

5. AYLESFORD STREET

| | |
|-------------------------------------|-------------------------------------|
| General Manager responsible: | General Manager, City Environment |
| Officer responsible: | Transport & Greenspace Unit Manager |
| Author: | Kirsty Ferguson, DDI 941-8662 |

PURPOSE OF REPORT

1. The purpose of this report is to inform the Board of a request from the Christchurch Football Club for a change to the approved neighbourhood improvement works along Aylesford Street, and seek its decision as to whether or not the change should proceed to construction.

EXECUTIVE SUMMARY

2. The Board approved the neighbourhood improvement works along Aylesford Street, Francis Avenue and Flockton Street to proceed to final design, tender and construction at its meeting on 21 June 2006. The plan approved by the Board for Aylesford Street is shown at attachment 1.
3. A letter was received by the Council on 6 December 2006 from the Christchurch Football Club ("the Club"), which requested "*a minor change to the proposed neighbourhood improvements project on Aylesford Street*".
4. The Club owns the property at 250 Westminster Street, which also fronts Aylesford Street between 25 and 35 Aylesford Street. There is an existing pedestrian footbridge from this property across the drain that runs along Aylesford Street.
5. The approval of the Club was received by the Council as part of the consultation process, prior to the Board approving this project on 21 June 2006. However, the Club now realises that a raised platform for speed control is to be implemented directly adjacent to the bridge leading to the section of the Club's property that fronts onto Aylesford Street.
6. The Club has advised that it is in the process of finalising freehold ownership of this property and as part of the Club's forward planning, it is contemplating the development of the land fronting Aylesford Street as a residential property rather than the open space area that it is today. As part of that development, the Club has advised that it would seek to use the existing bridge as a vehicle access to a drive and on-site garage.
7. The position of the raised platform in its current position, as approved by the Board, conflicts with the Club's future plans, and the Club has indicated that that it does not want to be burdened with the cost of providing an additional bridge. The Club has also noted that the location of the driveway for the property on the northern side (adjacent to the raised platform) provides the most logical configuration of the site to maximise the north-facing aspect. There is an existing culvert and easement that runs along the northern boundary of this property.
8. The project team has investigated alternative options for the location for this particular raised platform that will meet the concerns raised by the Club. The preferred option for any alternative is shown at attachment 2.
9. A site visit was undertaken on 29 January 2007 to discuss the alternative location for the raised platform with the directly affected residents at 25, 40 and 42 Aylesford Street. The owner at 25 Aylesford Street noted that they would have improved visibility for exiting the property with the raised platform outside their property, and was therefore not opposed to the alternative concept design. The owner at 40 Aylesford Street is opposed to the alternative concept design, as she does not want to lose her on-street parking. There was no response from the owner of 42 Aylesford Street on the day of the site visit, so a letter explaining the proposal and a copy of the alternative concept design was sent to the owner to request their feedback.
10. The owner at 42 Aylesford Street called on 12 February 2007 to advise that they are likely to want to subdivide this property in the future, and the position of the approved platform would restrict this. The access-way to any subdivided property at 42 Aylesford Street would need to run along the boundary of 40/42 Aylesford Street due to the position of the house. This is all still subject to subdivision consent and approvals etc. Thus, the owner at 42 Aylesford Street is not opposed to the alternative concept design.

11. No. 40 Aylesford Street is the only property adversely affected by the alternative concept design, in terms of loss of on-street parking. The other two properties would lose their on-street parking with both designs. However, the Club and No. 42 Aylesford Street are affected by the approved design when these sites are potentially developed in the future. No specific details or plans of such future development of either site have been formulated by either landowner.
12. The Club has been contacted and advised of the outcomes of the consultation undertaken with the directly affected parties. As there are two parties who are not opposed to the alternative concept design, and one party that is opposed, the Club has advised the project team that they will abide by whatever decision the Community Board makes regarding the alternative concept design.
13. The Shirley/Papanui Community Board is therefore requested to make a decision as to whether their original decision stands, or the alternative concept design is approved, along with the relevant parking restrictions, as detailed below.

FINANCIAL AND LEGAL CONSIDERATIONS

14. The neighbourhood improvement works for Aylesford Street are programmed for completion in the 2006/2007 financial year (i.e. by 30 April 2007). The estimated cost for Aylesford Street is \$105,321.
15. There are no legal implications relating to this project.
16. Community Board resolutions are required to approve the amended no parking restrictions, should the Board decide to proceed with the alternative concept design.

STAFF RECOMMENDATIONS

It is recommended that the Shirley/Papanui Community Board:

- (a) Make a decision as to whether the approved concept plan remains in place, or the alternative concept design is implemented for construction.
- (b) Should the Shirley/Papanui Community Board decide to approve the alternative concept design for Aylesford Street, the following traffic restrictions will also need to be approved:

New “No Stopping” restrictions

- (i) That the stopping of vehicles be prohibited at any time on the west side of Aylesford Street, commencing at a point 195 metres south of its intersection with Westminster Street and extending 24 metres in a southerly direction.
- (ii) That the stopping of vehicles be prohibited at any time on the east side of Aylesford Street, commencing at a point 182 metres south of its intersection with Westminster Street and extending 23 metres in a southerly direction.

Revoke existing “No Stopping” restrictions

- (iii) That the stopping of vehicles be prohibited at any time on the west side of Aylesford Street, commencing at a point 202 metres south of its intersection with Westminster Street and extending 24 metres in a southerly direction.
- (iv) That the stopping of vehicles be prohibited at any time on the east side of Aylesford Street, commencing at a point 183 metres south of its intersection with Westminster Street and extending 35 metres in a southerly direction.

CHAIRPERSON’S RECOMMENDATION

That the staff recommendations be adopted.