

1. CONSERVATORS ROAD EXTENSION – ROAD STOPPINGS

General Manager responsible:	General Manager City Environment
Officer responsible:	Transport and City Streets Manager
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PURPOSE OF REPORT

1. The purpose of this report is to submit the Board's recommendation to the Council on commencing road stopping procedures for a portion of unformed Conservators Road and a section of unformed "paper road", between the bend in McLeans Island Road and Clarksons Road, as shown on the attached plan. Significant portions of these unformed roads are to be replaced with other comparable links.

EXECUTIVE SUMMARY

2. The owners of the property between the Council's Savanna Grassland Reserve and the secondary stop bank are wishing to develop their property. This subdivision creates the opportunity for the Council to review the roading network in this locality. Some unformed "paper roads" dating back to early times are no longer practical or required. The Council's two principles driving forces for initiating a change are, the need to provide protection for the Council's Savannah Grasslands Reserve and to provide a more suitable connection between Conservators Road and McLeans Island Road. A significant portion of the stopped roads in this area will be replaced with other equivalent roads as part of the subdivision.

FINANCIAL AND LEGAL CONSIDERATIONS

3. No budget has been set aside for this project. However, the project has the potential to be self-funding through property transfers and development compensations especially for the initial stages. Nevertheless, if funding is needed later, for whatever reason, then that part of the project can be assessed in terms of the Council priorities at an appropriate time.
4. Discussions with key stakeholders, including Environment Canterbury, the Council's Greenspace Unit and land owners, all indicate their support and the need to rationalise the "paper roads" in this locality. The current link between Conservators Road and McLeans Road is replaced with an equivalent link along a new alignment to the west. To achieve the necessary exchange of land, the Council is required to initiate road stopping procedures for these unformed portions of legal road as indicated above. The last connection between the stop bank and the McLeans Island Road will require the approval of Environment Canterbury.

BOARD RECOMMENDATIONS

1. That the Council initiate road stopping procedures to:
 - (i) Stop that section of unformed Conservators Road.
 - (ii) Stop that portion of the unformed paper road between McLeans Island Road and Clarksons Road, as illustrated on the attached plan.
2. That the proposed continuation of Conservators Road to replace the existing alignment of the connection to McLeans Island Road, as proposed in the attached plan, be supported.

(Note: Cheryl Colley declared an interest in this item and retired from the discussion and voting thereon.)

BACKGROUND ON CONSERVATORS ROAD EXTENSION

7. Conservators Road is presently a local, no exit road, which intersects with Guys Road and Savills Road, to the west of the Christchurch Airport. The formed section of Conservators Road presently terminates adjacent to the Council's Savannah Grasslands Reserve. The owner of the property to the north of the Savannah Grasslands Reserve proposes to extend the formed section of Conservators Road to allow for the development of the property. This section of Conservators Road presently serves as one of the driveway accesses to this property and is being upgraded as part of the subdivision of this property. This property development has initiated a review of the "paper roads" in this locality, including the development of roading links to McLeans Island Road and the need to protect the Grasslands Reserve.
9. Shown on the attached plan is a "paper road", which runs east-west between the bend in McLeans Island Road, near to the Harewood Golf Club and the proposed extension of Clarkson Road. This "paper road" only affects the adjacent properties, one of which is to be subdivided and the other passes through part of the Savannah Grasslands Reserve. It is an advantage to the Reserve that the road is stopped and included in the Reserve. It is also of benefit that the road does not intersect with McLeans Island Road at this location because of the nature of the road junction. This paper road alignment is to be replaced with an alternative link to connect with McLeans Island Road.
10. Affecting possible alignments of Conservators Road and its connection to McLeans Island Road, is an existing power transmission corridor. This corridor generally travels in a north-south direction, across Conservators Road and the Savannah Grasslands Reserve. At one location, there is a pylon which requires a minor boundary adjustment to the Reserve, to provide appropriate clearance between the road and the pylon. This transgression onto the Reserve will be offset with land elsewhere in this immediate locality that will add to this reserve. Similarly there is the need to adjust the boundary of the subdivision to accommodate the proposed easing of the bends in McLeans Island Road.
11. The proposed plan indicates a connection between Conservators Road and a point on the stop bank opposite the firebreak, adjacent to the western boundary of the McLeans Island Caravan Club. This link is to be made up from land in the above section of Conservators Road and the balance of the east-west paper road that extends to Clarksons Road. The attached plan illustrates this alignment and as can be seen the proposed route adjusts the location of the existing "paper roads" to provide a more direct alignment. An alternative to this proposal is to use a route via the existing stop bank road alignment. However, this route has been disregarded because of the tortuous alignment of the stop bank and to lessen the impact on the Heritage Reserve located in this area.
12. This project has arisen as a result of the owner of the property adjacent to Council Savannah Grasslands Reserve wishing to subdivide. A consequence of this application has been the opportunity to achieve the following objectives:
 - (a) Protection of the Savannah Grasslands Reserve from future roading development.
 - (b) An opportunity to increase the size of the Reserve and to increase its exposure to the general public.
 - (c) The opportunity to develop an additional road for recreation traffic to use.
 - (d) An opportunity to provide ready access for traffic, to and from the west and south of the city, with a new link. This will both enhance access to existing recreational facilities and the proposed Regional Park.
 - (e) The opportunity to provide additional road capacity to this locality by providing an alternative of Johns Road (SH 1) and Chattertons Road.
 - (f) The opportunity to link recreational opportunities to the north of McLeans Island Road with those to the south.

OPTIONS

13. The 'Do Nothing' option continues the existence of the unformed paper roads through the Council's Savannah Grasslands Reserve. It places the Council's investment into this last remaining undeveloped portion of the Waimakariri River plains at risk and provides the opportunity for development to occur which may not be as sympathetic to this locality.

14. There are other options to provide links between Conservators Road and McLeans Island Road. These options either involve either a third or fourth party. A number of these options involve lessees of Environment Canterbury who, while they may support the need for a link, may not wish one to pass through their site. These options would take time and if required would considerably inconvenience the developer of the adjacent property. These options become difficult if associated with the proposed upgrading of the secondary stop bank.

PREFERRED OPTION

15. The preferred option is to stop the two paper roads and create a new link between the existing formed section of Conservators Road and McLeans Island Road, as shown on the attached plan. The procedure represents a timely opportunity to both enhance the Savannah Grasslands and provide for the long term development of roading options for this locality. The opportunity to provide for existing recreational users, as well as those that will be attracted to the new proposed recreational areas, including events organised around the roads themselves, to the Savannah heritage site, and new Region Park is not one to be missed.

ASSESSMENT OF OPTIONS

The Preferred Option

	Benefits (current and future)	Costs (current and future)
Social	Add to the recreation potential of the locality	Provision of the road will require funds to complete the link
Cultural	Provide greater exposure of Council asset to the community	Nil
Environmental	Reduced travel time and congestion	Nil
Economic	Add to the vibrancy of the city	Reduced vehicle operating costs but increased road maintenance costs
<p>Extent to which community outcomes are achieved: Primary alignment with community outcome <i>“our city provides a choice of housing, easy mobility and access to open spaces and a range of utilities that allow people to enjoy an acceptable quality of life”</i> by providing a high quality roading network and recreation areas. Also contributes to <i>“Our city’s infrastructure and environment are managed effectively, are responsive to changing needs and focus on long term sustainability”</i> and by managing all assets to optimise their value and usefulness over the long-term.</p> <p>Impact on Council’s capacity and responsibilities: In keeping one of Council’s primary functions</p> <p>Effects on Maori: A facility that can be enjoyed by all</p> <p>Consistency with existing Council policies: Consistent with the requirements of the City Plan</p> <p>Views and preferences of persons affected or likely to have an interest: Supported by the principal party affected by the recommendation.</p> <p>Other relevant matters: Nil</p>		

Maintain The Status Quo (If Not Preferred Option)

	Benefits (current and future)	Costs (current and future)
Social	A quiet location	A loss of public surveillance
Cultural	Nil	Nil
Environmental	Nil	Increased travel times
Economic	Greater protection of heritage areas	Increased congestion

Extent to which community outcomes are achieved:
A lost opportunity to enrich the community and provide extra facilities

Impact on Council's capacity and responsibilities:

Effects on Maori:
Nil

Consistency with existing Council policies:
The creation of a long cul-de-sac is not in keeping with the Council's Code of Development

Views and preferences of persons affected or likely to have an interest:
Encourages uneconomic development of small land parcel

Other relevant matters:
Nil