



Christchurch City Council

SPREYDON/HEATHCOTE COMMUNITY BOARD AGENDA

TUESDAY 4 APRIL 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

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- PART A - MATTERS REQUIRING A COUNCIL DECISION**
- PART B - REPORTS FOR INFORMATION**
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- 1. BECKENHAM PARK – LANDSCAPE PLAN
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1. **APOLOGIES**

2. **CONFIRMATION OF MEETING REPORT – 21 MARCH 2006**

The report of the meeting of 21 March 2006 has been separately circulated.

CHAIRPERSON'S RECOMMENDATION

That the report of the Board meeting of 21 March 2006 as circulated, be confirmed.

3. **DEPUTATIONS BY APPOINTMENT**

4. **BOARD MEMBERS' INFORMATION EXCHANGE**

Board members to provide updates on community/Council issues.

5. **VICTORIA PARK ROAD 'NO STOPPING' RESTRICTION**

General Manager responsible:	General Manager, City Environment
Officer responsible:	Don Munro, Transport and City Streets Manager
Author:	Basil Pettigrew, Traffic Engineer, DDI 941-8542

PURPOSE OF REPORT

1. The purpose of this report is to seek the Board's approval for the installation of a single section of 'no stopping' on the west side of Victoria Park Road opposite Longhurst Terrace. The **attached** plan refers.

EXECUTIVE SUMMARY

2. The Council received complaints from the regular road users of this road that the overhanging vegetation around the inside of the corner opposite Longhurst Terrace was obstructing visibility of oncoming vehicles.
3. Transport and City Streets investigated this issue and found that the vegetation was overhanging the roadside berm out onto the sealed roadway.
4. Contract staff were instructed to trim back this vegetation and a good result was achieved. The berm was re-established back to the rock wall on the downhill side.
5. Following this work, local and visiting vehicle drivers started parking in this location. The larger vehicles obstructed visibility around the corner, which re-created the problem previously caused by the overhanging vegetation.
6. Council staff have additional concerns with respect to the berm and rock wall being able to support the weight of heavy vehicles. It has also been proven that these vehicles cut up the grassed surface during the wetter winter months.
7. The sealed width of the road on the upper section is only four metres, and there is a lot of recreational and residential traffic in this area. As vehicles prepare to turn into Longhurst Place on the driveways just south it is important that good visibility of approaching traffic is ensured.
8. Contract staff have been instructed to reinstate the berm area to the same standard as the uphill section of Victoria Park Road. This would then be maintained under an extension to the existing berm mowing contract.

5 Cont'd

9. It is now proposed that a short section of 'no stopping' be established as a safety improvement work at this location.

CONSULTATION

10. The property owner at 195 Dyers Pass Road who has two driveways adjacent to the proposed 'no stopping' has been consulted, and is in full agreement.
11. The length of berm which is the subject of the proposed 'no stopping' is not suitable for parking for the reasons contained in the report. It should not be made available for this purpose following the reinstatement of the grassed surface.

FINANCIAL AND LEGAL CONSIDERATIONS

12. The installation of road markings is within operational budgets.
13. The Land Transport Rules provide for the installation of parking restrictions including broken yellow (no stopping) lines.

STAFF RECOMMENDATION

It is recommended that the Board resolves that the stopping of vehicles be prohibited at any time on the western side of Victoria Park Road commencing at a point 22 metres south of the Boundary of property 19A Victoria Park Road and the Council Reserve and extending generally in a northerly direction for a distance of 67 metres to a point 10 metres north of the northern kerb line of Longhurst Terrace and Victoria Park Road.

CHAIRPERSON'S RECOMMENDATION

That the staff recommendation be supported.

6. **SOMERS PLACE - PROPOSED "NO STOPPING" RESTRICTION**

General Manager responsible:	General Manager, City Environment
Officer responsible:	Don Munro, Transport and City Streets Manager
Author:	Geoff McGregor & Malcolm Taylor, Traffic Engineers, DDI 941-8604

PURPOSE OF REPORT

1. The purpose of this report is to seek the Board's approval for the installation of a single section of "no stopping" broken yellow lines along the entire length of the southern side of Somers Place beginning at the Domain Terrace intersection and extending to the entry of the cul-de-sac at the south western end of Somers Place. The **attached** plan refers.

EXECUTIVE SUMMARY

2. The Council has received complaints from residents of this cul-de-sac concerning the practice of some drivers parking their vehicles adjacent to the kerb on both sides of the roadway thus blocking the road for other vehicles and restricting ingress and egress to the private vehicle crossings of a number of properties. This has been particularly evident for numbers 2 and 4 Somers Place where it can often be observed that when vehicles are parked on the southern side of Somers Place, vehicles entering and exiting these properties encounter significant difficulties.
3. These complaints have been investigated and measurement has confirmed that there is inadequate roadway width to accommodate parking of vehicles on both sides of Somers Place. (5.1 metres kerb to kerb). Also, the parking of vehicles opposite private vehicle crossings significantly inhibits reasonable ingress and egress.

6 Cont'd

4. The installation of broken yellow “no stopping” lines along the southern side of Somers Place is considered the most cost effective and practical solution to the problem.
5. All directly affected residents and property owners were notified of this proposal and the views of many have been obtained. Written support was obtained from the occupiers of numbers 2, 3, 4, 6, 10 & 12 Somers Place in relation to the proposal. Number 5 Somers Place did not support the proposal. The occupiers of number 107 Domain Terrace and of numbers 7, 9, and 11 Somers Place did not respond. Written support from the owners of numbers 2e, 4, 6, 8, 9, 10 and 11 was obtained. The owners of 2 and 3 Somers Place and 107 Domain Terrace did not respond.

FINANCIAL AND LEGAL CONSIDERATIONS

6. The installation of road markings is within operational budgets.
7. The Land Transport Rules provide for the installation of parking restrictions including broken yellow (no stopping) lines.

STAFF RECOMMENDATION

It is recommended that the Board resolves that the stopping of vehicles be prohibited at any time on the southern side of Somers Place commencing at the Domain Terrace intersection and extending in an westerly direction for a distance of 75 metres.

CHAIRPERSON’S RECOMMENDATION

That the staff recommendation be supported.

7. SPARKS ROAD – SAFETY IMPROVEMENT PROJECT

General Manager responsible:	General Manager, City Environment
Officer responsible:	Don Munro, Transport & City Streets Manager
Author:	Kirsty Ferguson, Consultation Leader, DDI 941-8662

PURPOSE OF REPORT

1. The purpose of this report is to seek the approval of the Spreydon/Heathcote Community Board to proceed to final design, tender and construction of the safety improvement works in Sparks Road and associated parking restrictions.

EXECUTIVE SUMMARY

2. The Council has received complaints from Te Kura Kaupapa Language School about the lack of pedestrian crossing facilities along this section of Sparks Road. The Council is also aware that the vehicle volumes along Sparks Road have increased steadily, and the intersections at Lyttelton Street/Sparks Road/Frankleigh Street and Sparks Road/Hoon Hay Road are currently overloaded at peak times.
3. The principal aim of this project is to provide a safe crossing point for pedestrians on Sparks Road near the existing Centennial Park entrance. The full set of objectives, developed after assessing overall issues in the area, is:
 - Provide a safe mid-block crossing point for pedestrians on Sparks Road;
 - Maintain or improve the existing level of service for all modes of transport;
 - Provide cycle facilities at the pedestrian facilities;
 - Maintain or improve residents’ vehicle access to and from their properties; and
 - Ensure adequate street lighting is provided.

7 Cont'd

4. The preferred option includes:
 - Provision for parking spaces and cycle lanes from Hoon Hay Road east along Sparks Road to 41 & 48 Sparks Road.
 - Implementation of "No Parking" restrictions in combination with a flush median along the road, which continues from 41 & 48 Sparks Road east across the end of Waimokihi Place to the bend at 21 Sparks Road.
 - Installation of a pedestrian refuge island opposite 27 Sparks Road, adjacent to the Centennial Park entrance.
 - Continuation of parking spaces and cycle lanes without a flush median from the bend at 21 Sparks Road to the roundabout at the intersection of Sparks Road/Frankleigh Street/Lyttelton Street.
 - Relocation of the bus stop on the southern side of Sparks Road from outside Centennial Park to outside 48 Sparks Road.
5. Other facets of the project that were open for feedback from the community included parking options within the road reserve, pedestrian and cycle facilities, bus stop locations and vehicle accessways.
6. The owners and occupiers of this section of Sparks Road and the adjacent side streets (i.e. Pablo Place, Claude Henry Lane, and Waimokihi Place) were consulted via a publicity pamphlet and the "Have Your Say" section of the Council website in September/October 2005. There were 23 responses received in total of which 13 were in general agreement with the preferred option and 9 were in opposition. One respondent had no preference.
7. A deputation of residents appeared before the Spreydon/Heathcote Community Board on 24 January 2006 with concerns about the relocation of a bus stop to outside 23 and 25 Sparks Road. As a result of this presentation, the project team revisited the options developed during the scheme design to arrive at the preferred option shown as **Attachment 1** to this report. This option meets the project objectives and has a good level of community support.

FINANCIAL AND LEGAL CONSIDERATIONS

8. This safety improvement project along Sparks Road is programmed in the Transport and City Street Unit's capital programme, for implementation in the 2005/06 financial year. The cost estimate for this project is \$36,800, and there is budget allocation in the 2005/06 capital programme for this work to occur.
9. There are no legal implications for this project.
10. Community Board resolutions are required to approve the "No Stopping" restrictions, and the relocation of the bus stops.

BACKGROUND ON SPARKS ROAD SAFETY IMPROVEMENT PROJECT

11. Sparks Road is located in the Spreydon/Heathcote Ward. This project focuses on the section of Sparks Road between Lyttelton Street and Hoon Hay Road. The surrounding area is mostly residential with the exception of Centennial Park, Glue Place/Sparks Road Council Housing and Te Kura Kaupapa School, which occupy a large area of land at the Lyttelton Street end of Sparks Road.
12. Sparks Road is classified as a Minor Arterial Road in the City Plan. Traffic counts were last undertaken in 1998 with a traffic volume count of 11,897 vpd. This section of Sparks Road is likely to have experienced a similar increase in traffic flow to other roads in this area – approximately a 28% increase since 1998. As this project is not intended to affect vehicle flows, it was not considered necessary to update vehicle counts specifically for this work. Sparks Road links the Halswell area with the central city, as well as servicing the residential areas adjacent to it.

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13. This section of Sparks Road is approximately 500 metres long with several side streets – Pablo Place, Claude Henry Lane, and Waimokihi Place. The width of the existing roadway is between 13.2 to 13.8 metres.
14. The Land Transport New Zealand Crash Analysis System shows that there have been 20 crashes recorded for the five-year period between 2000 and 2004. Seven crashes were recorded at the Hoon Hay Road/Sparks Road roundabout, four crashes were recorded along this section of Sparks Road between Hoon Hay Road and Lyttelton Street, and nine crashes were recorded at the Sparks Road/Frankleigh Street/Lyttelton Street roundabout.
15. Initial community consultation was undertaken in March/April 2005, and the key issues identified were:
 - Most residents support the proposal of a pedestrian facility, depending on the location;
 - High speed traffic volumes on Sparks Road;
 - Sparks Road gets parked out at times, particularly when there are events on at Pioneer Stadium;
 - Drainage issues;
 - Difficulties in accessing properties due to other parked vehicles and traffic volumes; and
 - Residents at 48 Sparks Road expressed particular concern regarding a pedestrian facility being located adjacent to their property and the impact it may have on their vehicle access.
16. This project was initiated to review pedestrian safety when crossing Sparks Road to and from the Centennial Park area, particularly for students attending Te Kura Kaupapa School. Considering the issues raised during initial consultation, the objectives for the project were developed to:
 - Provide a safe mid-block crossing point for pedestrians on Sparks Road;
 - Maintain or improve the existing level of service for all modes of transport;
 - Provide cycle facilities at the pedestrian facilities;
 - Maintain or improve residents' access to and from their properties; and
 - Ensure adequate street lighting is provided.
17. A secondary objective for the project was to provide cycle facilities from Lyttelton Street to Hoon Hay Road. This section of Sparks Road is identified within the Christchurch cycle network, and was identified in the 2002 priority plan that considered a Christchurch-wide need for cycle facilities. This section will contribute towards linking Frankleigh Street to Milton Street, which is a popular cycle route, and will also contribute towards later expansion of Sparks Road, to the west. Approximately 150 cyclists per day currently travel along the section of Sparks Road between Hoon Hay Road and Lyttelton Street.
18. The scheme plan developed for this project includes the following main features:
 - A pedestrian island opposite the entrance to Centennial Park with a flush median from 39/48 Sparks Road to 21 Sparks Road.
 - Relocation of the west bound bus stop to outside 48 Sparks Road. The existing bus stops outside 27 and 65 Sparks Road on the northern side will remain in the same position.
 - On-street parking remains except in the areas adjacent to the flush median and pedestrian island. This project does not alter the existing carriageway width.
 - Cycle lanes on Sparks Road from Hoon Hay Road to Lyttelton Street.
19. Consultation was undertaken with the owners and occupiers of this section of Sparks Road, and the owners and occupiers of the adjacent streets (Pablo Place, Claude Henry Lane, and Waimokihi Place) as well as key stakeholders. The feedback received from the 23 respondents was considered carefully in the assessment and modification of the scheme plan.

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20. None of the respondents were opposed in principle to the safety improvement project. However, concerns were raised in relation to the location of the bus stops, parking, access, and pedestrian and cyclist facilities. Where possible, the concerns raised have been addressed in the design of the preferred option. A summary of the submissions made and an evaluation of the issues raised is covered in **Attachment 2** of this report.
21. This project is not expected to reduce the number of crashes at the two roundabouts, as any works associated with these intersections are beyond the scope of this project. The four crashes recorded along Sparks Road are not expected to be addressed by this project either, as there is no commonality between the causes of the crashes. However, with the introduced definition of road user space and reduction of the pedestrian crossing distance with the placement of the island, it is considered that safety for all transport modes will be increased.

OPTIONS

22. Four options were developed for comparison during the concept design process. All four options have on-street parking and cycle lanes from Hoon Hay Road to 39 and 48 Sparks Road.
23. **Option 1** includes a flush median with no on-street parking on either side of Sparks Road to Waimokihi Place. A pedestrian refuge is positioned in the flush median west of Waimokihi Place. There is a kerb build-out on the south side of Sparks Road opposite Waimokihi Place and adjacent to the pedestrian refuge island. The bus stops would be relocated with the west bound stop after the kerb build-out and the east bound stop relocated east of Waimokihi Place. The east bound bus stop just east of Hoon Hay Road remains in its existing position. East of Waimokihi Place, parking and cycle lanes continue with no flush median, and continue to the roundabout at the Sparks Road/Lyttelton Street intersection.
24. **Option 2** includes a flush median and a pedestrian refuge island. The flush median ends at the intersection with Waimokihi Place and the parking and cycle lanes continue to the Sparks Road/Lyttelton Street roundabout. A kerb build-out is included on the south side of the road adjacent to the pedestrian refuge island. The bus stops would be relocated with the west bound stop before the kerb build-out and the east bound stop east of Waimokihi Place. The east bound bus stop just east of Hoon Hay Road remains in its existing position.
25. In **Option 3** there would be a short flush median at the intersection with Pablo Place, as well as a flush median from 39 and 48 Sparks Road east and a pedestrian refuge island outside 35 Sparks Road. The west bound bus stop would be relocated to outside 48 Sparks Road. On-street parking remains on the northern side of Sparks Road outside 23 and 25 Sparks Road. Parking and cycle lanes continue without a flush median from the bend at 21 Sparks Road to the roundabout at the intersection of Sparks Road/Lyttelton Street.
26. Options 1-3 include smaller radii at the corners of Pablo Place to reduce the speed of vehicles entering the cul-de-sac.
27. **Option 4** has parking and cycle lanes included from Hoon Hay Road east along Sparks Road to 39 and 48 Sparks Road. From this point, there would be no on-street parking with a flush median and a pedestrian refuge island outside 27 Sparks Road, adjacent to the Centennial Park entrance. The flush median continues east across the end of Waimokihi Place to the bend in Sparks Road at 21 Sparks Road. On-street parking and cycle lanes continue without a flush median from the bend at 21 Sparks Road to the roundabout at the intersection of Sparks Road/Lyttelton Street.

PREFERRED OPTION

28. The preferred option is based on **Option 4** and includes cycle lanes along Sparks Road between Hoon Hay Road and Lyttelton Street. A pedestrian refuge island will be installed opposite the entrance to Centennial Park, with a flush median from 39/48 Sparks Road to 21 Sparks Road. The existing bus stop outside Centennial Park will be relocated past the pedestrian island to outside 48 Sparks Road. The bus stops outside 27 and 65 Sparks Road will remain in their existing positions.

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29. The only shortfall associated with the preferred option is a reduction in on-street parking along the south side of Sparks Road, adjacent to the flush median.

SECTION THREE - ASSESSMENT OF OPTIONS

The Preferred Option

30. The aims and objectives for this project are met by the preferred option, in that it provides a safe mid-block crossing point for pedestrians on Sparks Road, by including a pedestrian refuge island with uninterrupted sight lines for pedestrians. The existing level of service is maintained or improved for all modes of transport, by defining road user space for all modes of transport and increasing safety. Adequate street lighting is provided with the upgrade of one luminaire. Residents' access to and from their property is maintained, and for some residents is improved with the benefit of the flush median for right turners to use. Cycle facilities are provided at the pedestrian facilities and from Lyttelton Street to Hoon Hay Road with cycle lanes.
31. On-street parking remains in place except adjacent to the flush median and pedestrian island. Consultation indicated that parking was not a major concern, however, every effort has been made to minimise the reduction in parking available. The project does not alter the existing kerbs, footpaths or carriageway width. At the location of the pedestrian island, tactile paving will be included at the crossing point to the island and within the island. "Safe Routes to School" crossing point signs will be installed on the downstream side of each of the crossing locations, adjacent to the pedestrian island.
32. There are three existing bus stops and no bus shelters along this section of Sparks Road. One of these bus stops will be relocated after concerns raised by residents regarding the relocation of the bus stops (i.e. to outside 48 Sparks Road). This moves the bus stop further away from the intersection with Pablo Place, relieving any potential congestion. The proposed bus stop outside 25 Sparks Road in some of the concept designs will not be relocated. Concerns regarding visibility were evaluated, but it was determined that a bus stopped at the existing location will cause no more limit to visibility than existing parked cars. There are no additional bus shelters proposed.
33. The following consent and legal issues have been considered:
- Trees – There are no protected or notable trees along this length of Sparks Road.
 - Buildings – There are no heritage or historic buildings, places or objects in the area of the proposed works.
 - Road Widths – The existing roadway width and kerbs will not be changed, so no resource consent is required under the City Plan.
 - Bylaw Changes – Amendments and/or additions will be required to the Christchurch City Traffic and Parking Bylaw 1991 for parking restrictions.

Maintain the Status Quo (If Not Preferred Option)

34. The option to maintain the status quo essentially means to do no capital works along this section of Sparks Road. This would retain the road environment in its existing condition.
35. This option would be inconsistent with the Community Outcomes outlined in the LTCCP, and would be inconsistent with Council strategies, such as the road safety, pedestrian and cycling strategies.
36. Therefore, it is considered that it would not be appropriate to maintain the status quo because of the opportunity to ensure an efficient, safe and sustainable transport system, whilst providing for all modes of transportation.

Alternative Design Options 1-3

37. The four alternative options developed are outlined above.

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38. The shortfalls of these options include:
- (a) **Option 1** – The position of the island, kerb build out and the flush median creates a reverse curve on Sparks Road from Waimokihi Place east around the bend at 21 Sparks Road. This is undesirable as a reverse curve is a complicated driving task and would require specific delineation. The kerb build-out creates a narrow point where cars may wait to turn into Waimokihi Place blocking the traffic lane.
 - (b) **Option 2** – The position of the island and the flush median also creates a reverse curve on Sparks Road from Waimokihi Place east around the bend to 21 Sparks Road under Option 2. As noted above, this is undesirable as a reverse curve is a complicated driving task and would require delineation. The west bound bus stop is located on the approach to the kerb build-out, which makes it harder for the bus to join the traffic stream.
 - (c) **Option 3** – The split island does not create a safe, positive crossing point for pedestrians.
 - (d) **Option 4** – The position of the island at the entrance to Centennial Park was deemed to be safer between the two bus stops, as well as being a convenient point for pedestrians to cross.
39. For Options 1 to 4, the narrowing of the entrance to Pablo Place was not deemed to be necessary as it is a cul-de-sac of only 60 metres length.

STAFF RECOMMENDATIONS

It is recommended that the Board approve:

- (a) The Sparks Road Safety Improvement Project, as illustrated in plan TP177801 – Issue 3, to proceed to final design, tender and construction.
- (b) The following parking restrictions:

Relocated Bus Stops

- (i) That the existing bus stop be revoked from the north side of Sparks Road at its present position commencing 11 metres west of the intersection with the west side of Waimokihi Place, and extending 13 metres in a westerly direction, and reinstated on the north side of Sparks Road commencing 3 metres west of the intersection with the west side of Waimohiki Place and extending 12 metres in a westerly direction.
- (ii) That the existing bus stop be revoked from the south side of Sparks Road at its present position commencing 6 metres west of the intersection with the west side of Waimokihi Place, and extending 17 metres in a westerly direction, and reinstated on the south side of Sparks Road commencing 46 metres east of the intersection with east side of Pablo Place and extending 17 metres in an easterly direction.

New No Stopping

- (iii) That the stopping of vehicles be prohibited at any time on the north side of Sparks Road commencing at its intersection with the east side of Hoon Hay Road and extending 42 metres in an easterly direction.
- (iv) That the stopping of vehicles be prohibited at any time on the north side of Sparks Road commencing at a point 15 metres west of its intersection with the west side of Waimokihi Place and extending 90 metres in a westerly direction.
- (v) That the stopping of vehicles be prohibited at any time on the north side of Sparks Road commencing at its intersection with the east side of Waimokihi Place and extending 17 metres in an easterly direction.

7 Cont'd

- (vi) That the stopping of vehicles be prohibited at any time on the north side of Sparks Road commencing at a point 32 metres east of its intersection with the east side of Waimokihi Place and extending 34 metres in an easterly direction.
- (vii) That the stopping of vehicles be prohibited at any time on the south side of Sparks Road commencing at its intersection with the east side of Hoon Hay Road and extending 42 metres in an easterly direction.
- (viii) That the stopping of vehicles be prohibited at any time on the south side of Sparks Road commencing at a point 63 metres east of its intersection with the east side of Pablo Place and extending 145 metres in an easterly direction.
- (ix) That the stopping of vehicles be prohibited at any time on the south side of Sparks Road commencing at its intersection with the west side of Lyttelton Street and extending 60 metres in a westerly direction.

CHAIRPERSON'S RECOMMENDATION

That the staff recommendations be supported.

8. BROAD OAKS SUBDIVISION STAGE XI – ROAD LEGALISATION AND INITIATING ROAD STOPPING TO A PARCEL OF SURPLUS LAND

General Manager responsible:	General Manager, City Environment
Officer responsible:	Don Munro, Transport and City Streets Manager
Author:	Weng-Kei Chen, Asset Policy Engineer, DDI 941-8655

PURPOSE OF REPORT

1. This purpose of this report is to seek the Board's recommendation to the Council to:
 - (a) Dedicate a parcel of road reserve land contained in Lot 16, DP52030 as Road pursuant to Section 111 Reserve Act 1977. The area of land is 33m² and is as shown on the **attached** plan.
 - (b) Declare a small parcel of unformed legal road contained in S.O. 365373, as surplus to Council's requirements and to obtain a resolution pursuant to Public Works Act 1981 to commence road stopping procedures. This parcel of road to be stopped is as shown on the **attached** plan.

EXECUTIVE SUMMARY

2. Fulton Hogan Ltd, the developer for Broad Oaks has an approved resource consent for Stage XI RC20017303 which includes:
 - (a) Eight properties having access onto Vista Place. These accesses will be constructed over a strip of road reserve adjacent to the existing Vista Place.
 - (b) A parcel of road land included in one of the building lot.
3. In order for this subdivision to proceed, the Council's approval is required for:
 - (a) to dedicate the Council owned road reserve land contained in Lot 16, DP52030 as "road".
 - (b) to declare the parcel of road land as surplus to the Council's requirement and the Council initiating road stopping procedure for its disposal.

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4. The road reserve land Lot 16, DP 52030 along Vista Place was created in 1987 when subdivision took place with the formation of Vista Place. This road reserve lot was created enabling the Council to collect roading contribution (on behalf of Dun's Ltd which was the developer of Vista Place), in the event when frontage to the road is required. This road has been built to the required standard and is capable of serving the additional developments by Fulton Hogan Ltd. This practice of collecting on behalf of previous developers is not uncommon for the subdivision approval process. Fulton Hogan Ltd in this instance has agreed to pay the required cash contribution.
5. The intersection design for the new road at Huntsbury Avenue following the existing legal road boundary is undesirable, and staff have instead approved a "T" intersection. This design provides a good outcome and is consistent with good engineering practices.
6. The "T" intersection design results in the developer vesting an additional 182m² of land for road and renders an area of 262m² of land similar area road land surplus to roading requirements. Hence it is appropriate for the Council to declare the road land surplus to Council's requirements and commence road stopping procedures.

FINANCIAL AND LEGAL CONSIDERATIONS

7. The developer has agreed to pay \$23,250 plus GST for its share of road contributions of Vista Place. On receipt of this contribution the Council will reimburse the same amount to the previous developer of Vista Place.
8. The Council appointed valuer, Ford Baker, has valued the surplus road land at \$29,000 and the additional land required at \$25,000. The land exchange will provide a return of \$3,500 plus GST to the Council.
9. The procedural process to vest road reserve as road and the road stopping process will be recovered from Fulton Hogan Ltd.
10. Section 111, Reserve Act 1977 – Road Reserve may be dedicated as road:

This section states that where any land is vested in any local authority for the purpose of a road reserve and the land is required for the purpose of a road, the land may be dedicated as road by resolution of the local authority. In this instance it is appropriate that dedication occurs.
11. Section 116 Public Works Act 1981 – Stopping Road:

This section states that subject to the consent of the territorial authority and the owner(s) of the land adjoining the road in writing to the stopping, then the road can be declared formally stopped by notice in the Gazette. There will be no loss of public access onto Huntsbury Avenue from the new development and in fact the outcome creates a safer access for the roading network.

STAFF RECOMMENDATIONS

It is recommended that the Board recommends to the Council:

- (a) That pursuant to Section 111 Reserve Act 1977 the Christchurch City Council hereby resolves to dedicate that part of the existing road reserve Lot 16, DP 52030 as road.
- (b) To declare the parcel of road land as surplus to road requirement pursuant to Section 116 of the Public Works Act 1981 the Christchurch City Council hereby resolves to stop that parcel of road shown as S.O. 365373 and dispose to the adjoining land owner.

CHAIRPERSON'S RECOMMENDATION

That the staff recommendations be supported.

9. COMMUNITY BOARD PRINCIPAL ADVISER'S UPDATE

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

10. QUESTIONS FROM MEMBERS

SEMINAR

1. BECKENHAM PARK – LANDSCAPE PLAN

Ann Liggett, Parks and Waterways Area Advocate, will discuss the landscape plan regarding tree removal and replacement programme for Beckenham Park.

2. HOLMCROFT RESERVE, OLD STONE HOUSE – LANDSCAPE PLAN

Ann Liggett, Parks and Waterways Area Advocate, will discuss the landscape plan regarding major maintenance upgrade for Holmcroft Reserve, Old Stone House.