



## Christchurch City Council

# HAGLEY/FERRYMEAD COMMUNITY BOARD AGENDA

14 JUNE 2006

3.00 PM

IN THE BOARDROOM, LINWOOD SERVICE CENTRE  
180 SMITH STREET

**Community Board:** Bob Todd (Chairperson), David Cox, Anna Crighton, John Freeman, Yani Johanson, Brenda Lowe-Johnson and Brendan Smith

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**PART A - MATTERS REQUIRING A COUNCIL DECISION**

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**1. APOLOGIES – David Cox**

**2. CONFIRMATION OF REPORT**

The report of the ordinary meeting (both open and public excluded) held on Wednesday 24 May 2006 has been circulated to Board members.

**CHAIRPERSON'S RECOMMENDATION**

That the report of the ordinary meeting (both open and public excluded) held on Wednesday 24 May 2006 be confirmed.

**3. CORRESPONDENCE**

**4. COMMUNITY BOARD PRINCIPAL ADVISER'S UPDATE**

**4.1 COMMENCEMENT TIME MEETING 28 JUNE 2006**

In view of the fact that the Board is presenting a function "Time For A Change" at the Richmond Working Men's Club from 1.00pm to 3.30pm on this day, members may wish to give consideration to delaying the start of the Board meeting on 28 June until 4.00pm to allow the opportunity for Board members to attend this function.

**5. QUESTIONS FROM MEMBERS**

Members may at any ordinary meeting put a question to the Chairperson concerning any matter relevant to the role or function of the Community Board concerning any matter that does not appear on the order paper. All questions are subject to Standing Orders 4.1.1 to 4.1.5.

**6. DEPUTATION BY APPOINTMENT**

**7. DECLARATION OF LAND FOR ROAD, RESERVE 47 - FERRY ROAD**

<b>General Manager responsible:</b>	General Manager City Environment, DDI 941-8656
<b>Officer responsible:</b>	Acting Transport and City Streets Manager
<b>Author:</b>	Lewis Burn, Property Consultant

**PURPOSE OF REPORT**

1. The purpose of this report is to seek the Board's recommendation to the Council to pass a formal resolution under the provisions of the Public Works Act 1981 to declare a portion of reserve as land for road.

**EXECUTIVE SUMMARY**

2. The land is required to enable the Council to construct roading improvements to the intersection at the Ferry Road/Humphreys Drive.
3. Land required for the intersection improvements from the properties at 1026, 1030, 1060 and 1099 have been gazetted as road. It remains to declare as road the land required from Reserve 47. The severance from 1091 Ferry Road is subject to continuing negotiations.
4. The Department of Conservation has given its consent to declare the land (188 m<sup>2</sup>) being part Reserve 47 as road. Agreement is held with the Department, subject to formal resolution of Council, to pay compensation to the department of \$9,400 (excl GST) (see paragraph 12).

**FINANCIAL AND LEGAL CONSIDERATIONS**

5. The Board does not have delegated authority to authorise use of the provisions of the Public Works Act for declaring a public work. Such a decision needs to be made by the full Council. The Board has, however, recommendatory powers to the Council.
6. Section 114 of the Public Works Act 1981 provides that any land with the consent of the owner(s) and any other parties who have a disclosed interest, may be declared road. On publication of a notice in the New Zealand Gazette the land vests in the Local Authority as road.
7. The compensation payment to the Crown (Department of Conservation) of \$9,400 (excl GST) is to be a charge against 2006/07 Transport and City Streets Ferry/Humphreys project budget.
8. Part of the reserve land required, Section 2 Drawing 22044/1d (see Attachment 2) is designated for road in the City Plan.
9. Greenspace Unit are the asset owning unit and have agreed to Sections 2 and 5 being taken for road. An inter-unit transfer of capital will take place to account for the true cost of the roading project.

**STAFF RECOMMENDATION**

That the Board recommend to the Council that pursuant to Section 114 (1) of the Public Works Act 1981, the Council resolve to declare as land for road, that land shown as Section 2 SO 362038, (see Attachment 1) That the staff recommendation be adopted. That the staff recommendation be adopted. That the staff recommendation be adopted. That the staff recommendation be adopted. That the staff recommendation be adopted. That the staff recommendation be adopted.comprising 188 m<sup>2</sup> being part Reserve 47 being part of the land comprised in CFR CB467/229.

**CHAIRPERSON'S RECOMMENDATION**

That the staff recommendation be adopted.

**BACKGROUND ON DECLARATION OF LAND FOR ROAD – RESERVE 47 – FERRY ROAD**

9. Reserve 47 is a reserve subject to the Reserves Act 1977 some of which has been developed and used by the adjacent restaurant business as a car park. The current business, the Sandbar and Restaurant Limited has a lease of Section 3 and part Section 4 on drawing 22044/1d for this purpose until July 2009 with a right of renewal for five years finally expiring in 2014. The lease is subject to termination on three months notice in respect to any area required for a public work or esplanade reserve.
10. Section 4 on this plan is shown as land for esplanade reserve (to be formalised as a separate action) while Sections 2 and 5 are shown as land for road and Section 2 is designed for roading purposes. Section 5 is also required for road following a review by Transport and City Streets to provide a uniform new road boundary but more importantly to allow for better design of the footpath and landscape treatment for linkage to the esplanade reserve. This will also achieve a better safety aspect with the relationship of the footpath to the carriageway through to the bridge.
11. Reserve 47 was originally set apart from the Crown's estate as a reserve for ferry purposes. This purpose was changed by gazette in 1931 to 'waterworks' as at that time it is understood the Heathcote County Council required the land for a well. With the amalgamation of the Heathcote County with the City this intended use was superseded and the reserve is no longer required for this purpose. As bridge reconstruction progresses and roading work is completed detail on the esplanade reserve landscape development can be firm'd up and a review carried out as to the balance of the reserve.
12. Compensation is payable to the Crown (DOC) for the land required for roading purposes. A valuation was carried out by Simes & Co Limited on behalf of Council and DOC. The compensation payment is 50% of the valuation in accordance with DOC policy of the land to be declared road.

**8. HEATHCOTE VALLEY RIDING SCHOOL - PERMANENT GRAZING**

<b>General Manager responsible:</b>	General Manager City Environment, DDI 941-8656
<b>Officer responsible:</b>	City Solutions Manager
<b>Author:</b>	Darren Moses, Project Manager

**PURPOSE OF REPORT**

1. The purpose of this report is to examine issues raised in the Heathcote Valley Riding Schools' deputation report and to inform the Board on:
  - Options for permanent grazing for horses in Heathcote Valley.
  - Details on staging planting that may allow for permanent horse grazing.
  - Consideration of identified recreation needs for the Heathcote Valley area.
  - Consideration of a site visit for the Board.

**EXECUTIVE SUMMARY**

2. At the Board meeting on Wednesday 8 March 2006, a deputation of Kathryn Byfield Budd and Aisjah Addison, representing the Heathcote Valley Riding School presented a report which requested the securing of permanent horse grazing land within Heathcote Valley Park.
3. The Board have requested a report which will inform them on issues raised in the deputation. A site visit is also recommended to support this report.
4. A decision now on permanent grazing is considered premature, pending further development planning by the Council's project team and a City Plan change which is being initiated. Temporary grazing is supported by the Council project team on the basis of month to month tenure as the project development, construction and planting continues over the next 5 years.

**FINANCIAL AND LEGAL CONSIDERATIONS**

5. Presently unknown, pending City Plan change.

**STAFF RECOMMENDATION**

It is recommended that the Board agree to receive the report.

**CHAIRPERSON'S RECOMMENDATION**

That the staff recommendation be adopted and the representatives of the riding school be invited to join the Board on its site visit.

## BACKGROUND ON HEATHCOTE VALLEY PARK - PERMANENT GRAZING

### Current Situation

6. The Council's Heathcote Valley Park project team has been working closely with the Heathcote Valley Riding School over the past 4-5 years to ensure that the park contains a network of tracks suitable for horse trekking throughout the area.
7. Council issued the Heathcote Valley Riding School with a licence on 8 April 2005 to graze horses on Council land at Sec SO 303513, near the riding school. When Tony Hallams (Policy and Leasing Officer) became involved some two years ago he was informed by the Heathcote Valley project group that the parcel of land was being made available temporarily to the riding school. The Council through the Greenspace Unit assisted further by providing a container contract for the temporary placement of a storage facility for riding gear at the site.
8. The Council has further assisted the riding school by upgrading the fencing,( at the riding schools request) straddling the vacant grazing land beside the Tunnel Road and making this available to the school.
9. The riding school has been informed that the current licence could be notated to include other parcels of land at the Tunnel Road site when they become vacant, but this will depend on the competing demands of the public and the Council is required to exercise transparency in the selection of an occupier.
10. The licence has made it clear that any tenure of the land is temporary, and on a month to month basis, acting on the advice of the project group.

## ISSUES RAISED IN HEATHCOTE VALLEY RIDING SCHOOL DEPUTATION REPORT

### Horse Grazing

11. The main issue raised in the deputation report is that, with the exception of the Heathcote Valley's Riding School, which is located on private land, there is no other areas within Heathcote Valley, for permanent horse grazing. The deputation report considers that privately owned land is not an option due to financial constraints and so is seeking a solution for permanent horse grazing on Council owned land.

## OPTIONS RAISED IN THE HEATHCOTE VALLEY RIDING SCHOOL DEPUTATION REPORT (SEE MAP ...)

### Horse grazing on Council land

12. The Heathcote Valley Riding School report requested an option that would integrate permanent grazing alongside the rural open spaces. The areas identified in their report for permanent horse grazing are owned by Council. These areas are:
  1. 81 Ferrymead Park Drive (SEC 1 SO 303513)
  2. 150 Scruttons Road, Heathcote (LOT 2 DP 76441) (known as Old Port Lyttelton Land)

Refer to **Attachment 1** for identification of these areas.

### Review of Option for Permanent Horse Grazing on Council owned land

13. The primary reason why it is considered premature to examine the option for permanent horse grazing:

The areas (81 Ferrymead Park Drive and 150 Scruttons Rd) within the Ferrymead Special Purpose zone are subject to a future rezoning. For example a decision to allow permanent horse grazing at this stage at 150 Scruttons Rd would limit the exploration of rezoning options for this site which is contradictory to the process outlined in *Volume 3 Part 8 Special Purpose Zone 1.10 Special Purpose (Ferrymead) Zone* of the City Plan.

(a) **City Plan**

It is considered that exploring options for permanent horse grazing within this zone at this stage would be premature. According to the Council's City Plan, these areas were zoned Special Purpose (Ferrymead) to indicate that further investigation was required before appropriate land uses were established. The City Plan states under V3 Part 8 1.10 Special Purpose (Ferrymead) Zone that a "detailed assessment" needs to be undertaken which includes:

1. Possible options for future use in consultation with other parties.
2. A detailed assessment of various issues involved, accompanied by a brief outlining land use options before an overall zoning pattern is identified.

The City Plan team has been directed by a Council recommendation (24 July 2003) to commence this assessment in terms of a Section 32 report (examines costs, benefits and needs for various zoning options) under the Resource Management Act 1991.

As a result City Plan will initiate consultation through a discussion "Issues and Options" paper for those areas within the zone that have not yet been designated a land-use under the "*Ferrymead/ Heathcote Valley Park Development Plan*" or have an existing use, such as land used for utilities and services. 150 Scruttons Rd, Heathcote (Lot 2 DP 76441) is one of these areas.

**Proposed Planting**

14. Since the first Heathcote Valley Park development proposal was released in June 2001 (refer **Attachment 2**, area 16), the area adjacent to the Riding School has been designated as forested area with the option of a lease for grazing in the interim. The extensive storm water management scheme developed for this area is the primary driver behind this development. This work is being funded in part by a cost share scheme.
15. The Council has plans to fill the area thereby raising it above flood level and then plant native tree forest and coastal bush and shrubland. **Attachments 3 and 4** show the planting plant and engineering detail for this area marked A and B.

**Recreation Needs**

16. The Hagley/Ferrymead Leisure, Parks and Waterways Study in 2003 identified the development of more fields at Cuthberts Green and Heathcote Valley Park as immediate options to address a lack of sportsfields in this area, hence the creation of sport fields at Heathcote Valley Park.
17. The sports field shortage was reinforced through the Hagley/Ferrymead Leisure, Parks and Waterways Study Draft Three Year Action Plan for 2004-2007 which also referred to the need to provide toilets open for use at these sport fields.
18. In order to determine if it would be appropriate to develop the sporting facilities at Heathcote Valley Park sooner than anticipated an analysis of current playing fields in the eastern part of Christchurch was undertaken. The south-east area of Christchurch by nature of its terrain has always had a shortage of suitable flat land for use as sports parks. Issues around competition for use of available fields particularly for use by winter codes have been longstanding. The pressure on sports fields has recently increased with an explosion in the number of junior players in the primary sports codes of rugby and soccer in the area over the last five years.
19. Note: A study specific to the needs of recreation users within the Heathcote Valley Park catchment has not been undertaken.

**Site Visit**

20. Construction of the major components of the waterway scheme is currently underway. It is expected that these works will be completed by the end of August. For this reason, a site visit is recommended for September, at a time to suit the Board.

**9. ANTIGUA WEIR RENEWAL**

<b>General Manager responsible:</b>	General Manager City Environment, DDI 941-8656
<b>Officer responsible:</b>	Greenspace Manager
<b>Author:</b>	Paul Dickson, Drainage Engineer - Capital Projects Team

**PURPOSE OF REPORT**

1. The purpose of the report is for the Board to decide its preferred option for the upgrading and stabilisation of the Antigua Weir, in the Avon River at Antigua Street.

**EXECUTIVE SUMMARY**

2. Boating activities have been carried out on the Avon River in the vicinity of the hospital since 1882 when the Antigua Boat Shed was built and commenced boat hire. The present weir, built in the 1950s creates a pond which supports two boat hire businesses, The Antigua Boat Shed and Punting On The Park.
3. The present rock weir has become unstable and requires frequent rearrangement and replacement of rocks to maintain a desirable minimum water level. Some form of upgrading or solidifying is needed to maintain the pond water level and support boating. The objectives are to provide reliable water levels for boating and punting activities without detracting from in-stream values.
4. The Council has the option of strengthening the existing rock formation or rebuilding it in a different form. The preferred option is to replace the present weir with a gravel rapid composed of greywacke river stones. This option is preferred because of its natural appearance and a slight improvement to in-stream values. Alternative options are to strengthen the existing weir or to build a concrete weir.

**FINANCIAL AND LEGAL CONSIDERATIONS**

5. The preferred option at \$50,000 (estimated) is more expensive than the next alternative, of \$30,000 (estimated) but is budgeted for. The least favoured option is estimated to cost \$400,000. Funding will be provided from the Avon River Central City Strategy allocation (\$150,000 per annum).
6. The preferred option would be subject to a resource consent from Environment Canterbury which it is believed would be granted.

**STAFF RECOMMENDATION**

It is recommended that the Board agree that replacement of the present weir with a gravel rapid composed of greywacke river stones is the Board's preferred option.

**CHAIRPERSON'S RECOMMENDATION**

That the staff recommendation be adopted..



## BACKGROUND ON THE ANTIGUA WEIR

7. Boating activities have been carried out on the Avon River in the vicinity of the hospital since 1882 when the Antigua Boat Shed was built and commenced boat hire. Boating was originally carried out on a pond above the Mill Island weir at Hereford Street (where a replica mill wheel has been rebuilt). After removal of the mill weir another timber weir was built between Montreal and Antigua Streets to enable boating to continue. This weir, and a subsequent one, were probably rather insubstantial and were destroyed by floods and eventually replaced by the present rock weir in the 1950s. The present weir creates a pond which, because the Avon River has a rather flat slope through the Botanical Gardens, extends upstream to the tennis courts. The Antigua Boat Shed and Punting On The Park operate boating businesses that use the pond.
8. The present rock weir has become a little unstable, probably as a result of settlement over many years. It requires frequent rearrangement and replacement of rocks to maintain a desirable minimum water level and some form of upgrading or solidifying is needed. Rocks frequently tumble down the weir and cause the water level upstream to drop. When this occurs boating can become difficult in shallow places upstream, and boats cannot be paddled past a shingle bar, at the Riccarton Main Drain outlet. This limits an average round trip for a hire canoe to less than the minimum one hour hire period and is disappointing to Antigua Boat Shed clients.

## THE OBJECTIVES

9. The objectives are to provide reliable water levels for boating and punting activities, form a stable weir and to improve, or at least not detract from instream values.

## OPTIONS

10. The Council has the option of strengthening the existing rock formation or rebuilding it in a different form. There are a number of options, each with advantages and disadvantages. Three options are presented. All would be in about the same location as the present weir. The options are:
  - The present weir strengthened, by adding more basalt rocks.
  - A concrete weir, slightly curved and concave, downstream.
  - A gravel rapid composed of greywacke river stones.

The options are represented in photo montages (**attached**).

Options that have been considered and rejected are:

- A timber weir - considered a poor option because timber would have a relatively short life.
- A short, steep rapid built from large greywacke river boulders. Boulders are expensive and the result would not be sufficiently different from either the present weir or a flatter rapid.

## PREFERRED OPTION

11. The preferred option is replacement of the rock weir with a riffle (rapid). Riffles or rapids will be familiar to most people as the broken water sections that are the energy dissipating features in Canterbury gravel rivers. A riffle is proposed because it is the most natural-looking means of retaining a pool at the Antigua Boat Shed and dealing with the drop in water level downstream. It would be formed by creating a sloping riverbed below the present weir with greywacke river stones.
12. This option is preferred because of its natural appearance and a slight improvement to in-stream values. Some 32 of 45 respondents to publicity information preferred this option.

**ASSESSMENT OF OPTIONS****The Preferred Option - Riffle/Rapid**

The natural and common means by which a gravel river creates pools and drops is by a series of rapids. This feature could be formed at the Antigua Boat Shed by filling below the present weir with greywacke river stones of sufficient size. The riffle would span the full width of the river, as shown in the photo-montage, somewhat shallower at the edges, and probably 30 to 40 metres long. The length would be a compromise between stability and appearance: a longer riffle, as proposed, would be more stable and less turbulent.

Riffles tend to be favoured river habitats because water speed and turbulence keep the gravels cleaner and the water oxygenated. A riffle would be a small addition to habitat values in this part of the river by providing niches for invertebrates and small fish. Slower water velocities near the banks would permit the passage of small fish.

Because the Avon River runs through very flat terrain it is not steep enough to develop riffles normally; although a gentle form of riffle can be seen at Mill Island. Thus a riffle as proposed is not a natural Avon River feature.

This option creates a minor conflict between the objectives of natural appearance and retention of punt access for the business Punting On The Park. Some means of allowing punts to traverse the weir has been requested, to replace the present chute against the river's north bank. This is likely to require the installation of wooden rails at river bed level near the northern river bank to allow punts to slide up and down.

Dissipating the energy of river flows can be done safely with large (300mm maximum), imported stones from the upper Waimakariri, Hurunui or Rakaia Rivers. Stones would be sourced from the Waimakariri River if possible because that river is the source of gravels in Christchurch rivers. Adequate precautions can be taken to guard against the accidental importation of didymo algae. Such precautions can be expected to form part of the conditions of a resource consent.

	<b>Benefits (current and future)</b>	<b>Costs (current and future)</b>
<b>Social</b>	Provides for continuation of long-standing recreational use of this part of the Avon River.	Nil
<b>Cultural</b>	Is inferred (on the basis of previous submissions to Council) to be the option preferred by Maori. No cultural significance to Europeans.	Loss of the heritage value of the existing weir dating from the 1950s.
<b>Environmental</b>	A minor addition to in-stream habitat values because a slightly cleaner and more oxygenated environment would be created locally.	Nil
<b>Economic</b>	All options have similar economic benefits as all permit the continuance of boating operations.	Estimated cost \$50,000

**Extent to which community outcomes are achieved:**

Primary alignment with community outcome A City for Recreation, Fun and Creativity. Also contributes to A City of People Who Value and Protect the Natural Environment.

**Impact on Council's capacity and responsibilities:**

Neutral: the Council is responsible to either maintain, replace or remove the existing asset.

**Effects on Maori:**

The Tuahuriri Runanga has not made a response to the consultation information, probably because the activity is minor. Based on other consultation the Runanga is judged either to prefer this option or to rate it equally with the status quo.

**Consistency with existing Council policies:**

No inconsistency.

**Views and preferences of persons affected or likely to have an interest:**

Some 32 of 45 respondents to a consultation survey preferred this option.

**Other relevant matters:**

**Maintain The Status Quo (If Not Preferred Option) - Retain the Present Weir**

The present basalt rock weir has some heritage value, being about 50 years old, although it is not old enough to be protected under the Historic Places Act. It has been described by a well known local designer as (paraphrased) "...a simple and naïve structure, representing the response of earlier city dwellers to constraints in funding and materials." In that view it is worthy of preservation.

The weir permits the passage of trout and eel but hinders smaller fish and probably excludes some native fish because of the speed and steepness of water flow. If the weir was rebuilt it could be modified to improve small fish access, possibly by constructing a wooden fish ladder against the northern bank.

The heritage value of the existing weir has been considered by the Council's heritage planners and the Historic Places Trust. The Heritage Team comments that:

*"... the overriding heritage significance lies in the social history of boating in the area - the fact that a weir was placed so as to enhance this facility, and the association with the boatsheds and the pedestrian footbridge, which all played a significant role in the early recreational activities of Christchurch residents - rather than in the fabric or specific design of the present weir."*

Therefore when considering whether the existing weir should be restored, or a new one in concrete or greywacke river stones be built, the heritage aspects do not provide an obvious choice. With all three weir options, the intangible heritage of the history of recreation in this area of the river will be maintained, particularly due to the presence of the boatsheds, which, in continued use for boating since their construction in 1882, provide an intact, tangible reminder of this history rather than the present weir structure.

The Historic Places Trust expressed a preference for the status quo but commented that the weir is neither an historic nor an archaeological site and that other factors might over-rule.

Loss of the existing weir is seen to be balanced by environmental factors including the replacement of basalt rock by greywacke river gravel.

	<b>Benefits (current and future)</b>	<b>Costs (current and future)</b>
<b>Social</b>	Provides for continuation of long-standing recreational use of this part of the Avon River.	Nil
<b>Cultural</b>	Retains the heritage value of the existing weir which dates from the 1950s.	Is inferred (on the basis of previous submissions to Council) to be a slightly inferior option from the perspective of Maori values.
<b>Environmental</b>	No change.	Nil
<b>Economic</b>	All options have similar economic benefits as all permit the continuance of boating operations.	Estimated cost \$30,000

**Extent to which community outcomes are achieved:**

Primary alignment with community outcome A City for Recreation, Fun and Creativity.

**Impact on Council's capacity and responsibilities:**

Neutral: the Council is responsible to either maintain, replace or remove the existing asset.

**Effects on Maori:**

Any effects are insignificant because this is a status quo option.

**Consistency with existing Council policies:**

No inconsistency.

**Views and preferences of persons affected or likely to have an interest:**

Nine of 45 respondents to a consultation survey (including the Antigua Boatshed and Punting on the Avon) preferred this option.

**Other relevant matters:**

### Option 3 - Concrete Weir

A concrete weir as shown in the photomontage is envisaged to have a 30-40cm wide concrete cap that would drop a uniform curtain of water into the pool below. It would be a neater, more formal structure than the present weir and in appearance and construction would be more in keeping with the built environment of Oxford and Cambridge Terraces.

Because it would form a definite barrier to fish and boats it would be necessary to construct fish and boat access. A fish pass would be built against the north river bank and could be co-located with a ramp for boat access.

Construction of foundations and prevention of leakage would make a concrete weir an expensive option and funding for expenditure of this scale has not been allocated.

	<b>Benefits (current and future)</b>	<b>Costs (current and future)</b>
<b>Social</b>	Provides for continuation of long-standing recreational use of this part of the Avon River.	Nil.
<b>Cultural</b>	A formal, designed, permanent and neater structure in keeping with the build-up nature of Oxford and Cambridge Terraces	Loss of the heritage value of the existing weir which dates from the 1950s.
<b>Environmental</b>	Little change, provided that an effective fish pass is installed.	No environmental costs identified.
<b>Economic</b>	All options have similar economic benefits as all permit the continuance of boating operations.	Estimated cost \$400,000.

**Extent to which community outcomes are achieved:**

Primary alignment with community outcome A City for Recreation, Fun and Creativity.

**Impact on Council's capacity and responsibilities:**

Neutral: the Council is responsible to either maintain, replace or remove the existing asset.

**Effects on Maori:**

In the absence of a response from Maori but based on previous consultation it is assumed that placement of a concrete weir in the river would be the least desirable option.

**Consistency with existing Council policies:**

No inconsistency.

**Views and preferences of persons affected or likely to have an interest:**

Four of 45 respondents to a consultation survey preferred this option.

**Other relevant matters:**

14. 6. 2006

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10. **PROPOSED URBAN RENEWAL WORK IN THE INNER CITY EAST/LATIMER NEIGHBOURHOOD IMPROVEMENT PLAN AREA**

The Urban Renewal Planner will be in attendance to update the Board on the above proposed urban renewal work (**memo attached**).

11. MAIN ROAD, REDCLIFFS - ENTRANCEWAY TREATMENT AT CAVE TERRACE

<b>General Manager responsible:</b>	General Manager City Environment, DDI 941-8656
<b>Officer responsible:</b>	Acting Transport and City Streets Manager
<b>Author:</b>	Lorraine Wilmshurst, Roading Projects Project Manager

**PURPOSE OF REPORT**

1. The purpose of this report is to seek approval from the Board for the entranceway treatment at Main Road/Cave Terrace, Redcliffs to proceed to final design, tender and construction.

**EXECUTIVE SUMMARY**

2. The Board has provided funding in the 2005/06 financial year for the completion of some enhancement work to be undertaken at the Redcliffs Village shopping area on Main Road.
3. In 2004 the Council undertook some work at the western end of the Redcliffs shopping area. This work involved lengthening the existing kerb build out, placing wooden bollards along the kerb line and erecting a "Redcliffs Village" sign. The work was to highlight and enhance the entrance to the Redcliffs Village.
4. It was always envisaged that a similar treatment would be carried out on the eastern side of the shopping area at Cave Terrace. The proposal for the eastern side (**Attachment A**) was circulated to the community for comment.
5. Twenty seven (27) submissions (**Attachment B**) were received from the consultation newsletter and the comments have been considered. The majority of these replies (20) supported the concept.

**FINANCIAL AND LEGAL CONSIDERATIONS**

6. The work outlined above is to be funded by the Board. The budget for project is \$17,025 and estimates indicate that the work will be within budget.

**STAFF RECOMMENDATIONS**

It is recommended that the Board approve the concept is circulated to the community for final design, tender and construction.

**CHAIRPERSON'S RECOMMENDATIONS**

For discussion.

**BACKGROUND ON MAIN ROAD, REDCLIFFS - ENTRANCEWAY TREATMENT AT CAVE TERRACE**

7. The Council is proposing to complete the entranceway treatment for the Redcliffs Village shopping area in the 2005/06 financial year. The aim of the project is to calm traffic and highlight the entrance to the Redcliffs Village shopping area.
8. In 2004 Council undertook some work at the western end of the Redcliffs shopping area. This work involved lengthening the existing kerb build out, placing wooden bollards along the kerb line and erecting a "Redcliffs Village" sign. The work was to highlight and enhance the entrance to the Redcliffs Village.
9. It was always envisaged that a similar treatment would be carried out on the eastern side of the shopping area at Cave Terrace when funding became available. In 2005/06 the Board made funding available through their discretionary funds enabling the eastern approach enhancement to be undertaken.
10. The proposal for the eastern side (**Attachment A**) was circulated to the community for comment in April 2006 and 27 submissions were received, these are detailed in **Attachment B**.
11. **Submissions**
  - There were no responses that indicated a different position for the bollards or sign.
  - One reply commented - that the bollards remain natural.
  - A suggestion that the sign be replaced with a "moa" sculpture was received.
  - Concern was raised about the footpaths, the walkway steps, and the path and landscape area in the reserve at Cave Terrace.
  - Concerns have been raised in relation to the pedestrian crossing at the supermarket.
12. **Responses to submissions**
  - The bollards and sign will be placed in the landscape area to the west of the Cave Terrace intersection as shown on the concept plan.
  - The bollards will be natural timber with four having a yellow reflective strip.
  - A "Moa" sculpture would require community consent and Board approval. A sculpture of this nature has now been erected on private property at the corner of Augusta Street.
  - The issues in relation to the footpaths and walkway steps have been referred to the Maintenance Team and the issues with the path and landscape area at Cave Terrace has been passed on to the Greenspace Unit.
  - The Networks Operation Team have an investigation under way in relation to the pedestrian crossing outside the supermarket in Redcliffs Village.

**OPTIONS**

13. Two options were considered for the entranceway treatment at the eastern side of Redcliffs Village shopping area.
  - (a) Option One - Retain status quo (this option does not meet the project objectives).
  - (b) Option Two - Bollards and sign entrance treatment.

**PREFERRED OPTION**

14. Option Two is the recommended option. This option meets the project objectives and the community expectations that the eastern approach treatment to the Redcliffs Village would be undertaken. It is proposed to install wooden bollards in the planted area to the west of the Cave Terrace intersection. Four of the bollards in the centre of the group will have a reflective yellow strip to highlight the approach to the Village. A freestanding "Redcliffs Village" sign will be installed in the planted area.

**12. STRUCTURE ON STREET APPLICATION FOR 40 KINSEY TERRACE**

<b>General Manager responsible:</b>	General Manager City Environment, DDI 941-8656
<b>Officer responsible:</b>	Transport and City Streets Manager
<b>Author:</b>	Tony Lange, Asset Engineer

**PURPOSE OF REPORT**

1. The purpose of this report is to seek the Board's approval to erect a private structure partially on legal road following the initial development of a preferred scheme for the Kinsey Terrace Street Renewal Project and to provide additional information as requested at the Board's meeting of 26 April 2006 where this issue was previously considered.

**EXECUTIVE SUMMARY**

2. A Structure on Street application for a new double garage sited partially on legal road has been made by the owners of 40 Kinsey Terrace. Currently the owners have a dedicated single garage located entirely on legal road but would like to build an integrated structure that provides a covered link between the proposed structure and the existing house.
3. The Transport and City Streets Unit have reignited the street renewal project with a new round of consultation now underway. Capital funds have been allocated with construction planned for completion in the 2006/07 year.
4. Staff have assessed the sighting of the proposed structure in relation to the upcoming street renewal project and have deemed this to be minimal.
5. Some residents in the area oppose the approval of this application.
6. Residents have endorsed a scheme plan that addresses the issues raised at public meetings held in February and March this year. However, this scheme plan is not yet finalised and will be presented to the Board at a future seminar meeting.
7. The proposed structure on street will not impact on the adopted scheme plan for the street renewal project.
8. This report was previously considered at the board meeting held on 26 April 2006 when the Board resolved to defer consideration of the report to allow for the supply of further information. A memorandum from Tony Lange, Asset Engineer, Transport and City Streets Unit, is attached which provides additional information on this issue.

**FINANCIAL AND LEGAL CONSIDERATIONS**

8. Community Boards have been delegated to approve Structure on Street applications for garages and parking platforms.
9. The application is subject to compliance with other Council requirements ie resource and building consents.
10. A Deed of Licence fee for occupation of road space will accrue to the Council. This is valued at \$200 per annum for a double garage.

**STAFF RECOMMENDATIONS**

It is recommended that the Board:

1. Approve the application subject to the conditions listed in this report.
2. Revoke the current Deed of Licence for the single garage and call for the removal of the single garage within six months from the completion of the new double garage.

**CHAIRPERSON'S RECOMMENDATION**

For discussion.



## BACKGROUND

11. The Board will be aware that Kinsey Terrace has been the subject of much debate over the last few years with the old Environmental Planning and Policy and City Streets Units embarking on a renewal project for Kinsey Terrace in 2000. To date the issues raised by the residents have not been addressed as agreement on a final plan had not been reached. The Transport and City Streets Unit have now reignited the renewal project with a new round of consultation now underway. Capital funds have been allocated with construction planned for completion in the 2006/07 year.
12. In the meantime the owners of 40 Kinsey Terrace have approached the Council with plans for an extensive addition to their current dwelling. This involves the construction of a double garage sited partly on legal road (3.0 metres over the boundary). This work is subject to 'Structure on Street' approval which can only be granted by the Board (see attached plan A).
13. When considering the application the Council must be satisfied that:
  - Safety of all road users is not compromised.
  - Legal right of access is maintained for individual property owners.
  - The applicant is unable to construct the structure on his or her land because of the nature of the terrain.
  - The proposal is consistent with the City Plan objectives on property access and parking requirements.
  - The road environment is not unduly compromised with the presence of the structure.
  - The visual intrusion to the streetscape will have minimal effect to road users.
  - Road users include pedestrians, cyclists and other commuters.
14. Currently the owners have a dedicated single garage located entirely on legal road but would like to build an integrated structure that provides a covered link between the proposed structure and the existing house. The existing Deed of License for the single garage would be terminated and a condition made for the current single garage to be removed from the road space. However, the loss of this structure may deny neighbours an opportunity to have covered parking and not impact on vehicle turning movements of large vehicles. The problem herein is that this structure is privately owned and the Council has no rights to its ongoing management.
15. Council policy does not prohibit a property owner from one or more structures on the street. However, in this situation it may be prudent for the Council to order the owner to remove the existing structure, within a period to be specified, following the completion of the new structure. This is a fair and reasonable request given the constrained nature of the road at the west end of Kinsey Terrace and the apparent monopoly the owners have in this location where on street parking is at a premium and other residents have no off street parking.
16. The City Plan allows for two vehicle entrances for properties with a road frontage between 16 metres and 60 metres. However, in the City Plan there is a minimum distance between vehicle crossings within the same frontage and it is 7.5 metres. The reason for this is that the distance between crossings provides an opportunity for on street parking which does not exist in this case as the distance between the two structures is approximately 5 metres.
17. The building of a garage partially on the applicant's land will incur extensive remodelling of the existing dwelling and this request is consistent with the Council's policy for approving garages on legal road. Any new garage on legal road would be subject to a new Deed of License arrangement.
18. While the proposed structure is partially located on legal road, along the applicant's road frontage, the structure itself will be adjacent to the formed road and will comprise a short bridge span of 0.5 metres from the edge of road/ top of bank to the front of the structure. Analysis of vehicle path movements indicates that the position of the structure will not affect turning vehicles. Indeed it will assist turning vehicles when compared to the current situation (see attached plans B and C).



19. However, current on street parking arrangements are likely to be compromised by the addition of this structure. A defined parking area capable of accommodating four vehicles will be removed if the Structure on Street application is approved as vehicles are restricted from parking in front of a garage on legal road. This is an issue that can be addressed through the renewal project as there are other options available for on street parking. It will, however, be important that residents are aware that conflict does arise while trying to maximise on street parking and accommodate turning vehicles, particularly emergency vehicles and service vehicles which are larger than family sized vehicles, in this constrained area.
20. In normal circumstances a loss of parking can occur. An application to provide a new vehicle entrance will result in the loss of parking in that location whether the structure is located on legal road or within the private property.

#### **CONSULTATION**

21. The Environmental Services Unit have yet to receive resource consent or building consent applications from the owners of 40 Kinsey Terrace.
22. Residents in the street have become aware of the application and have contacted the Council with concerns as follows.
23. The Council's Authorising Officer for resource consents in this locality, received an email from the chair of the Clifton Neighbourhood Committee (CNC), dated 18 July. This noted the conflict that arises at the western end of Kinsey Terrace between turning vehicles and parked vehicles. In the email it is noted that an "increasing number of trucks, unable to turn (in the now inadequate turnaround area) are having to back up the narrow road".
24. In an attachment to the email, dated 15 July, the CNC suggests that the "proposed garage, if built, would seriously compromise the options available for resolving or at least mitigating, the traffic difficulties" in this part of Kinsey Terrace.
25. The CNC conclude the following:
  - "The proposed garage will further degrade an already difficult situation in regard to vehicle parking and manoeuvring.
  - This being so the Consent notification process should be extended to include all those parties who will be affected in that regard.
  - An extensive process of "Our Street" discussion and debate has been undertaken; much of this will have to be revisited if the proposal is approved, and this could include research and design work already carried out or planned for by the Council."
26. Two public meetings have been held with the residents of Kinsey Terrace since this report was tabled in November last year. The first meeting was held to identify any issues the residents had and set the project's objectives. The second meeting reported back with a scheme plan that sought to address the issues while meeting the objectives of the Council to renew the street asset. The scheme for the western end of Kinsey Terrace is still subject to a geotechnical report on the stability of a low bank with the potential to create parking space.
27. The objectives of the renewal project did not preclude the owners of 40 Kinsey Terrace from proceeding with their Structure on Street application. The scheme plan, which is based on the agreed objectives and not yet finalised, is not inhibited by the location of the proposed structure. The consultant engaged by the Council for the scheme development, including consultation with the community, has commented that nothing raised in the process precludes the structure from proceeding.
28. The scheme plan will be fine tuned over the next few months and presented to the Board at a seminar before seeking wider community comment.

#### **OPTIONS**

##### **Option A - Decline the application**

29. The Council could decline the application; however, there are no traffic related issues to warrant this decision.

**Option B - Approve the application**

30. The affect of the garage, in the planned location, has been technically assessed as follows.
31. Computer modelling of vehicle paths for medium sized trucks, typical of current vehicles, has been carried out to assess the risk of the proposed structure prohibiting turning movements at the western end of Kinsey terrace. The results indicate that the proposed structure will not compromise any option to improve vehicle manoeuvres (see attached plans).
32. However the proposed structure will impact on the number of on street parking spaces currently available to visitors and residents as four spaces are located along the road frontage of 40 Kinsey Terrace, the applicants address. At least two of these will be lost with the garage development until such time as this issue can be resolved as part of the renewal project. Opportunities do exist to provide on street parking at current numbers, albeit in a different location, and improve vehicle turning. Although these issues are outside the objective of this report they need to be included in the renewal project.
33. It is recommended approval be given subject to:
  - Deed of licence being entered into with the Council.
  - Resource and building consents being obtained.
  - The owner being entirely responsible for the stability, safety and future maintenance of the bank, driveway and formation work associated with the structure.
  - The site being kept in a tidy condition at all times during the course of construction.
  - Maintaining clear access to the neighbouring properties.

**PREFERRED OPTION**

34. Option B.

**ASSESSMENT OF OPTIONS**

**Maintain The Status Quo (If Not Preferred Option)**

Option A - Decline the application

	<b>Benefits (current and future)</b>	<b>Costs (current and future)</b>
<b>Social</b>		
<b>Cultural</b>		
<b>Environmental</b>		
<b>Economic</b>		
<p><b>Extent to which community outcomes are achieved:</b></p> <p><b>Impact on Council's capacity and responsibilities:</b> Nil.</p> <p><b>Effects on Maori:</b> Nil.</p> <p><b>Consistency with existing Council policies:</b> Consistent.</p> <p><b>Views and preferences of persons affected or likely to have an interest:</b> Community group is against the application.</p> <p><b>Other relevant matters:</b> Nil.</p>		

**The Preferred Option**

Option B - Approve the Application

	<b>Benefits (current and future)</b>	<b>Costs (current and future)</b>
<b>Social</b>		
<b>Cultural</b>		
<b>Environmental</b>	Will provide an opportunity for vehicles to manoeuvre.	Loss of parking until such time as the renewal project is completed.
<b>Economic</b>	Deed of License fee - \$200 per annum.	

**Extent to which community outcomes are achieved:**

Primary alignment with community outcome a  
Also contributes to and

**Impact on Council's capacity and responsibilities:**

Nil.

**Effects on Maori:**

Nil.

**Consistency with existing Council policies:**

Consistent.

**Views and preferences of persons affected or likely to have an interest:**

Community group is against the application.

**Other relevant matters:**

**13. ADDITIONAL MEETING - 24 FEBRUARY 2007**

<b>General Manager responsible:</b>	General Manager Regulation and Democracy Services, DDI 941-8549
<b>Officer responsible:</b>	Community Board Principal Advisor
<b>Author:</b>	Clare Sullivan

**PURPOSE OF REPORT**

1. The purpose of this report is to seek Board approval to hold an additional meeting of the Hagley/Ferrymead Community Board on 24 February 2007.

**EXECUTIVE SUMMARY**

2. The Sumner-Redcliffs Historical Society have asked the Board to mark the 100<sup>th</sup> anniversary of the Sumner Borough Council building in 2007 by holding a meeting on a Saturday in late February 2007 to commemorate the occasion. It is envisaged that a short meeting would be held, to deal with two – three items relating to the Sumner area, to be followed by afternoon tea.

**FINANCIAL AND LEGAL CONSIDERATIONS**

3. There are no legal considerations and no substantial financial implications apart from the payment of mileage incurred in attending such meeting.

**STAFF RECOMMENDATION**

It is recommended that the Board gives consideration to the approval of an additional meeting to be held at 1.30pm on 24 February 2007 to mark the centenary of the Sumner Borough Council building.

**CHAIRPERSON'S RECOMMENDATION**

That the staff recommendation be adopted.

**14. NOTICE OF MOTION**

**EXIT - CHRISTCHURCH PUBLIC HOSPITAL - OXFORD TERRACE**

To consider the following motion, notice of which has been given by Anna Crighton pursuant to Standing Order 2.16.1:

*“That the Board investigate, via a staff report, extending the timing of the green/go traffic lights from the Public Hospital Exit to Oxford Terrace . A concern has been raised that as this is the exit used by cars and ambulances alike the build up of traffic can delay ambulances leaving the hospital for emergencies.”*

**15. RESOLUTION TO EXCLUDE THE PUBLIC**

Attached.