

ENVIRONMENT CANTERBURY
JOINT CHRISTCHURCH CITY COUNCIL/ENVIRONMENT
CANTERBURY COMMITTEE

MINUTES OF A MEETING OF THE JOINT CHRISTCHURCH CITY COUNCIL/
ENVIRONMENT CANTERBURY COMMITTEE HELD ON WEDNESDAY, 14 FEBRUARY
2001 IN THE COUNCIL CHAMBER, CHRISTCHURCH CITY COUNCIL FROM 4.00 P.M.

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PRESENT

Christchurch City Councillors

Crs A Crighton (Deputy Chairperson until 5.40 p.m.), P Harrow, C Manning (from 4.25 p.m.) and Cr R Wright (from 4.15 p.m.).

Environment Canterbury

Crs V Campbell (Chairperson), T K Burke, H G Hay (until 5.25 p.m.), D R Shand, J M Waters, P Yeoman and R B Johnson.

IN ATTENDANCE

A Wilkie (Riccarton Wigram Community Board until 5.15 p.m.), A Wright (Canterbury Museum) A Paine (Arts Centre for part meeting).

STAFF PRESENT

Christchurch City Council

J Fletcher, D Hinman, S Woods, J Ridgen, D Preston (part meeting) and W Brixton.

Environment Canterbury

J Talbot, M Freeman, W Holton-Jeffreys, J Tricker and E Brussovs.

1. APOLOGIES

Apologies were received and sustained from Christchurch City Councillors D Close and C Evans and Environment Canterbury Councillor N Cherry.

2. MINUTES OF 6 DECEMBER 2000

The minutes of the previous meeting held on 6 December 2000, as circulated, were taken as read and confirmed as a true and accurate record.

Crighton/Shand

3. MATTERS ARISING

Nil.

4. DEPUTATIONS AND PETITIONS

Nil.

5. CHAIRPERSON (This item was taken after Items 6 and 7 of the Agenda.)

Cr Campbell outlined the situation in relation to rotation of the Chairperson's role between herself and Cr Crighton. It was suggested that Cr Campbell chair the first four meetings of 2001 and Cr Crighton the next four prior to the October elections.

Resolved

That the first four meetings scheduled in 2001 be chaired by Cr Campbell, Environment Canterbury and the final four in this term by Cr Crighton, Christchurch City Council.

Johnson/Harrow

6. OWAKA PIT (This item was taken after Item 7 of the Agenda)

James Tricker (Environment Canterbury) spoke to his report on the matters requested by the Joint Committee at its December 2000 meeting. Copies of photographs of the site taken earlier that day were also circulated. The report outlined the following:

- Details and findings of two monitoring visits undertaken in December and January.
- In terms of Compliance and other issues raised:
 - That only three keys were held by the Manager, bulldozer driver and the worm farm staff and that a new sign relating to access had been erected.
 - No unsupervised dumping had occurred since March 1999 and a driver reporting procedure is to be initiated.
 - This was the only landfill site operated by EnviroWaste.

- In respect to environmental effects:
 - It was expected that the ground water, water quality tests from the self-monitoring would be available in about three weeks following bore redrilling and sampling. It was noted that the last three tests had shown an improvement in groundwater quality.
 - In terms of aesthetic effects it was acknowledged that while the site had looked unsightly in the past, the photographs showed a marked improvement. Any abatement action could only take place on the basis of proven environmental effects.
 - Odour effects from the cover material assessed from Haytons Road had been mitigated.

The following points emerged from clarification and discussion:

- That site effects, if any, on groundwater could not be categorically attributed to the tip without a network of up and down gradient monitoring bores, together with frequent sampling. The possible contribution of historical and current activities nearby could not be ascertained or ruled out.
- The company estimated that the site had a 3-4 year life, although the consent did not expire until September 2011. An annual review clause applied to the consent.
- It was noted that much of the site's non-compliance could be described as operational and aesthetic as opposed to the requirement to demonstrate environment effects.
- Cr Harrow asked about the status of another hardfill site he was aware of in the area. Staff agreed to follow up on this matter.

It was agreed that since there were no Riccarton Wigram Community Board members present that Environment Canterbury provide a presentation to them.

Resolved

That Environment Canterbury staff provide a presentation on Owaka Pit to the Riccarton Wigram Community Board.

Shand/Burke

7. BUS LAYOVER ROLLESTON AVENUE (This item was taken after Item 4 on the Agenda.)

Prior to consideration of the report, Cr Crighton sought agreement of the Committee for representatives of the Museum, Arts Centre, two key stakeholders in the Rolleston Avenue cultural precinct to make representations. A representative of the City Council's landscape architect group reviewing the Rolleston precinct would also outline concept development. It was explained that the bus layover in Rolleston Avenue was just one part of an overall review and development of the cultural precinct and this meeting was an opportunity to brief Councillors from both Councils about the mosaic of input that needed to be integrated by the review.

Mr Anthony Wright from Canterbury Museum outlined the seven year Strategic Plan that had been developed which included the McDougall Art Gallery and Rolleston Avenue. The plan was envisaged to take 5-7 years with indicative costs of \$31 million with funding being sought from territorial local authorities and government.

Conceptually the plan involved a two axis approach, firstly with Rolleston Avenue as a Boulevard with emphasis on pedestrian rather than motorised traffic, and additional tree and garden treatment. Tour coaches would only be permitted to set down and pick up patrons, with coach parking to be provided in the Rolleston Avenue car park.

The other axis would include development of a Piazza in front of the museum with free pedestrian access flowing through the Museum, McDougall and Botanical Gardens. Initial concerns of the Museum were:

- Establishing a pedestrian rather than traffic favoured area
- That the attractions collectively cater for 3.5 million visitors per annum.
- Concern about increased vibration and pollution from buses which affected heritage buildings and their maintenance.
- The need to establish the “tone of voice” for a cultural precinct.
- Marketing of the quartet of attractions would place heritage as pre-eminent.

The following points emerged from discussion:

- That the Museum Plan had not been discussed with Christchurch City Council Streets staff.
- There had been no separate provision for camper vans.
- There had been no research done to break down visitor sources and their mode of arrival, although the Museum itself planned for one million visitors itself within ten years.

Mr Tony Paine of the Arts Centre, that the increases in bus traffic in the most beautiful and aesthetic cultural area was unacceptable. Orchestral and drama productions in the Great Hall were affected by heavy traffic. Economic reasons stemmed from three and a half million visitors and that car parking should not be reduced in favour of bus stops. Additional cost of stone cleaning from pollution was also a factor. It was considered that trams were acceptable but buses were not. Points from discussion were:

- There had been no analysis of future parking in the area. A park and ride system was suggested.

Mr Dennis Preston outlined the foundations for concept approach for the Rolleston cultural precinct. The foundations included restoring the “Avenue”, providing a pedestrian promenade with clearly defined heritage, cultural and educational borders. The eastern side of Rolleston Avenue would be revegetated. The concept included as boundaries the Antigua and Armagh Street bridges, i.e. the river joining both ends. The buildings would be focussed by up-wash lighting together with provision of interpretation information. Design would need to establish a traffic hierarchy with parking linkages.

It was recognised that there were numerous submissions and documents such as the City Plan and other management plans to integrate in the exercise. Some Councillors questioned if enough was known about the source and travel mode of visitors to provide for appropriate planning responses.

Mr Stewart Woods spoke to his report on Rolleston Avenue bus layovers which had been the catalyst for the agenda item. The Rolleston Avenue termini was working reasonably well with from one up to three buses stopped between 4.15 to 6.00 p.m. peak. A capacity of four buses was possible with operator co-operation.

Access to the Hospital and Arts Centre was cognisant of the loss of the Sheraton car park. Only one adverse comment had been received. Some issues need to be worked through, e.g. tourist access in surrounding streets could be increased by angle parking.

Cr Crighton noted that she was not anti-buses but the question of a cultural precinct needed an integrated approach and provision for safe pedestrian access to the Museum. In particular the perception of the Worcester Boulevard stopping at Rolleston Avenue needed to be creatively addressed. Other points made in discussion were:

- It was noted that heavy traffic was using Rolleston Avenue as a through route or short cut.
- Two laning of Lichfield Street was suggested as providing the option of buses going past the Hospital.
- It was recognised that the YMCA was also a significant player.
- The possibility of the YMCA site being redeveloped in future was canvassed but did not appear to be a possibility.
- The positive patronage results shown for January from the new Bus Interchange and services boded well for passenger transport.
- Bus and traffic volumes were compared with Colombo Street for indication of scale.

The Committee agreed that no conclusions could be drawn at this early stage, however for a progress report to be made on the cultural precinct development incorporating the full impact of the Bus Exchange and associated bus layover requirements in the Rolleston Avenue area, at the June 2001 meeting.

8. EXTRAORDINARY AND URGENT BUSINESS

Nil.

9. NEXT MEETING

The next meeting was scheduled for 14 March 2001.

10. CLOSURE

The Chairperson declared the meeting closed at 6.00 p.m.