



**Christchurch City Council**

# **LYTTELTON/MT HERBERT COMMUNITY BOARD AGENDA**

## **EXTRAORDINARY MEETING**

**TUESDAY 12 JUNE 2007**

**AT 12 NOON**

**HOLY TRINITY CHURCH MEETING ROOM, 17 WINCHESTER STREET, LYTTELTON**

**Lyttelton Mt Herbert Community Board:** Claudia Reid (Chairperson), Jeremy Agar, Stuart Bould, Ann Jolliffe, Dawn Kottier, Bob Parker

**Acting Community Board Principal  
Adviser**  
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**PART A - MATTERS REQUIRING A COUNCIL DECISION  
PART B - REPORTS FOR INFORMATION  
PART C - DELEGATED DECISIONS**

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**1. APOLOGIES**

**2. DEPUTATIONS BY APPOINTMENT**

Clause 3 of this agenda refers.

Speaking rights have been granted to:

- Ann Thornton, 9 Waipapa Avenue, for self and on behalf of the Diamond Harbour Community Association.

**3. STODDART POINT RESERVE NEW CARPARK DEVELOPMENT**

<b>General Manager responsible:</b>	General Manager City Environment, Jane Parfitt, DDI 941-8656
<b>Officer responsible:</b>	Transport and Greenspace Manage
<b>Author:</b>	Ann Liggett , Parks & Waterways Area Advocate

**PURPOSE OF REPORT**

1. The purpose of this report is for the Community Board to approve the final landscape plan (refer **Attachment 1**) for Stoddart Point Reserve new car park development following community consultation.

**EXECUTIVE SUMMARY**

2. Stoddart Point Reserve is located in Waipapa Avenue in Diamond Harbour and is a large local reserve which consists of open space areas, sportsfields, Community Centre, historic cottage, cemetery and sports clubs. The jetty for the daily ferry is also located within very close vicinity to the Reserve.
3. At present there is only limited parking available for users of the ferry service which has caused frustration by the lack of car parks to support this service. All of the proposed new parking is on legal road, there is no parking on reserve land.
4. The popularity of the ferry service has meant that Stoddart Point Reserve has become a default car park for users which is causing damage to lawns and at times inappropriate parking of vehicles.

**FINANCIAL IMPLICATIONS**

5. The funding for the proposed car park development in Stoddart Point Reserve has been set aside in the Transport and Greenspace Capital Programme – Reserve Development for 2006/07. Initial cost estimates for this project stand at \$136,000 for the car park development, pathways and landscaping, and should lighting be approved, the initial estimate for this is \$90,000 (design currently being reviewed to reduce costs).

**Do the Recommendations of this Report Align with 2006-16 LTCCP budgets?**

6. As per above.

**LEGAL CONSIDERATIONS**

7. All necessary Resource Consents and Building Consents will be obtained before any construction is undertaken.
8. All work will be carried out by a Council approved contractor.

### 3. Cont'd

9. Due to the presence of an archaeological site within the proposed work area, an Authority to Disturb will be obtained from the Historic Places Trust, who have been informed of this project. Initial consultation with Historic Places Trust has advised that they have no objection to the development going ahead under Accidental Discovery Protocols for Archaeology.

#### **Have you considered the legal implications of the issue under consideration?**

10. Yes - as per above.

#### **ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS**

11. LTCCP: Parks, Open Spaces and Waterways – Page 123

Environment – By offering opportunities for people to contribute to projects that improve our city's environment.

#### **Do the recommendations of this report support a level of service or project in the 2006-16 LTCCP?**

12. Yes – as above.

#### **ALIGNMENT WITH STRATEGIES**

13. Natural Asset Management Strategy  
Environmental Policy  
Open Space Strategy

#### **Do the recommendations align with the Council's strategies?**

14. As above.

#### **CONSULTATION FULFILMENT**

15. In January 2007 a publicity pamphlet was distributed to the local community and stakeholders. There was a high degree of community engagement in this project (approx 33% response rate), which were largely supportive of the project. The summary of consultation, including comments has previously been circulated to Board members.
16. From the feedback received the following figures outline numbers for and against:
- 239 support the concept plan;
  - 20 do not support the concept plan;
  - 8 did not indicate either way.
17. The above figures indicate strong support for the project in general, however, the following key issues were identified in relation to the new car park development:
- The possibility of short term parking down at the jetty with all day parking being up in the reserve;
  - Investigate the possibility of a shuttle service to the ferry;
  - Differing opinions over the number of car parks required – some think there are too many and some think due to ongoing development there may not be enough;
  - Native planting to be undertaken within the reserve;
  - That the new lighting extend up to the car park at the top, and also the lighting is not too obtrusive.
18. Also received were a wide range of other issues, in relation to Stoddart Point Reserve, which were beyond the scope of this development project. These valuable comments have been documented and will be used during the development of a Management Plan for the Reserve which is anticipated will be undertaken next financial year.

### 3. Cont'd

19. In recognition of the feedback received the following proposed changes have been made to the original concept plan circulated for comment:
- Parallel parking on the north side of the car park, instead of angle parking;
  - Picnic tables removed from the central island and relocated to the grass area to the south of the car park;
  - Handrail to be installed alongside existing concrete steps by the jetty car park;
  - Drop off and turning space down by the jetty;
  - Provision of a bike stand down by the jetty;
  
  - Pruning of existing vegetation to create clear sight lines alongside the footpath leading from the top car park to the jetty;
  - Information sign and boat timetable to be erected by the footpath at the top car park;
  - Location of rubbish bins in build outs between parking bays.
20. A large number of submissions requested the possibility of all parking at the jetty being for short term parking only (maximum 3 hours) which would support the daily use of the ferry for the elderly and mothers with small children who use the service for short trips. This would also address concerns raised regarding the walk up to the reserve, especially for the two groups indicated. These comments will be forwarded to the Project Manager for the Diamond Harbour Parking project scheduled for 2007/08.
21. There were also a number of submissions regarding the actual number of car parks being proposed. Suggestions were made that due to the ongoing development of Diamond Harbour and surrounding areas that the parking which is being proposed will not be adequate. In contrast to this suggestion was also feedback indicating the number of parks being proposed were too many. This situation can be monitored and assessed during the process of developing a Management Plan for the reserve and any changes or modifications addressed.
22. Also received during the consultation were differing opinions regarding the necessity of having two disabled car parks down at the jetty. The final plan still supports two disabled parks at the jetty as feedback did however indicate there were a large number of elderly residents in Diamond Harbour who utilise the ferry service. Mobility card holders cover a wide range of disabilities therefore provision should be made for these residents. Attached for your information is the 2006 census data on the age group numbers for Diamond Harbour from 2001 and 2006 with a % comparison to the city figures (refer **Attachment 2**).
23. A number of comments were also received concerning the proposed lighting. The main issues raised were ensuring the car park at the top was also lit as well as the track and that the lighting would be complimentary to the environmental surroundings including residents views of the night sky. A copy of the design proposed for this development is attached for your information (refer **Attachment 3**) and will comply with New Zealand Lighting Standards and City Plan rules regarding light spill.
24. Comments were received in relation to the central area which at this stage has been bollarded to prevent vehicles parking there and further damaging the trees. Some of the community would prefer to see this area left open, however, to protect the existing trees, some ground cover planting could be established to deter vehicles parking in this area. The plan being submitted for approval retains the bollards.

### STAFF RECOMMENDATION

It is recommended that the Lyttelton/Mt Herbert Community Board approve the final landscape plan for Stoddart Point Reserve new car park development and to proceed to final design and construction.