

## 2. HORNER'S DRAIN PONDING BASIN

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The purpose of this report is to consider the acquisition of a property in QEII Drive, as depicted on the attached plan SM1147-02 and shown as Section 2, for the following purposes:

1. To provide an additional ponding basin for the Horner's Drain Catchment.
2. To provide for the future road widening of QEII Drive.

### BACKGROUND

The Council at its April 2003 meeting considered and adopted a report from the Committee recommending the acquisition of a property situated at 183 Winters Road containing 6.9580 hectares for the above purposes. The property has now been acquired.

The Council was advised the Horner's Drain catchment is a complex network of interconnected drains and ponding areas that flow northwards from the Cranford Basin area to the Styx River. Parts of this system are in immediate need of repair/maintenance, and development pressures from currently zoned residential land will need to be taken into account with regard to surface water management.

The report highlighted the need for an additional ponding area within this catchment, specifically at a location immediately to the north of Winters Road.

Horner's Drain has a relatively flat grade, and is constricted in downstream reaches where it is deeply incised and timber/concrete lined. In places this hard-lining is beginning to fail. Kruses Drain is a tributary of this Horner's Drain system, and this drains a large area of Papanui. Kruses Drain is relatively steep, and the flood peaks from this area are not able to get away through the existing outfall down Horner's Drain. As a result, flow reversal in Horner's Drain occurs in response to significant rainfall, and floods the area around the Philpotts Road – Winters Road corner. Much of this floodwater then drains south-eastwards down Bullers Drain, to Dudley Creek Diversion pipe and on to Horseshoe Lake.

As part of an overall Horner's Drain upgrade, including some diversion of the northern end of the drain to the Styx River, "beheading" of the Bullers Drain catchment has been considered. This will mean that floodwaters from the Cranford Basin and Horner's Drain area (ie backflow) are prevented from entering Bullers Drain, and diverted to Horner's Drain and north to the Styx River. The reasons for this include reducing the flow to Dudley Creek Diversion pipeline (with consequent relief for the Horseshoe Lake pumps), as well as making allowance for stormwater runoff from development of the zoned residential land south of Winters Road. In order for this to be possible, allowance has to be made for routing the floodwater that would usually have flowed down Bullers Drain, to some other location. Because of capacity and hydraulic grade limitations in Horner's Drain (the alternative outfall), additional storage is required for this flood volume. This storage will fill during times of flood, with slow release over an extended period of time at a rate at or below the capacity of the outfall.

The area immediately north of Winters Road is ideally situated to provide this additional storage. This is because it is low-lying (and is currently flood-prone), and is also close enough such that hydraulic connection to this area can be made. The existing ground levels are such that some surface modification (ie earthworks) is likely to be required to provide for the required storage volume. Due to the existing low ground level, these works are likely to be relatively minor.

### CURRENT PROPOSAL

At the time of acquisition of the property at 183 Winters Road the neighbouring property, being 241 QEII Drive was on the market for sale through Ray White Real Estate Limited. The property contains 4.7725 hectares and lies directly to the east of the property purchased and is similarly low lying. The property is in pasture, well fenced on all boundaries and is used for grazing purposes. It is proposed to acquire the property to meet the above objectives.

## **ROAD WIDENING**

The section of Queen Elizabeth II Drive between Philpotts Road and Hills Road forms an important section of the ring road in the north of Christchurch. Currently this is the only major length of the eastern section of the ring road which does not have an existing 40 metre corridor or narrower corridor and adjoining designation to allow for future road widening.

It is therefore seen as essential to obtain land as it becomes available for purchase to enable the widening to occur. In addition it is known that a road is to be provided on the subdivision of the land lying to the south of QEII Drive linking it with Hills Road, but as yet the exact location is not known. The intersection is to be managed by a roundabout with sufficient land for this purpose being required from the property under consideration. The purchase of the property will enable a 40 metre strip of land to be set apart, for the future four laning of the road plus the required roundabout as well as land for the provision of an off-road pedestrian/cycle track and adjacent landscaping. The City Streets Unit will fund the cost of the strip of the land in conjunction with the Parks and Waterways Unit.

## **ZONING**

The property is zoned Rural 3 under the City Plan which permits subdivision down to a minimum of 4 hectares.

## **AGREEMENT**

To determine the property's value the Council obtained a valuation from Ford Baker, Registered Public Valuers, the details of which are included in the Public Excluded section of this report. Agreement has been reached with the owner on the basis that Council approval will be sought at its June meeting with the transaction being settled this financial year, ie 30 June 2003.

## **SOURCE OF FUNDS**

The purchase of the property will be funded through the Waterways and Wetlands Protection budget, Page 9.4.85. The area required for future road is to be funded by the City Streets Unit.

**Recommendation:** That the property be acquired on the terms and conditions contained in the Public Excluded Section of this report.