have been made to the playground concept:
 - The installation of an additional smaller slide to cater for the toddler age group

5 Cont'd

- The hexagonal fitness wheel will change to a Jungle 402 (similar type setup to the original fitness wheel but slightly smaller to accommodate the additional toddler slide), with a curved slide instead of a spiral slide
 - Installation of more seating and picnic tables.
6. The layout of the equipment now identifies one area for toddlers and one area for older children, while all equipment is still within close proximity of each other for supervision.
 7. We also received several requests for a half basketball court and this option was investigated further. Due to space constraints and budget a half court could not be included in this particular project.
 8. It was identified that the entranceway to Bradford Park from Strickland Street has poor sight lines into the park. After discussions with the Greenspace Arborist a proposal was to remove the three ash trees, two on the south side of the path and one on the north side. This will create clearer views into the park and to part of the play area. These trees are in poor form with significant branch failure and storm damage. Removal of these three ash trees would reduce maintenance issues, address ongoing health and safety issues, and improve the sight lines into Bradford Park from Strickland Street.
 9. There are two existing lime trees at the entranceway which are in excellent health and provide appealing landscape amenity. Another feature tree could be planted on the other side of the entranceway, without impeding the sight lines into the park.
 10. The entranceway at Milton Street will include:
 - New fencing and low planting along the Milton Street frontage
 - Low planting and flowering climbers along both fencelines
 - Avenue of horse chestnuts into the park.
 11. We received 11 submissions concerning the "junkyard" area along the strip of deeds land on the eastern boundary of the park. Concerns were raised from safety issues through to the eyesore it creates to park users and neighbours. The Council has taken enforcement action and the area has now been cleared of rubbish.
 12. In general, the comments received were in full support of the enhancement work proposed and the local community is looking forward to the completion of this project.

FINANCIAL AND LEGAL CONSIDERATIONS

13. All work will be funded by the Greenspace Unit's Capital Works Programme 2005/06.
14. Play equipment will be installed as per Playground Safety Standards by a Council approved contractor.
15. All landscaping work will be undertaken by a Council approved contractor.

STAFF RECOMMENDATIONS

It is recommended that the Community Board:

- (a) approves the final plan for Bradford Park Playground Upgrade and Landscaping.
- (b) approves the removal of three ash trees at the entrance to Bradford Park from Strickland Street and plant a small feature tree at the frontage.

CHAIRPERSON'S RECOMMENDATION

That the staff recommendations be supported.

6. ENVIRONMENTAL ENHANCEMENT FUND ALLOCATION

| | |
|-------------------------------------|--|
| General Manager responsible: | General Manager, City Environment |
| Officer responsible: | Michael Aiken, Greenspace Manager |
| Author: | Ann Liggett, Parks & Waterways Area Advocate, DDI 941-5111 |

PURPOSE OF REPORT

1. The purpose of this report is for the Community Board to approve \$7,000 of its Project Fund, allocated for an Environmental Enhancement development project, after receiving submissions from the local community.

EXECUTIVE SUMMARY

2. Following a recommendation from the Community Board, an article was placed in the December 2005 issue of the Spreydon/Heathcote newsletter calling for submissions from the community on areas that could benefit from some enhancement planting/landscaping.
3. Eight submissions were received and are outlined below with a staff comment provided for each project:

- (a) **Arahura Christian Counselling & Medical Centre** **\$5,000**
406 Barrington Street
(written application attached)

Spreydon Health and Family Trust – Contemplative Garden

“The goal is to create a small contemplative garden for patients and the general community to be able to stop and ponder. We are aware folk with mental health issues especially those with anxiety and those who have been abused often do not use available parks because they are too large and open or separate from homes to feel safe. The idea is to create a small garden at the front of the health centre so it feels safer for such folk. We have a high number of such clients attending the centre each week but we are also welcoming use by the local community”.

Staff Comment: This is a project that will benefit not just the users of the Counselling and Medical Centre, but the whole community. With the garden being located on the street frontage and open to the street, passersby are able to stop and rest within a relaxing environment. Trees for Canterbury have also shown their support of this project with an offer of plants for the native garden area.

- (b) **Thorrington School** **\$3,000**
Colombo Street
(written application attached)

“The native tree area is in a poor state. The following issues have been identified:

- There are a number of trees that are a hazard. They are either about to fall or have fallen but are held up by branches of other trees. At present the trees are a “no-go” area for children because of the hazards.
- There is an ongoing issue of graffiti on the outside wall of Room 13 in the bush area and of less than desirable activities happening in the area because of the cover it provides.
- Minimal use is made of this area in its present state.

Solution: We would like to firstly make the tree area safe for children. We would also like to see the area “opened up” so that more use can be made of it by the school and perhaps also by the local community. The Donkey Track has recently been enhanced and the tree area may be able to be incorporated into the “flow” of the Donkey Track enhancement. We hope also that opening up the area will discourage graffiti”.

6 Cont'd

Staff Comment: Another project which is not just of benefit to the applicant (Thorrington School) but to the wider community. With the enhancement work undertaken recently at the Donkey Track this works in well with opening up the entrance even further at the Sloan Terrace entrance. The school is able to put some funding towards it, and the Greenspace Unit is able to contribute some funding also.

(c) **Heathcote Riverbank
(written application attached)**

"A balance of blocks (large enough to achieve integrity within its genre) of native and non-weedy exotic riparian and associated parkland vegetation. The precise locations of these blocks should be determined from an ecological and landscape survey of the river corridor and build on existing nuclei (such as the private reserve on Riverlaw Terrace downstream of the Tennyson Street Bridge).

One obvious location would be to further develop the plantings that were commenced in a small way by the Heathcote 1990's Sesquicentennial Year Committee around the ponds in Beckenham Park. There are >15 year old kahikatea and pokaka there and a number of other trees and tussocks. This could be done in conjunction with the proposed refurbishing of the pipes. In particular the swampy area between the two ponds would be ideal for establishing further trees of kahikatea and pokaka to ensure there are good outcrossing opportunities for them.

Further effort needs also to be put into gradually eliminating ivy, periwinkle, aluminium plant, tradescantia, stinking iris, sycamore and other weeds along the Ernle Reserve walkway to ensure the millennium project there can fulfil its long term potential. This will allow natural regeneration to occur such as from the 100 year old grove of kahikatea at the upstream end."

Staff Comment: At present a landscape plan is being prepared for the stretch of the Heathcote River from Colombo Street to Hansen Park, resulting from feedback obtained during the Heathcote River Vision document consultation which will identify areas for tree planting as per the above suggestion. At present no new planting is being undertaken along the Heathcote River until this plan is complete and finalised. The elimination of weeds is achieved through our maintenance programme.

(d) **Victory Drain
Roscoe Street
St Martins
(written application attached)**

"I would like to propose the planting and development of the bridge over the waterway in Roscoe Street, St Martins Valley (opposite and next to the tennis courts)."

This is a completion of a project which was started four years ago.

Staff Comment: Approximately four years ago, Rachel Barker (planner) and Jeff Weston (landscape architect) provided a landscape plan, landscape advice, and plants to enhance Victory Drain at 10 Roscoe St. In this relatively short time, plants have established well on the true right of the waterway, and have softened the concrete drain considerably. A recent site visit revealed a number of toe toe are currently flowering, making the site attractive. Two toetoe are placed in the street berm and provide a landscape connection to the site.

The project is considered complete, and there is no need for further landscaping as the site is well enhanced as it is.

A start was made by a previous Council staff member to get a seat and some enhancement planting undertaken on the bridge. This is being followed up through our roadside landscaping.

6 Cont'd

(e) **Hillsborough Domain
(written application attached)**

Developed swale area in Hillsborough Domain. Replacement of plants which have died, bare areas which have not been planted, control and keeping the area free of debris.

Staff Comment: This area is in need of attention and will be cleaned out and new planting undertaken by the Greenspace Unit's Waterways Maintenance Team.

(f) **Huntsbury Avenue – Roadside Landscape
Area outside 38-46 Huntsbury Avenue**

Staff Comment: The site has been visited and could benefit from some new planting. This will be undertaken by the Greenspace Unit and funded by the roadside landscape maintenance budget.

(g) **1 Vernon Terrace
Area at 1 Vernon Terrace where there are toilets, old tram terminus and
pumphouse could do with some more enhancement planting.**

Staff Comment: The site has been visited and could benefit from some new planting. This will be undertaken by the Greenspace Unit and funded by the roadside landscape maintenance budget.

FINANCIAL AND LEGAL CONSIDERATIONS

4. Some of the above projects can be funded through the Greenspace Unit's maintenance budget.
5. Projects chosen by the Community Board will be funded through their project fund allocated to an Environmental Enhancement project.

STAFF RECOMMENDATION

It is recommended that the Community Board funds the following projects:

- Arahura Christian Counselling and Medical Centre \$4,500
- Thorrington School \$2,500

CHAIRPERSON'S RECOMMENDATION

That the staff recommendation be supported.

CHAIRPERSON'S NOTE

The submissions have raised suggestions that should be discussed.

7. SPREYDON DOMAIN – SPREYDON TENNIS CLUB – APPLICATION TO EXTEND LEASE AREA

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|-------------------------------------|--|
| General Manager responsible: | General Manager, City Environment |
| Officer responsible: | Michael Aitken, Greenspace Manager |
| Author: | Ann Liggett, Parks & Waterways Area Advocate, DDI 941-5111 |

PURPOSE OF REPORT

1. The purpose of this report is to:
 - (a) approve the application by the Spreydon Bowling Club to surrender part of its lease area, namely the former Number 2 Green, as indicated in the **attached** letter, and on the **attached** plan.

7 Cont'd

- (b) to grant a new lease to the Spreydon Tennis Club which includes its current leased area and the former Number 2 Green, a total area of approximately 5325 square metres. This will require the tennis club to surrender its current lease.

EXECUTIVE SUMMARY

2. On 27 January 2005, an application was received from the Spreydon Bowling Club to surrender part of its lease area, the area being the former Number 2 Green in Spreydon Domain; the reason being because of reduced membership.
3. The Spreydon Tennis Club has made application to the Council to lease the area formally leased to the Spreydon Bowling Club on which the Number 2 Green on the west side of Spreydon Domain was situated. This is to enable the tennis club to build an additional three artificial courts to cater for its increasing membership (court layout plan **attached**).
4. Spreydon Tennis Club was formed in 1922. It is based at Spreydon Domain where it currently has clubrooms, five artificial tennis courts, and a practice volley area.
5. The current membership of the Spreydon Tennis Club is 63 senior members and 203 junior members. Due to the dramatic rise in junior membership, the current number of courts does not adequately cater for the club's junior member needs, it being anticipated that due to the promotion of tennis throughout schools, these numbers will continue to increase.
6. The Tennis Club proposes to construct three artificial tennis courts with lights on the area it has applied to lease, the new courts being orientated in an east west direction.
7. Officers are recommending that the Council accepts with regret the partial surrender of the Spreydon Bowling Club's lease.
8. Officers are recommending that the Council grants a new lease to the Spreydon Tennis Club, which encompasses the present leased area, and the new area applied for.

FINANCIAL AND LEGAL CONSIDERATIONS

9. The Spreydon Bowling Club wrote to the Council in January 2005 requesting that the Council considers accepting a partial surrender of their present lease. Because of falling membership, the Club no longer requires its former Number 2 Green. The Club's current lease expired in 2003. The Club has a right to renew its lease for a further 21 years, which will be processed once the Council has accepted the partial surrender of their lease.
10. The Spreydon Tennis Club, which has made application to the Council to extend the area it currently leases from the Council at Spreydon Domain, is in the process of having its proposed development fully costed, which is anticipated will cost no more than \$150,000. The Club has approximately \$25,000 in reserve which will be used for this project, the balance being sourced through Trusts, fundraising programmes and an application to the Council's Community Organisations Loan Scheme.
11. The Tennis Club will be required to surrender its present lease, because it is not possible to vary an existing lease to accommodate an addition to an organisation's leased area. The Club's present lease is due to expire in 2008. It is also necessary, because of the need to raise a considerable amount of money by way of grants and borrowing, that the Club has as long a lease period as possible, in which to pay back any loans/mortgages raised, and so that prospective grantors are able to be satisfied that reasonable long term benefits to the community will accrue from the monies granted.
12. The new unregistered lease is able to be granted in accordance with Section 54 (1) (c) of the Reserves Act for a maximum period of up to 33 years. Officers are recommending that the lease be broken into three eleven year periods. After the first and second year period, officers are recommending that a further right of renewal be incorporated into the lease document, that subject to the Club being a viable entity, and in accordance with the requirements of the first

7 Cont'd

Schedule of the Reserves Act 1977 "that further similar terms may be granted if the lessor is satisfied that the terms and conditions of the lease have been complied with, and that there is sufficient need for the sports, games, or other recreational activity specified in the lease, and that in public interest some other sport, games or recreational activity should not have priority."

13. A separate report will be prepared for the Board's consideration regarding the tennis club's intention to apply for court lighting, in accordance with the Council's policy (23/10/96) that the Greenspace Manager has delegated authority: " Power to make decisions on the siting of floodlights on sports parks, subject to the necessary resource consents and consultation with the appropriate Community Board."

BACKGROUND ON SPREYDON TENNIS CLUB – APPLICATION TO EXTEND LEASE AREA AT SPREYDON DOMAIN

14. The Spreydon Tennis Club's junior membership has grown nearly four fold in the last 5 years from approximately 57 in 2001 to 203 currently. During this time, a small increase in senior members has been recorded from 57 to 63 members. The Club needs more courts to service this increase in junior membership, hence the application to extend its lease area.
15. The Tennis Club proposes as part of the new development to remove the corrugated iron fences surrounding the former bowling green, replacing them with open wire mesh fences, thereby allowing views into the previously "shut" off area of the park, which will greatly improve the amenity value of this area of the park.

OPTIONS

16. There are only two options:
 - (a) Accept the partial surrender of the Bowling Club's lease, and return the area to open park land. This option does not satisfy the need for the Tennis Club to properly cater for the large increase it is experiencing in its junior membership.
 - (b) Accept the partial surrender of the Bowling Club's lease, and lease the area to the Tennis Club. This option satisfies the requirements of the Tennis Club. The increased area of land being leased to the Tennis Club has not been available for the general public to use for many years, it being part of the Bowling Club's former lease area, and therefore there will be no change to the area available for the general public to use.

STAFF RECOMMENDATIONS

It is recommended that the Community Board:

- (a) Accepts the application from the Spreydon Bowling Club, for the partial surrender of its lease, (the area on which the Number 2 Green is located) which is dated 27 January 2005, with regret.
- (b) Approves the Spreydon Tennis Club's application to lease approximately 5325 square metres of Spreydon Domain, being all of Lot 7 DP 44573, a recreation reserve (page 3256 in the New Zealand Gazette 1997) of 644 square metres, contained in certificate of title 28F/75, and part of Reserve 3824 a recreation reserve (page 1429 in the New Zealand Gazette 1969) of 7.1325 hectares, contained in certificate of title 657/52 on SO plan 4936, both areas vested in the Council, pursuant to Section 54 (1) (c) of the Reserves Act 1977 for a period of up to 33 years, subject to the following conditions.
 - (i) Public notification and subsequent approval by the Minister of Conservation.
 - (ii) The Spreydon Tennis Club surrenders its present lease dated 10 March 1987 over its present site.

7 Cont'd

- (iii) That the lease period be broken into three 11 year periods, with a right of renewal at the end of the first two periods, subject to the Spreydon Tennis Club still being a viable entity, and having a history of paying all dues owed by it to the Council, and that the Council is satisfied that the terms and conditions of the lease have been compiled with, and that there is sufficient need for the sports, games, or other recreational activity specified in the lease, and that in the public interest some other sport, game or recreational activity should not have priority.
- (iv) That all necessary resource and building consents are obtained by the Spreydon Tennis Club before it commences any construction of the new court facilities on the newly leased site.
- (v) The lease terms and conditions being negotiated by the Corporate Support Manager in consultation with the Parks and Waterways Policy and Leasing Administrator.
- (vi) The leased area is to be maintained in a safe and tidy condition at all times by the applicant, or principal contractor.
- (vii) All costs associated with the preparation and issue of the lease, site development and subsequent maintenance of the facilities is to be the responsibility of the Spreydon Tennis Club.
- (viii) The Spreydon Tennis Club is to liaise with the Greenspace Unit's representative (Greenspace Contract Manager, Sockburn Service Centre) to ascertain site requirements prior to the letting of any tenders for the construction of the new court facilities.
- (ix) The applicant is to pay a \$2,000 bond to the Council (via the Greenspace Contract Manager, Sockburn Service Centre) before any construction work commences on the site. The bond less any expenses incurred by the Council will be refunded to the payee upon completion of the development to a standard acceptable to the Greenspace Manager.
- (x) This approval will lapse if the club has not made substantial progress towards the completion of the development within two years of approval being granted.
- (xii) As part of the construction a root barrier is to be installed along the southern boundary of the leased area to prevent tree roots growing under the new courts, at Spreydon Tennis Club's expense.
- (xiii) If at any time in the future, tree roots grow from the park into the court area and cause damage to the Club's infrastructure, it will be the responsibility of the Spreydon Tennis Club to undertake any necessary repairs at their cost.
- (xiv) All new fences built around the new courts are to be built of black plastic coated wire mesh, the posts to be powder coated black, to reduce their impact on the park environment.

CHAIRPERSON'S RECOMMENDATION

That the staff recommendations be supported.

8. **ATHELSTAN STREET – NEW BUS STOP LOCATION**

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|-------------------------------------|---|
| General Manager responsible: | General Manager, City Environment |
| Officer responsible: | Don Munro, Transport and City Streets Unit Manager |
| Author: | Robert Woods, Public Transport Planner DDI 941-8060 |

PURPOSE OF REPORT

1. The purpose of this report is to obtain the Community Board's approval for a new bus stop on Athelstan Street required as a result of Barrington Mall's request to Environment Canterbury for buses to no longer enter the Mall's car park.

FINANCIAL AND LEGAL CONSIDERATIONS

2. One bus stop sign on pole, bus stop road marking and parking spaces amendments at \$2,000 (installed) can be met from within existing budgets.
3. Land Transport Rules Traffic Control Devices 2004 provides for the erection of bus stop signs.

BACKGROUND ON ATHELSTAN STREET – NEW BUS STOP LOCATION

4. Four different bus routes use Athelstan Street. Routes 11 and 13 run both ways along Athelstan Street, dropping off and picking up passengers at the existing bus stops each side which service the Mall. These routes will remain unchanged. Routes 17 and 19 however turn right from Barrington Street (south) into Athelstan Street and then terminate and layover at the bus stop on the north side of Athelstan Street. When they begin their return trip, they use the Barringtons car park to turn around and travel back along Athelstan Street to the intersection at Barrington Street, where they turn left and resume their route.
5. Environment Canterbury has until recently had an arrangement with Barrington Mall to use the car park for route 17 and 19 terminating buses to turn around on the start of their return trips. The Mall has recently changed ownership, however, and the new owners do not wish to continue this arrangement, citing safety concerns for their customers.
6. Environment Canterbury has reviewed the options available to satisfy the Mall's request. In doing this it has had to keep in mind the convenience of passengers, the legibility of the route, and the implications of any additional running distance on the cost of the service, the timetable and environmental effects on residential streets used.
7. Environment Canterbury has developed its preferred solution, which minimises additional running time and distance and is most sensible from a passenger's perspective (see **Attachment A**). This solution also avoids running buses down local roads that currently do not have buses on them. The route change would involve routes 17 and 19 turning right from Barrington Street (south) into Milton Street, then left into Simeon Street and left into Athelstan Street where they would terminate and layover. When they depart, both routes would proceed south west along Athelstan Street and then turn left to rejoin Barrington Street.
8. An alternative option considered by Environment Canterbury was to retain the existing layover on the north side of Athelstan Street, but instead of using the car park to turn around, proceed to Simeon Street, turn right and then right again into Milton Street to rejoin Barrington Street at the intersection with Frankleigh Street. Unfortunately this option would subject buses to making right turns at uncontrolled intersections, which would introduce severe delays at peak times, particularly at Simeon Street / Milton Street.
9. The implication of Environment Canterbury's preferred routing pattern to satisfy Barrington's request is the requirement for a new bus stop on the south kerb line of Athelstan Street for routes 17 and 19 to layover. There is an existing bus stop along this kerb line (close to the intersection with Barrington Street), however, this is not long enough to accommodate a bus on layover as well as continue to serve as a normal pick up and drop off for all of the routes.

8 Cont'd

BUS STOP/LAYOVER OPTIONS

10. Two options have been developed for the layover, see **Attachment A**. The first (preferred option) is to alter two car parks from P60 restrictions to bus stop restrictions. These are outside 10 Athelstan Street, which is occupied by a jewellers and real estate agent (also the building owner). This is the preferred option because it locates the layover very close to the existing bus stop and existing infrastructure (i.e. it makes sense to bus users) but it also causes no net loss of on-street parking in the vicinity (see paragraph 13 below).
11. The second option is to alter three car parks from P60 restrictions to bus stop restrictions, outside the medical centre at 16 Athelstan Street. These would be the first three spaces of the group of seven P60 spaces provided between the medical centre car park driveways. This is not the preferred option because it separates the layover from the existing bus stop (by 75 metres), which will confuse passengers as to where they are supposed to get on the bus. It would also result in the net loss of one on-street car park in the immediate vicinity (see paragraph 13 below).
12. Staff also considered other options further east along Athelstan Street, but ruled these out as they would be even further from the existing bus stop, outside residential properties, and in one case in an unsafe location (outside the lawyer premises and close to the pedestrian crossing island).
13. As a result of the reduced capacity required at the existing bus stop layover (once a new one is provided) on the north side of Athelstan Street, this can be shortened and two new P60 spaces provided.

CONSULTATION AND COUNCIL POLICY ON BUS STOPS

14. In locating new bus stops, the Christchurch City Council consults (as a courtesy) the property owner adjacent to a suitable location. It is preferred to locate stops where agreement has been obtained from the property owner.
15. The Council's Parking Strategy policy accords bus stops in this situation the highest kerbspace parking priority where demand exceeds supply.
16. Agreement has not been reached with the owner/tenant and the other tenant of the property at the preferred location of 10 Athelstan Street. They have expressed a view that broken glass, accumulating litter and undesirable behaviour of bus passengers will follow the introduction of the layover. They have also expressed concerns at the loss of the two parking spaces outside their premises and the blockage of sight lines from the street to advertising on the building and in the shop windows. Their full response is presented in **Attachment C**.
17. Similarly, agreement has not been reached with the owners and tenants of the medical centre at 14-18 Athelstan Street. Concerns were expressed by the owners and nine tenants who would see the loss of three of the seven car parks outside the centre as detrimental to the health and well-being of their patients. Whilst the medical centre has around 53 off-street car parks on its property, it is understood that these are often parked out and have come to rely on the seven additional on-street spaces. It is understood that approximately 35 staff work at the medical centre. The medical centre has recently received resource consent to make use of some recently purchased land to the rear of 11 Everard Street, for the provision of a further 5 parking spaces. Their full response is presented in **Attachment B**.

STAFF RECOMMENDATIONS

It is recommended that the Community Board approves:

- (a) The installation of a bus stop along the southern kerb line outside 10 Athelstan Street, commencing along the southern kerb line of Athelstan Street from a point 46 metres north east of its intersection with the eastern kerb line of Barrington Street and extending for a distance of 13 metres in a north easterly direction.

8 Cont'd

- (b) The installation of two P60 car parking spaces along the northern kerb line of Athelstan Street outside 256 Barrington Street, commencing along the northern kerb line of Athelstan Street from a point 102 metres north east of its intersection with the eastern kerb of Barrington Street and extending for a distance of 13 metres in a north easterly direction.

CHAIRPERSON'S RECOMMENDATION

That the staff recommendations be supported.

**9. MOORHOUSE AVENUE TRAFFIC MANAGEMENT & SAFETY IMPROVEMENTS
(HAGLEY AVENUE TO BARBADOES STREET)**

| | |
|-------------------------------------|--|
| General Manager responsible: | General Manager, City Environment |
| Officer responsible: | Don Munro, Unit Manager Transport & City Streets |
| Author: | Lee Kelly, Senior Capital Programme Consultation Leader, DDI 941-8355 Katherine Eveleigh, Project Manager Streets Capital Programme, DDI 941-8667 |

PURPOSE OF REPORT

1. The purpose of this report is to:
 - (a) Seek Spreydon/Heathcote Community Board support for the Moorhouse Avenue Traffic Management & Safety Improvements project to proceed to implementation.
 - (b) Seek Hagley/Ferrymead Community Board support for the Moorhouse Avenue Traffic Management & Safety Improvements project to proceed to implementation.
 - (c) Seek the Council's approval to proceed this project to implementation.
 - (d) Seek the Council's approval for resolutions for new traffic restrictions associated with the Moorhouse Avenue Traffic Management & Safety Improvements project.

EXECUTIVE SUMMARY

2. In 2003 the Council funded a Crash Reduction Study to identify, investigate and recommend remedial traffic engineering treatments at urban sites in the City that had a higher than average crash rate. Moorhouse Avenue, specifically at the intersections, was identified in the study as requiring remedial work. The study recommended that overhead signal mast arm poles be installed at each intersection on Moorhouse Avenue to improve the visibility of the intersections for motorists.
3. The Council is also proposing to implement a safer crossing facility on Moorhouse Avenue adjacent to the Science Alive complex, and to install cycle lanes along Moorhouse Avenue.
4. This project is located in two Community Board areas, Hagley/Ferrymead and Spreydon/Heathcote. Hence, this Board report is being presented to both Boards for support prior to seeking Council approval.
5. Consultation has included seminars with the Hagley/Ferrymead Community Board and the Spreydon/Heathcote Community Board to introduce the project to them and to invite feedback.
6. One to one consultation was then undertaken with business and organisations that would be impacted by the removal of on street parks. The plan was then amended where possible before it was formally publicised in January 2006.
7. Several amendments to the plan have been made to address the concern raised by business operators and property owners in Moorhouse Avenue, in particular issues relating to parking.

9 Cont'd

8. Submissions were also received specifically in response to the proposal along Barbadoes Street. Consequentially additional investigations are being undertaken for the Barbadoes Street section of the project. The Barbadoes Street section has therefore not been detailed or discussed in this report, and will be presented in a separate report to the Hagley/Ferrymead Board in April 2006.
9. Two options have been outlined in this report. The preferred option includes the following:
 - (a) Signalised pedestrian crossing adjacent to Science Alive.
 - (b) Cycle lanes along both sides of Moorhouse Avenue between Lincoln Road and Barbadoes Street.
 - (c) Signal improvements at the intersections of Selwyn Street, Durham Street, Colombo Street, Manchester Street and Gasson Street/Madras Street.
10. The project team is confident that the project as it stands is justified and addresses the majority of consultation issues raised. Additionally, the proposed option will address the serious safety concerns identified in the Crash Reduction Study.

FINANCIAL AND LEGAL CONSIDERATIONS

11. The estimated total costs for the Moorhouse Avenue Traffic Management and Safety Improvements project are approximately \$700,000, inclusive of all consultation, design, construction and project management (excluding Barbadoes Street section of works).
12. The Moorhouse Avenue project is part of the Safety Improvement Programme and Cycleway Programme and is programmed for construction in the 2005/06 and 2006/07 financial years.
13. Without the approval of the resolutions for traffic restrictions, the restrictions will not be enforceable upon implementation.

BACKGROUND ON THE MOORHOUSE AVENUE TRAFFIC MANAGEMENT & SAFETY IMPROVEMENTS PROJECT

Description of Site

14. The study area relating to this report includes the length of Moorhouse Avenue from Hagley Avenue to Barbadoes Street. Note an additional study is being undertaken for the section of Barbadoes Street between Moorhouse and Ferry Road, the outcomes of which will be detailed in a separate Board report for the reasons outlined above.
15. Moorhouse Avenue is a six lane median divided arterial route that carries approximately 40,000 vehicles per day and has a poor accident history.
16. The surrounding area consists of a number of businesses including Science Alive, Hoyts 8, Pak N Save, Moorhouse Central and a number of car sales yards. Additionally, Christchurch Polytechnic Institute of Technology (CPIT) and Catholic Cathedral College are located at the intersection of Moorhouse Avenue and Barbadoes Street.
17. As the project is located in two Community Board areas, Hagley/Ferrymead and Spreydon/Heathcote, as detailed in **Attachment D**, this report is being presented to both relevant boards for support prior to seeking Council approval.

Project Initiation and Development

18. In 2003 the Council funded a Crash Reduction Study to identify, investigate and recommend remedial traffic engineering treatments at urban sites in the City that had a higher than average crash rate.

9 Cont'd

19. The study identified Moorhouse Avenue as an area that required remedial safety work, specifically at the intersections. The study indicated that by installing overhead signal mast arm poles the visibility of the intersections for motorists would be improved and result in a decrease of crashes.
20. The Council is also proposing to implement a safer crossing facility on Moorhouse Avenue adjacent to Science Alive and to install cycle lanes along Moorhouse Avenue.

Consultation

21. Due to the project being safety driven, initial external consultation was not undertaken. However, internal consultation resulted in the following project objectives being identified:
 - Improve the visibility of traffic signals for traffic on Moorhouse Avenue.
 - Improve lane marking and signal phasing at the Moorhouse/Barbadoes/Waltham intersection.
 - Improve the safety of cyclists.
 - Address the safety issue of pedestrians crossing Moorhouse Avenue outside Science Alive.
 - Maintain the capacity of Moorhouse Avenue and its intersections, including all bus movements.
 - Ensure adequate provision is made for vision impaired pedestrians.
22. Once the draft preferred scheme options were developed, based on the objectives identified above, consultation was undertaken with the surrounding community and interested stakeholders.
23. The aim of the consultation was to implement an 'inform' consultation, that is, to provide interested and affected groups in the community with information about the project and to ensure that due consideration is given to any concerns raised, albeit, within a project that has set engineering requirements. It was also proposed that one-on-one consultation was undertaken with business operators and property owners within the proposed area that are directly affected by the proposal before the proposal was delivered to the wider community. (Reference consultation plan **Attachment A**).
24. The scheme plan and consultation plan for the 'Moorhouse Avenue/Barbadoes Street Traffic Management & Safety Improvements' project was presented in seminars to the Hagley/Ferrymead Community Board on 24 August 2005 and the Spreydon/Heathcote Community Board on 6 September 2005.
25. Following the Board seminars, consultation was undertaken directly with those property owners and business operators who were potentially affected by the proposed loss of parking. Feedback received during this time showed significant concerns for the loss of parking, along Moorhouse Avenue, and, in particular, those on street parks proposed to be removed from adjacent to the Basilica in Barbadoes Street.
26. Consequentially, prior to wider consultation the project team meet to discuss the issues raised and the Barbadoes Street plan was amended prior to consultation. The updated plan was then presented to both Community Boards in October 2005, prior to being delivered for formal consultation.
27. Formal consultation was implemented in January 2006 with the release of the 'Moorhouse Avenue/Barbadoes Street Traffic Management & Safety Improvements' booklet (see **Attachment B**). The submission close off date was Friday 3 February 2006. The formal publicity was delivered to every business along Moorhouse Avenue from Lincoln Road to Ferry Road and to the Music Centre, the Catholic Cathedral School, the Catholic Diocese and the CPIT in Barbadoes Street. Approximately 1,500 consultation booklets were delivered.

9 Cont'd

Feedback From Consultation

28. Thirteen written submissions were made in support of the project, all from cyclists supporting the proposed cycle lanes. Four written submissions were received, requesting amendments to the proposal with regard to on street parking.
29. Submissions were also received specifically in response to the proposal along Barbadoes Street. Consequentially, the project team decided that additional investigations were required for the Barbadoes Street section of the project.
30. The remainder of this report has therefore been written with respect to the Moorhouse Avenue project between Hagley Avenue and Barbadoes Street. The Barbadoes Street project will be progressed separately and discussed in a separate report, which is expected to be presented to the Hagley/Ferrymead Community Board in April 2006.
31. The amendments made to the plan after the formal consultation are outlined as follows:
 - Property owner at 192 Moorhouse Avenue (Madisons Hotel) has requested that the existing bus stop located adjacent to his business be swapped with the car park location. **This amendment has been made.**
 - Business operator at 175 Moorhouse Avenue (Popular Cars) has requested that all three on street parks proposed to be removed to provide an extended left turn lane on Moorhouse Avenue into Montreal Street, be reinstated. **The project team has agreed to reinstate one on street park.** This decision is based on the results of a video survey undertaken in November 2005. Analysis was undertaken in regard to the number of parked vehicles and queuing issues, which concluded that the western most carpark could be reinstated without a significant negative effect on queuing.
 - Property owner of 231 and 237 Moorhouse Avenue has requested that the kerb build-outs proposed adjacent to his properties be shortened to provided space for one on street park outside each property. **This amendment has been made.**
 - Business operator at 85a Moorhouse has requested that with the existing P60 area adjacent to her business that one short term carpark or loading zone be installed. **One P10 carpark will be installed.**

OPTIONS

32. Two options for the Moorhouse Avenue Traffic Management and Safety Improvements project have been investigated:
 - (a) Option A: Retain the status quo
 - (b) Option B: Implement the proposed option (**Attachment C**) to install a pedestrian crossing, upgrade traffic signals and cyclelanes.
33. Note that developing the proposed option, Option b, was an iterative process. Hence, no other stand alone corridor options for Moorhouse Avenue have been identified or discussed in this report.

Option A – The Status Quo

34. Maintaining the status quo will not result in any social, environmental or economic benefit. Maintaining the status quo is not consistent with the Road Safety Strategy and it does not meet the needs raised through the 2003 Crash Reduction Study.

9 Cont'd

Option B – Install a signalised pedestrian crossing, upgrade traffic signals and cyclelanes

35. The Moorhouse Avenue proposal is detailed in **Attachment B** and consists of the following elements:
- (a) **Cycle Lanes:** New cycle lanes are proposed along Moorhouse Avenue between Hagley Avenue and Colombo Street. Additionally, the existing cycle lanes between Barbadoes Street and Colombo Street are to be upgraded to a minimum width of 1.7 metres. It is proposed to install cycle advance stop boxes at the Selwyn Street, Antigua Street, Montreal Street and Durham Street South intersections. The use of a red coloured surface at intersection has been included to highlight the potential conflict areas.
 - (b) **Signal Upgrade:** Overhead signal mast arm signals are proposed at the Madras Street, Manchester Street, Durham Street and Selwyn Street intersections. Build-outs are proposed at these intersections to accommodate the signals. Additionally, the existing signals at the Colombo Street intersection are to be relocated into a proposed new build-out.
 - (c) **Signalised Pedestrian Crossing:** A signalised pedestrian crossing is proposed adjacent to Science Alive. This will be a two staged signalised crossing to ensure co-ordination with the adjacent signalised intersections.
 - (d) **Moorhouse Avenue/Barbadoes Street/Waltham Road:** It is proposed to modify the existing build-outs and to upgrade the lane markings and cycle lanes on the Moorhouse Avenue and Waltham Road approaches at this intersection. Any signal upgrades, including phasing modifications and changes to the Barbadoes Street approach will be detailed separately for the reasons described earlier in this report.
 - (e) **Hagley Avenue Slip Lane:** The left turn slip lane from Hagley Avenue to Moorhouse Avenue will be realigned, with the control changed from a free left turn to a 'Give Way' control.
 - (f) **Landscaping:** Trees have been included in a number of build-outs, including those at the Selwyn Street, Colombo Street and Manchester Street intersections. Trees are also proposed on the southern side of Moorhouse Avenue just east of Grove Road, on the southeast corner of the Moorhouse Avenue/Durham Street south intersection, at the Moorhouse Avenue/Barbadoes Street intersection and along the median island adjacent to Science Alive.
 - (g) **Central Islands:** To adhere to current best practice, the median island has been trimmed on the west and south sides at Moorhouse Avenue/Madras Street/Gasson Street intersection.
 - (h) **Lane markings:** Stop control lines have been upgraded to current best practice (300 mm wide) at all intersections. Additionally, lane markings, pedestrian crosswalk markings and lane arrows have been remarked where required to ensure correct alignment.
 - (i) **Reduced P 60 Parking:** The proposed work will require the removal of a minimal amount of existing on street parks so that kerb build-outs can be installed to accommodate the new traffic signals. Additionally, two parks will be removed on the northwest side of Durham Street south intersection to accommodate a lengthened left turn lane to improve capacity. The locations of the car parks to be removed are detailed on the recommended plans (**Attachment C**).
 - (j) **Restricted Parking & Bus Stop Rationalisation:** The bus stop west of Montreal Street, adjacent to the Madisons Hotel, is to be swapped in location with the adjacent P60 parking, as requested by the adjacent property owner. The existing bus stop and shelter currently adjacent to 343 Moorhouse Avenue, east of Madras Street, will be relocated further east and the restricted parking rationalised adjacent to Science Alive. Bus stop rationalisation has also resulted in the loss of the existing bus stop adjacent to 223 Moorhouse Avenue, west of Durham Street south. In addition, a P10 parking zone is to be installed adjacent to 85 Moorhouse Avenue as requested by the business owner.

9 Cont'd

36. This option will fulfil the shortcomings identified through the 2002 Crash Reduction Study and will result in the following social, environmental and economic benefits:
- (a) **Social:** Improvement to safety for all road users, including pedestrians and cyclists.
 - (b) **Economic:** Improvement of a Council infrastructure asset and accident savings.
 - (c) **Environmental:** Improvement of the landscape with the installation of trees and landscaping.

PREFERRED OPTION

37. Option B has been selected as the preferred option, as outlined in **Attachment B**. This option is comprehensively detailed in the options section of this report. In summary this option includes the following aspects:
- (a) Pedestrian crossing adjacent to Science Alive.
 - (b) Cycle lanes along both sides of Moorhouse Avenue between Lincoln Road and Barbadoes Street.
 - (c) Signal improvements at:
 - Moorhouse Avenue/Selwyn Street
 - Moorhouse Avenue/Durham Street
 - Moorhouse Avenue/Colombo Street
 - Moorhouse Avenue/Manchester Street
 - Moorhouse Avenue/Gasson Street/Madras Street
 - Moorhouse Avenue/Barbadoes Street.
38. The preferred option has been selected because:
- (a) It best satisfies the project's aims and objectives from the options considered.
 - (b) The option will fulfil the shortcomings identified through the 2002 Crash Reduction Study.
 - (c) The option will result in social, environmental and economic benefits.
 - (d) The option will upgrade Moorhouse Avenue with current standard linemarking treatments.
 - (e) The option has the full support of the project team.
 - (f) The option is expected to have a good degree of community support and addresses the majority of concerns, in particular parking issues, raised during consultation.

STAFF RECOMMENDATIONS

It is recommended that the Hagley/Ferrymead and Spreydon/Heathcote Community Boards recommend to Council:

- (a) That the Council approves the Moorhouse Avenue Traffic Management & Safety Improvements project to proceed to final design, tender and construction.
- (b) That the Council approves the following new traffic restrictions associated with the Moorhouse Avenue Traffic Management & Safety Improvements project:

9 Cont'd

1. **New No Stopping**

Moorhouse Avenue north side

- (i) That the stopping of vehicles be prohibited at any time on the north side of Moorhouse Avenue commencing at its intersection with the east side of Selwyn Street and extending 21 metres in an easterly direction.
- (ii) That the stopping of vehicles be prohibited at any time on the north side of Moorhouse Avenue commencing at a point 48 metres west of its intersection with Montreal Street and extending 21 metres in a westerly direction.
- (iii) That the stopping of vehicles be prohibited at any time on the north side of Moorhouse Avenue commencing at its intersection with the east side of Durham Street and extending 13 metres in an easterly direction.
- (iv) That the stopping of vehicles be prohibited at any time on the north side of Moorhouse Avenue commencing at a point 115 metres west of its intersection with Madras Street and extending 28 metres in a westerly direction.

Moorhouse Avenue south side

- (v) That the stopping of vehicles be prohibited at any time on the south side of Moorhouse Avenue commencing at its intersection with the west side of Selwyn Street and extending 22 metres in a westerly direction.
- (vi) That the stopping of vehicles be prohibited at any time on the south side of Moorhouse Avenue commencing at a point 33 metres east of its intersection with Antigua Street and extending 21 metres in an easterly direction.
- (vii) That the stopping of vehicles be prohibited at any time on the south side of Moorhouse Avenue commencing at a point 15 metres east of its intersection with Montreal Street and extending 43 metres in an easterly direction.
- (viii) That the stopping of vehicles be prohibited at any time on the south side of Moorhouse Avenue commencing at a point 20 metres east of its intersection with Durham Street and extending 27 metres in an easterly direction.
- (ix) That the stopping of vehicles be prohibited at any time on the south side of Moorhouse Avenue commencing at its intersection with the west side of Pilgrim Place and extending 25 metres in a westerly direction.
- (x) That the stopping of vehicles be prohibited at any time on the south side of Moorhouse Avenue, commencing at a point 102 metres east of its intersection with Pilgrim Place and extending 24 metres in an easterly direction.
- (xi) That the stopping of vehicles be prohibited at any time on the south side of Moorhouse Avenue, commencing at the intersection with Gasson Street and extending 16 metres in a westerly direction.
- (xii) That the stopping of vehicles be prohibited at any time on the south side of Moorhouse Avenue, commencing at the intersection with Waltham Road and extending 22 metres in an easterly direction.

Durham Street east side

- (xiii) That the stopping of vehicles be prohibited at any time on the east side of Durham Street commencing at its intersection with the south side of Moorhouse Avenue and extending 6 metres in a southerly direction.

9 Cont'd

Durham Street east side

- (xiv) That the stopping of vehicles be prohibited at any time on the east side of Durham Street commencing at its intersection with the north side of Moorhouse Avenue and extending 7 metres in a northerly direction.
- (xv) That the stopping of vehicles be prohibited at any time on the east side of Durham Street commencing at its intersection with the south side of Moorhouse Avenue and extending 6 metres in a southerly direction.

Durham Street west side

- (xvi) That the stopping of vehicles be prohibited at any time on the west side of Durham Street commencing at its intersection with the north side of Moorhouse Avenue and extending 7 metres in a northerly direction.

Pilgrim Place west side

- (xvii) That the stopping of vehicles be prohibited at any time on the west side of Pilgrim Place commencing at its intersection with Moorhouse Avenue and extending 10 metres in a southerly direction.

2. Revoke Existing No Stopping Restriction

Moorhouse Avenue south side

- (i) That the no stopping restriction on the south side of Moorhouse Avenue commencing at its intersection with the west side of Durham Street and extending 32 metres in a westerly direction be revoked.
- (ii) That the no stopping restriction on the south side of Moorhouse Avenue commencing at its intersection with the west side of Gasson Street and extending 26 metres in a westerly direction be revoked.

3. New Parking Restriction

Moorhouse Avenue north side

- (i) That the parking of vehicles be restricted to a maximum period of 10 minutes on the north side of Moorhouse Avenue commencing at a point 16 metres east of its intersection with Waller Terrace and extending in an easterly direction for a distance of 6.5 metres.

Moorhouse Avenue south side

- (ii) That the parking of vehicles be restricted to a maximum period of 60 minutes on the south side of Moorhouse Avenue commencing at a point 46 metres east of its intersection with Grove Road and extending in an easterly direction for a distance of 30 metres
- (iii) That the parking of vehicles be restricted to a maximum period of 60 minutes on the south side of Moorhouse Avenue commencing at a point 8 metres west of its intersection with Durham Street and extending in a westerly direction for a distance of 17 metres.
- (iv) That the parking of vehicles be restricted to a maximum period of 60 minutes on the south side of Moorhouse Avenue commencing at a point 46.5 metres east of its intersection with Durham Street and extending in an easterly direction for a distance of 41 metres.

9 Cont'd

- (v) That the parking of vehicles be restricted to a maximum period of 10 minutes at any time on the south side of Moorhouse Avenue commencing at a point 76 metres east of its intersection with Pilgrim Place and extending in an easterly direction for a distance of 26 metres.

4. Move Existing Parking Restriction to New Location

Moorhouse Avenue north side

- (i) That the existing P60 parking restriction be revoked from the north side of Moorhouse Avenue at its present position commencing 11.5 metres west of the intersection with Durham Street and extending 10 metres in a westerly direction and be reinstated on the north side of Moorhouse Avenue commencing at a point 15 metres west of its intersection with Durham Street and extending in a westerly direction for a distance of 6 metres.
- (ii) That the existing P60 parking restriction be revoked from the north side of Moorhouse Avenue at its present position commencing 5 metres east of the intersection with Durham Street and extending 19 metres in an easterly direction and be reinstated on the north side of Moorhouse Avenue commencing at a point 13 metres east of its intersection with Durham Street and extending in an easterly direction for a distance of 11 metres.
- (iii) That the existing P60 parking restriction be revoked from the north side of Moorhouse Avenue at its present position commencing 49 metres east of the intersection with Manchester Street and extending 31 metres in an easterly direction and be reinstated on the north side of Moorhouse Avenue commencing at a point 49 metres east of its intersection with Manchester Street and extending in an easterly direction for a distance of 36.5 metres.

Moorhouse Avenue south side

- (iv) That the existing P60 parking restriction be revoked from the south side of Moorhouse Avenue at its present position commencing 57 metres east of the intersection with Antigua Street and extending 23 metres in an easterly direction and be reinstated on the south side of Moorhouse Avenue commencing at a point 53 metres east of its intersection with Antigua Street and extending in an easterly direction for a distance of 27 metres.

5. Remove Existing Parking Restriction

Moorhouse Avenue north side

- (i) That the existing P60 parking restriction be removed on the north side of Moorhouse Avenue at its present position commencing at a point 16 metres east of its intersection with Waller Terrace and extending in an easterly direction for a distance of 6.5 metres.
- (ii) That the existing P60 parking restriction be removed on the north side of Moorhouse Avenue at its present position commencing at a point 128 metres east of its intersection with Manchester Street and extending in an easterly direction for a distance of 20 metres

Moorhouse Avenue south side

- (iii) That all the parking restriction be removed from the south side of Moorhouse Avenue commencing at a point 76 metres east of its intersection with Pilgrim Place and extending in an easterly direction for a distance of 123 metres.

9 Cont'd

6. Loading Zone

Moorhouse Avenue south side

- (i) That a "loading zone (goods vehicles only) time limit 5 minutes" be created on the south side of Moorhouse Avenue commencing at a point 182 metres east of its intersection with Pilgrim Place and extending in an easterly direction for a distance of 13 metres.

7. Taxi Stand

Moorhouse Avenue south side

- (i) That a "taxi stand" be created on the south side of Moorhouse Avenue commencing at a point 15 metres west of its intersection with Gasson Street and extending in a westerly direction for a distance of 11 metres.

8. Move Existing Bus Stop to New Location

Moorhouse Avenue north side

- (i) That the existing bus stop be revoked from the north side of Moorhouse Avenue at its present position commencing 86 metres east of the intersection with Manchester Street and extending 27 metres in an easterly direction and be reinstated on the north side of Moorhouse Avenue commencing at a point 128 metres east of its intersection with Manchester Street and extending in an easterly direction for a distance of 20 metres.

Moorhouse Avenue south side

- (ii) That the existing bus stop be revoked from the south side of Moorhouse Avenue at its present position commencing 17 metres west of its intersection with Montreal Street and extending 15 metres in a westerly direction and be reinstated on the south side of Moorhouse Avenue commencing at a point 34.5 metres west of its intersection with Montreal Street and extending in a westerly direction for a distance of 20 metres.
- (iii) That the existing bus stop be revoked from the south side of Moorhouse Avenue at its present position commencing 32 metres west of its intersection with Durham Street and extending 28.5 metres in a westerly direction and be reinstated on the south side of Moorhouse Avenue commencing at a point 25 metres west of its intersection with Durham Street and extending in a westerly direction for a distance of 31 metres.
- (iv) That the existing bus stop be revoked from the south side of Moorhouse Avenue at its present position commencing 132 metres east of its intersection with Pilgrim Place and extending 37 metres in an easterly direction and be reinstated on the south side of Moorhouse Avenue commencing at a point 125 metres east of its intersection with Pilgrim Place and extending in an easterly direction for a distance of 56 metres.

9. Remove Existing Bus Stop

Moorhouse Avenue north side

- (i) That the existing bus stop be removed from the north side of Moorhouse Avenue at its present position commencing at a point 53 metres west of its intersection with Durham Street and extending 20 metres in a westerly direction.

CHAIRPERSON'S RECOMMENDATION

That the staff recommendations be supported.

10. OPAWA EXPRESSWAY – STAGE II – DISPOSAL OF LAND (REPORT 3)

| | |
|-------------------------------------|--|
| General Manager responsible: | General Manager, City Environment |
| Officer responsible: | Don Munro, Transport and City Streets Unit Manager |
| Author: | Bill Morgan, Property Consultant, DDI 941-8581 & Jeff Woodham, Property and Leasing Adviser, DDI 941-8771 |

PURPOSE OF REPORT

1. To declare surplus the balance of those properties not required for the Opawa Expressway.
2. To obtain a delegation to the Corporate Support Manager to approve the disposal of the surplus properties in Opawa Road and to obtain a delegation to purchase 205, 209 and 267 Opawa Road from the Crown.
3. To address the recommendations made by Spreydon/Heathcote Community Board at its meeting on 7 February 2006, namely:

“That the staff recommendations be adopted, subject to a report initially being made to the Board, but prior to the conclusion of the offer-back process, detailing:

- (a) *The forms of development that could occur on the land involved, given the current zoning; and*
- (b) *The use of land covenants in respect of the affected on sold land.”*

EXECUTIVE SUMMARY

4. The Opawa Road upgrade is currently underway. Land to facilitate this upgrade was purchased by the Council and Transit New Zealand over a number of years prior to the upgrade. The balance of the properties at 203 through to 279 Opawa Road are now surplus to requirements, three of these are currently owned by Transit New Zealand and are recommended for strategic purchase.
5. The land has been identified for disposal in the Transport and City Streets Capital Programmes in 2005/06 and 2006/07, to offset the Opawa Expressway construction costs. The disposal of the land is therefore in compliance with this objective, but to facilitate disposal it is necessary for the Council to resolve that the properties are surplus to Council requirements.
6. For the reasons identified in both the legal and planning reports, it is proposed that the land be offered for sale unencumbered and that the City Plan be relied upon to control development.

FINANCIAL AND LEGAL CONSIDERATIONS

7. The Community Board does not have delegated authority to authorise the leasing/purchase etc of land. Such a decision needs to be made by the full Council. The Board has, however recommendatory powers to the Council.
8. Legal Services have confirmed the Council is bound by the offer back provisions of Section 40 of the Public Works Act 1981 and is therefore required to go through the offer back process for those properties (detailed in the proposed resolution Schedule) as part of the process to dispose of the land.
9. Legal Services have provided an opinion in relation to the use of covenants. This opinion concludes “it is not considered that the land covenant device is the appropriate method to control land use by the Council” and is included as an **attachment** to this report.
10. Legal Services have provided commentary (refer **attachment**) concerning the forms of development that could occur on the land given the current zoning in the City Plan. In addition to this, the City Plan Team has commissioned a report from Planit R.W.Batty & Associates Ltd (refer **attachment**) with the purpose of providing an overview of the potential land use options for the blocks of surplus land on Opawa Road.

10 Cont'd

11. At the date of preparation of this report, Transit New Zealand is awaiting approval from LINZ to offer the three properties they own on Opawa Road to the Council exclusively. It is likely this approval will be given, however if it is not, the Council can still attempt to purchase the land. Transit is also awaiting approval for reimbursing the Council for the cost of the land as a funding contribution to the project. Should the Transit New Zealand Board decline to make the funding contribution it is recommended that the Council still acquire the land as a strategic purchase. Such an acquisition to be funded either from Transit New Zealand contribution or from the proceeds from the sale of surplus property.

BACKGROUND ON OPAWA EXPRESSWAY – STAGE II – DISPOSAL OF LAND (EX REPORT 2)

12. At its meeting on 15 December 2005, the Council considered and approved the disposal of 257 and 261 Opawa Road to an adjoining owner, given the land was effectively landlocked. The Council was advised that Opawa Road from Garlands Road towards the Port of Lyttelton is part of the State Highway Network in Christchurch. Transit New Zealand (Transit) is usually responsible for improvements of this network. However, some years ago the residents of Opawa Road raised concerns at the increasing volume of traffic on the road, and the adverse effects of increased traffic noise vibration, local air pollution and accessibility to their properties. Realignment of the road was considered necessary to overcome all of these effects.
13. The Council subsequently reached an agreement with Transit and Transfund where Transfund funds that part of the work it considers economically justified, and the Council pays the costs above and beyond that.
14. The Council subsequently approved funding to purchase the remaining ten properties for the road during the 2001/02 financial year which was subsequently completed.
15. Construction of the road commenced in 2004/05 and has been completed.

SURPLUS LAND

16. The properties acquired for the expressway were purchased over many years by both the former Heathcote County Council, the Christchurch City Council and a number by Transit New Zealand.
17. Being State Highway, Transit has insisted that access to the road from adjacent properties be prohibited (with two exceptions) and as a consequence access to the surplus land is to be provided by rights-of-way running off the side streets. Services i.e. power, sewer, water etc. are also required to be reticulated from the adjoining streets.
18. All of the land on the eastern side of Opawa Road between numbers 201 and 279 (Garlands to Curries Road – as depicted on the **attached** plan number TP162405) is surplus to requirements with part being zoned Living and part Business. The zoned boundary lies between 261 and 265 Opawa Road with the properties to the north being zoned business and to the south living. Approximately two thirds of the properties are within the business zone.
19. As indicated, the majority of the land is owned by the Council and the balance (205,209,239 and 267 Opawa Road) owned by Transit New Zealand. Before considering a disposal strategy both the Council and Transit have to comply with the offer back requirements of the Public Works Act prior to commencing this process, the Council is required to declare the land surplus to requirements. The offer back on 239 Opawa Road was accepted by the previous owner.
20. Transit was required to offer the land to Ngai Tahu Properties Ltd before it could dispose of the land on the open market. It is understood that Ngai Tahu Properties have now declined the offer on 205, 209 and 267 Opawa Road. In line with the Crown's disposal policy the land will be transferred to Land Information New Zealand to facilitate its sale. The potential purchase of 205, 209 and 267 Opawa Road (209 Opawa Rd bisects the Council's holding) from the Crown will be a strategic purchase given the land would dramatically increase the Council's return on the adjoining properties. A delegation is sought to the Corporate Support Manager to acquire the land providing the purchase price is within 10% of valuation.

10 Cont'd

21. Transit may make a funding contribution to the Council of the equivalent value. The net effect, if this occurs, will result in the land being acquired at nil cost, however, it will be necessary for the Council to fund the transaction which will be offset by a revenue receipt (Transit funding contribution), these transactions will occur simultaneously.
22. Until the outcome of the Council's offer back process is known, the extent of and the number of properties that may be placed on the open market, cannot be determined. It is anticipated however, that this will be clearer by May/June 2006 on completion of the offer back process. Given, as part of its budgetary provision, the Council had approved in principle the disposal of the land to offset the overall cost of the project, a delegation to the Corporate Support Manger is being sought to approve the subsequent sale of the surplus properties provided they are within 10% of valuation. This will enable the Council to respond quickly to market forces.
23. At the present time strong inquiry has been received from persons interested in purchasing both the Living and Business zoned land. The Council's current policy is to dispose of its surplus property by the tender process. However, it is believed that in this instance a degree of flexibility is required to respond to the "market" in the most appropriate manner and to keep the Council's options open in the disposal of the land. In some instances it may be more appropriate to sell individual lots by private treaty at a fixed price and in others, if the demand is high, which it is anticipated will be the case for the commercial land, then it may be more appropriate to sell the properties by auction. In the circumstances a delegation is sought for the Corporate Support Manager to determine the most appropriate method of sale having due regard to the respective properties and the demand at the time.
24. The properties situated at 2 Kennedy Place and 255 Opawa Road are being retained by the Council as Local Purpose (Drainage) Reserves. A stormwater basin, appropriately landscaped, is to be created to capture the first flush of water before entering Curries Drain. The Transport and City Streets Unit will be reimbursed for the value of the land by the Greenspace Unit.

LEGAL AND PLANNING COMMENTARY ON BOARD RECOMMENDATIONS

25. The Community Board has sought the use of land covenants. Both legal and planning advice has been sought in this matter with the reports **attached** for the Board and the Council's information. In summary the reports conclude:
 - (a) *"it is not considered that the land covenant device is the appropriate method to control land use by the Council"*
 - (b) *The primary instrument of control of use is the Christchurch City Plan. Any development on any property must therefore comply with the zoning requirements and the rules of the City Plan before it can proceed. There is, therefore, in existence a compliance system of controlling in respect of land use and development.*
 - (c) *For a land covenant to be created, it is necessary to have another piece of land as the "dominant tenement" (that is another piece of land that has the benefit of the covenant). The "dominant tenement" should also be adjacent to or in the immediate vicinity of the land being proposed to be subject to the covenant. It is improbable, therefore, that the Council can create such a covenant, as there will be no "dominant tenement" available.*
 - (d) *This section of Opawa Road is a State highway, as such Transit New Zealand is the road controlling authority. Transit New Zealand required that on street parking be restricted to improve the efficiency and safety of the road, the only exception to this is an indented parking bay outside the dairy on the western side of the road, with a 10 minute parking restriction.*

To further improve the efficiency of the road, Transit New Zealand has also restricted traffic access to the properties on the eastern side of the road by means of segregation strips. This limits access to the sites from the side streets only, with the exception of the block of land near Garlands Road (shown as Block 1 on the map in the Planit report) where no other access was available. Any developments that could lead to illegal on street parking (as has occurred on Blenheim Road) are undesirable and would affect the integrity of a State Highway.

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- (e) *Given the limited depth of the sites (on average 30 metres) the ability to provide adequate landscaped setbacks and more importantly from a commercial perspective, visible and accessible car parks would be severely restricted. This could have a detrimental effect on the marketability of the sections and limit and/or restrict the interest from prospective purchasers given the specialised developments that would be required. Any reduction in the potential return from sale of these sites could mean failure to meet the budgeted capital revenue.*
- (f) *The following are the permitted activities within the respective Business or Living Zones:*
- (i) *The Business 4 zoned land could as of right support:*
- *Offices;*
 - *Commercial Activities (such as Valuers, Banks, Real Estate Agents);*
 - *Retail activity – Up to 2000m² gfa (as a single activity or aggregate group)*
 - *Trade retail activities, food and beverage activities (such as a takeaways/sandwich bar);*
 - *Light industrial activities, such as distribution, construction, or light manufacturing.*
- (ii) *As the site is zoned Business 4, apart from a plot ratio of 1.0, there are little controls on the height and scale of any building constructed on this land. There are standard setbacks, landscaping and recession plane setbacks from residential boundaries.*
- (iii) *The Living 1 zoned land, south east of the detention swale could support low density, generally single storey, residential activity, with a requisite setback and open space requirement.*

It is believed that the City Plan provides adequate opportunities for a diverse range of activities and that market forces will determine the preferred development.

OPTIONS

26. In approving funding for the road, the Council approved the sale of the surplus land as a line item in the Transport and City Streets Capital Programme in the Property Sales Output with \$847,000 being budgeted in 2005/06 and \$600,000 in 2006/07. The sales therefore are in compliance with the objectives of disposing of the surplus land to offset the roading costs.

STAFF RECOMMENDATIONS

It is recommended that the Board recommend to the Council that it resolve that:

- (a) The properties described in the following schedule be declared surplus.

| Address | Legal Description | Size m2 | Zoning | Offer Back |
|----------------|---|---------|--------|------------|
| 203 Opawa Road | Pt LOT 1~DP 302185 Pt LOT 1 DP 42482 | 13634 | B4 | No |
| 203 Opawa Rd | Pt LOT 1 DP 302185 Pt LOT 1 DP 42482 | 1363 | B4 | No |
| 207 Opawa Rd | LOT 1 DP 25293 | 403 | B4 | No |
| 207a Opawa Rd | LOT 2 DP 25293 | 433 | B4 | Yes |
| 211a Opawa Rd | LOT 2 DP 18748 | 912 | B4 | No |
| 211 Opawa Rd | LOT 1 DP 18748 | 487 | B4 | No |
| 213 Opawa Rd | LOT 1 DP 20219 | 1054 | B4 | No |
| 239a Opawa Rd | LOT 1 DP 82941 LOT 3 DP 82941 | 655 | B4 | No |
| 241 Opawa Rd | Pt LOT 8 DP 412 | 710 | B4 | Yes |
| 243 Opawa Rd | Pt LOT 9 DP 412 | 710 | B4 | No |
| 245 Opawa Rd | Pt LOT 10 DP 412 | 706 | B4 | No |
| 247 Opawa Rd | Pt LOT 11 DP 412 | 709 | B4 | No |
| 249 Opawa Rd | Pt LOT 12 DP 412 | 719 | B4 | Yes |
| 251 Opawa Rd | Pt LOT 13 DP 412 | 566 | B4 | No |

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| Address | Legal Description | Size m2 | Zoning | Offer Back |
|------------------|-----------------------------------|---------|--------|------------|
| 253 Opawa Rd | LOT 1 DP 25769 | 402 | B4 | Yes |
| 2 Kennedy Pl | LOT 1 DP 22932 - To Greenspace | | | |
| 255 Opawa Rd | Pt RS 91 (BM 312) - To Greenspace | | | |
| 263/265 Opawa Rd | LOT 2 DP 35997 | 2226 | L1 | Yes |
| 269 Opawa Rd | LOT 1 DP 19432 | 585 | L1 | Yes |
| 269a Opawa Rd | LOT 15 DP 27317 | 137 | L1 | No |
| 271 Opawa Rd | LOT 1 DP 13838 | 596 | L1 | Yes |
| 273 Opawa Rd | LOT 2 DP 13838 | 596 | L1 | Yes |
| 275 Opawa Rd | LOT 3 DP 13838 | 589 | L1 | Yes |
| 277 Opawa Rd | LOT 4 DP 13838 | 574 | L1 | Yes |
| 279 Opawa Rd | LOT 5 DP 13838 | 573 | L1 | Yes |

- (b) That pursuant to Section 40(4) of the Public Works Act 1981, the properties be disposed of and the offer back process be followed.
- (c) Following completion of the offer back requirements, that the Corporate Support Manager be delegated authority to dispose of the remaining properties at a price not less than 10% of the valuation as assessed by an independent registered public valuer.
- (d) That the Corporate Support Manager be delegated authority to determine the most appropriate method of sale of the surplus land having due regard to the market situation at the time of disposal.
- (e) The Corporate Support Manager be delegated authority to acquire 205, 209 and 267 Opawa Road provided it is within 10% of valuation as assessed by an independent registered public valuer.
- (f) Pursuant to Section 52(4) of the Public Works Act 1981, the Council hereby resolves to set apart the land detailed below hereto for a Local Purpose (Drainage) Reserve subject to Section 23 of the Reserves Act 1977 and to remain vested in the Christchurch City Council.

All those parcels of land situated in the Canterbury Land Registry being part Lot 1 DP 22932 containing 328m² and being all of the land contained in Certificate of Title 3D/270 together with part Rural Section 91 containing 195 m² and being all of the land contained in Certificate of Title 378/231.

- (g) The advice of the Legal Services Unit in their commentary "it is not considered that the land covenant device is the appropriate method to control land use by the Council be adopted and the land be offered for sale unencumbered."
- (h) The report from Planit be accepted and that the City Plan provisions be relied upon to control development.

CHAIRPERSON'S RECOMMENDATION

For discussion.

11. COMMUNITY BOARD DELEGATIONS AND TERMS OF REFERENCE

| | |
|-------------------------------------|---|
| General Manager responsible: | General Manager, Regulations and Democracy Services |
| Officer responsible: | Secretariat Manager |
| Author: | Anusha Guler, DDI 9416436 |

PURPOSE OF REPORT

- 1. The purpose of this report is to consult with the Community Boards on the Community Board Delegations and Terms of Reference.

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EXECUTIVE SUMMARY

2. In December 2004, the Council agreed to review its delegations to Community Boards. A Community Board Governance Working Party, comprising the Deputy Mayor, Carole Evans, Phil Clearwater and Yvonne Palmer was set up to look at the Christchurch City Council Community Board Delegations (**Appendix A**) and Community Board Terms of Reference (**Appendix B**).
3. The Working Party submitted its report to the Community Board Chairs and Staff Forum where it was agreed that the changes would be discussed by each Community Board before a final report is sent to the Council.

FINANCIAL AND LEGAL CONSIDERATIONS

4. There are no direct financial considerations to implementing the recommendations

STAFF RECOMMENDATION

It is recommended that the Community Boards consider the Community Board Delegations and the Community Board Terms of Reference, which have been amended to reflect the changes in the Council's new governance structure and the new Local Government Act 2002, and forward their submissions to the Community Board Governance Working Party for consideration.

CHAIRPERSON'S RECOMMENDATION

For discussion.

**12. SPREYDON/HEATHCOTE SCAP COMMITTEE
- REPORT OF MEETING 27 FEBRUARY 2006**

| | |
|-------------------------------------|--|
| General Manager responsible: | General Manager, Regulation and Democracy Services |
| Officer responsible: | Lisa Goodman, Community Board Principal Adviser |
| Author: | Peter Dow, Community Secretary, DDI 941-5105 |

PURPOSE OF REPORT

The purpose of this report is to submit the outcomes of the SCAP Committee meeting held on Monday 27 February 2006 as follows:

**Report of a meeting of the SCAP Committee
held on Monday 27 February 2006 at 5.30pm
in the Boardroom, Beckenham Service Centre**

PRESENT: Phil Clearwater (Chairperson), Oscar Alpers, Bruce Harding and Rob Patterson.

APOLOGIES: Apologies for absence were received and accepted from Jan Rogers and Doug Sheppard and for lateness from Oscar Alpers who arrived at 5.55pm.

1. INTRODUCTIONS

Recent staff appointees working from the Beckenham Service Centre, were introduced to the community members of the Committee.

2. SCAP 2005/06 FUND UPDATE

The Committee received information setting out details of the funding allocations made to date leaving a current balance available of \$16,966.

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3. CROSS CULTURAL WORKSHOP UPDATE

The Committee was advised that Gerry Hussan, Kiwihost Facilitator, who had taken over from Jan Simes was unfortunately unable to attend today's meeting.

Given the likely change in circumstances regarding that organisation, it was suggested to the Committee that the Council-run Cultural Dynamics Seminars to be undertaken over the coming months, may meet the Committee's agreed outcomes.

Members supported a suggestion that an available Committee member attend as an observer, one of the forthcoming seminars with dates to be advised.

Subsequent to the Committee meeting, the Community Development Adviser circulated information to Committee members advising that Kiwihost was still intending to pilot a seminar from April onwards and that as far as the Cultural Dynamics seminars were concerned, it would still be useful for a Committee member to attend for the purposes of comparison on content and style.

4. OLDER ADULTS DIRECTORY AND REMAINING 2005/06 ALLOCATIONS

The Community Development Adviser tabled a final draft of the Older Adults Directory along with the details of possible projects for later reporting to the Committee regarding the balance of funding still available through to the end of June 2006.

Members provided feedback on aspects and contents of the proposed Older Adults Directory for referral back to the core group. Any further funding requirements would be separately reported back to the Committee for a decision.

Similarly, other possible projects requiring funding would be reported to the Committee in the near future.

5. NEXT MEETINGS

Subject to business items and associated reporting, it was agreed that for the remainder of the financial year through to June 2006, that the Committee meet on Monday 3 April, 15 May and 19 June 2006, all at 5.30pm.

Subsequently, this programme was adjusted to two meetings to be held on Monday 1 May and 19 June 2006.

The meeting concluded at 6.47 pm.

CHAIRPERSON'S RECOMMENDATION

For discussions.

13. COMMUNITY BOARD PRINCIPAL ADVISER'S UPDATE

The Community Board Principal Adviser will update the Board on current issues.

14. QUESTIONS FROM MEMBERS