

10. REPORT OF THE ENVIRONMENT AND TRAFFIC COMMITTEE: 18 MAY 2004

| | |
|--|--|
| Officer responsible Community Advocate | Author Mary Fraher, Community Advocacy Assistant, DDI 941-6624 |
|--|--|

The purpose of this report is to submit the following report and recommendations for the Board's consideration.

Report of the Environment and Traffic Committee meeting held on Tuesday, 18 May 2004 at 9.00am in the Boardroom, Linwood Service Centre.

Present: Yani Johanson (Chair), Bob Todd, Linda Rutland and Shirley Fairhall for clause 10.5

Linda Rutland arrived at 9.03am and was absent for clause X.2 and part of clause 10.3.

Absent: Rod Cameron

10.1 SALISBURY STREET CONSTRUCTION ZONE

| | |
|---|---|
| Officer responsible Principal Transport Planner/Team Leader | Author Barry Cook, Traffic Engineer (Community), DDI 941-8938 |
|---|---|

The purpose of this report is to seek the Board's approval for the installation of a "Construction Zone Authorised Vehicles Only" on the south side of Salisbury Street between Colombo Street and Manchester Street.

A request has been received from Hawkins Construction for a construction zone outside Nos 138, 140 and 142 Salisbury Street where a redevelopment of the site is taking place, which will continue until 30 November 2004. There are currently no parking restrictions in this area and all day commuter parking occurs. After November the area will revert back to all day parking.

The construction zone will not only assist the operations on the site, but will also prevent damage to parked vehicles and improve the safety for the traffic flow in Salisbury Street, which is a "one way" arterial road.

Committee

- Recommendation:**
1. That a "Construction Zone Authorised Vehicles Only" be created on the south side of Salisbury Street commencing at a point 59 metres from its intersection with Colombo Street and extending in an easterly direction for a distance of 24 metres.
 2. That the area revert back to all day parking on completion of the works.

Chairperson's

Recommendation: That the recommendation be adopted.

10.2 SALISBURY STREET RESIDENTS ONLY PARKING

| | |
|--|---|
| Officer responsible Network Operations Team Leader | Author Barry Cook, Traffic Engineer (Community), DDI 941-8938 |
|--|---|

The purpose of this report is to seek the Board's approval to install a "residents' car park" on the northern side of Salisbury Street just east of Colombo Street.

Accommodation has been provided above some of the businesses on the eastern side of Colombo Street just south of Salisbury Street. There is no physical access to the rear of these businesses for vehicle parking. A request has been received from the owner of one of these businesses, who lives in the accommodation above. The owner needs to make trips away from the site, including taking a child to school. The nearest long term parking is in Salisbury Street but this is full with commuter parking during the day and often at night by restaurant goers. This situation is making the running of the business difficult during the day and is creating a safety issue at night as the owner has to frequently walk from beyond Bealey Avenue. It is therefore proposed to install a “residents’ car park” in Salisbury Street clear of the business area.

The Parking Strategy (Page 18) ranks residents’ parking ahead of commuter parking.

Committee

Recommendation: That the parking of vehicles be restricted to “vehicles displaying residents’ permits only at any time” on the northern side of Salisbury Street commencing at a point 11.5 metres from its intersection with Colombo Street and extending in an easterly direction for a distance of 6.5 metres.

Chairperson’s

Recommendation: That the recommendation be adopted.

10.3 SWANNS ROAD: GIVE WAY

| | |
|---|---|
| Officer responsible Network Operation Team Leader | Author Malcolm Taylor, Traffic Engineer (Community), DDI 941 8604 |
|---|---|

The purpose of this report is to seek Board’s approval to install a “Give Way” sign in Swanns Road at its intersection with Avonside Drive (see attachment). (Refer also to clause 3.2.)

Concern has been raised by residents in regards to traffic movements at the intersection of Swanns Road and Avonside Drive. Motorists tend to cut the corner when travelling from Retreat Road to Swanns Road, and students use this intersection to cycle to and from Avonside Girls High School. The installation of “Give Way” control lines will define more clearly the path motorists should follow at this intersection. Both Swanns Road and this section of Avonside Drive are collector roads and carry an average of 3,500 vehicles per day.

The installation of a “Give Way” sign will improve the safety at this intersection.

Committee

Recommendation: That a “Give Way” sign be placed against Swanns Road at its intersection with Avonside Drive.

Chairperson’s

Recommendation: For discussion.

10.4 LONDON STREET: TREE REMOVAL

| | |
|--|---|
| Officer responsible Greenspace Manager | Author Walter Fielding-Cotterell, City Arborist, DDI 941-8630 |
|--|---|

The purpose of this report is to obtain the Board’s consent to remove a street tree obstructing the proposed construction of a new driveway/footpath crossing at 34 London Street.

BACKGROUND

An application has been received from Murray Brown Design Ltd for the removal of a street tree growing in the grass berm outside 34 London Street. This is to allow the construction of a new driveway crossing to the site which is proposed to be redeveloped by constructing three new townhouse units. The Board’s consent to remove the tree is required before an application can be made for building consent.

Access to one of the units (Unit 1) is proposed for the south boundary of the property, off London Street. The unit’s garage will be constructed to accommodate two vehicles. To have reasonable manoeuvring space giving safe access to the garage, the construction of a 4.8 metre wide driveway crossing, as shown on the application plan, is normally required. The street tree is situated 1.2 metres within the proposed crossing alignment.

THE TREE

The tree is a semi-mature box elder (*Acer negundo*) that was planted as part of the reconstruction and landscaping of the London Street roadway and footpaths in 1992. The tree is approximately 4.0 metres tall and about the same in crown diameter. It is still quite a young tree and is in a healthy and sound condition. There is no arboricultural reason why it should be removed.

TREE REMOVAL/REPLACEMENT OR TRANSPLANTING CONSIDERATIONS

The applicant, Murray Brown Ltd, has suggested that the tree be transplanted further east in the berm, clear of the driveway. However, to be successful in shifting trees of this size, the preparation of a large diameter root ball in the grass berm is required. This involves the excavation of a quite large (and deep) hole and the use of substantial lifting and digging machinery. Carried out correctly, in a manner that gives the tree the best chance of survival, operations such as this can cost several thousand dollars.

A preliminary investigation of the Council service plans shows that a water-main is located beneath the root system of the tree. With the considerable risk of the (PVC) pipe being damaged in the course of the transplanting operation, shifting the tree cannot be recommended.

Given the above considerations, should the Committee decide that the existing tree be removed, it would be preferable to plant a large nursery stock tree as a replacement, in a suitable position outside the property. A good quality replacement tree would soon grow and catch up with the size difference of the existing trees in the street.

OTHER OPTIONS

The applicant, Murray Brown Ltd, was asked to reconsider the design of the development and consider the possibility of repositioning the driveway clear of the tree. However, the response was that the design, as submitted, was the most practical and cost effective one for the development of the site and the one they wished to proceed with.

It would be possible to by-pass the tree by a distance of 1.0 metre by reducing the width of the driveway crossing to 2.7 metres (the minimum driveway width). However, considerable care would need to be exercised in reversing a vehicle past the tree out into the street.

Some pruning would be required to give sufficient clearance for vehicles and pruning to clear taller vehicles would give the tree a one-sided, unbalanced crown appearance.

The box elder has the potential to grow more than four times its present size. If the driveway is constructed close to the tree, there is a risk that roots would eventually damage it.

CONCLUSION

The re-development of the property at 34 London Street is something that is going to be in existence, without further alteration, for many years. Committing the future occupants of the property to a degree of long term risk and inconvenience is perhaps unreasonable when the existing tree can be satisfactorily replaced with a large nursery stock tree a safe distance from the new driveway. Any detrimental impact on the landscape values of the street by the removal and replacement of the existing tree would be short term and minor.

Committee

- Recommendation:**
1. That subject to consultation with the local residents' group and immediate neighbours, the Board approve the removal of the box elder and its replacement with a large nursery stock tree of the same variety not less than 3.5 metres in height.
 2. That the applicant pay the full cost of removing the existing tree and the cost of providing and planting the replacement tree.

Chairperson's

Recommendation: That the recommendation be adopted.

10.5 IHUTAI MANAGEMENT PLAN 2004: SUBMISSIONS

David Newey (Parks and Waterways Planner), Alex Drysdale (Chairperson of the Avon-Heathcote Estuary Ihutai Trust) and Jenny Bond (Resource Care, Environment Canterbury) presented the Draft Avon-Heathcote Estuary Ihutai Trust Management Plan (*the Plan*).

The Committee considered the Plan, and **resolved** to make the following submissions:

1. *The Board supports and encourages the formation of a river working group. The Board sees the formation of this group as a priority.*
2. *The Board supports targets that educate, and increase awareness of, compliance issues. The Board particularly supports targets that educate about better environmental protection from such things as illegal discharges and dog nuisance to wild life.*
3. *The Board considers that the complaints process for compliance issues needs to be easy to understand and easy to access.*
4. *The Board considers that in order to give people confidence that it is worthwhile to complain about non-compliance, the penalty mechanisms need to be relevant and effective.*

The Committee also **decided** to recommend to the Board that it support the Plan and, if possible, make a supplementary submission to the Council's Long Term Council Community Plan 2004/2014 to that effect.

Chairperson's

Recommendation: That the recommendation be adopted.