

27. 7. 2006

**HAGLEY/FERRYMEAD COMMUNITY BOARD  
14 JUNE 2006**

**A meeting of the Hagley/Ferrymead Community Board  
was held on Wednesday 14 June 2006 at 3.00 pm**

**PRESENT:** Bob Todd (Chairperson), John Freeman, Yani Johanson,  
Brenda Lowe-Johnson and Brendon Smith.

**APOLOGIES:** Apologies for absence were received and accepted from David Cox  
and Anna Crighton.

An apology for early departure was received and accepted from  
Brendon Smith who retired at 4.35 pm and was absent for clauses 12  
to 16.

The Board reports that:

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

**1. 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 request 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 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 m2) 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 excluding GST – see paragraph 12.

**FINANCIAL AND LEGAL CONSIDERATIONS**

5. The Community 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 excluding GST is to be a charge against 2006/07 Transport & City Streets Ferry / Humphreys project budget.
8. Part of the reserve land required, Section 2 Drawing 22044/1d is designated for road in the City Plan.

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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 Council pass the following resolution

**Resolution**

Pursuant to Section 114 (1) of the Public Works Act 1981, the Christchurch City Council hereby resolves to declare as land for road, that land shown as Section 2 SO 362038, (**see Attachment 1**) comprising 188 m<sup>2</sup> being part Reserve 47 being part of the land comprised in CFR CB467/229.

**BOARD RECOMMENDATION**

That the staff recommendation be adopted.

[Note - Brenda Lowe-Johnson abstained from voting on this item and queried the process in respect to the above resolution in regard to consultation with Maori and the Ngai Tahu Claims Settlement Act and requested that this aspect be further investigated, (paragraph 13 of this report refers).]

**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 carpark. 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 City Transport and 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 firmed 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.
13. To comply with the provisions of the Ngai Tahu Claims Settlement Act 1998 ("The Act") which provides for a 'first right of refusal' in certain disposals, Ngai Tahu Property were asked for a waiver to the proposed road declaration. In response we have been advised by letter dated 4 July 2006 that due to 118m<sup>2</sup> being designated for road in the District Plan since 1995, both parcels required for road have been accepted as an exception and therefore the provisions for disposal of relevant land under the Act do not apply.

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**2. 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 to request the Council 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 stabilisation 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 for options 1 or 3 will be provided from the Waterways and Wetlands Restoration: Avon River budget. If option 2 was chosen it would be necessary to seek further funding from the Council as the greater expenditure has not been signalled in the LTCCP.
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 present weir be replaced with a gravel rapid composed of greywacke river stones as the preferred option.

**BOARD RECOMMENDATION**

That the present weir be upgraded and strengthened.

**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.

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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 stabilisation 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 for 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:
  - Option 1 - The present weir strengthened, by adding more basalt rocks.
  - Option 2 - A concrete weir, slightly curved and concave, downstream.
  - Option 3 - A gravel rapid composed of greywacke river stones.

The options are represented in photo montages (**see Attachment**).

Options that have been considered and rejected are:

#### (see Attachment)

- 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

#### Option 3 - 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.

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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:**

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**Option 1 - 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:**

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**Option 2 - 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:**

**PART B - REPORTS FOR INFORMATION**

**3. CORRESPONDENCE**

Nil.

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

The Board received an update on various Community Board and Council matters. The meeting was advised that Donna Alfrey, of the Avon Loop Planning Association, had been awarded the Regional Telecom Award. Her work was based on Christchurch's heritage buildings and will appear on the next Christchurch Telephone Book.

It was **decided** that a letter of congratulations be sent to Donna Alfrey on winning the Regional Telecom Award.

**5. QUESTIONS FROM MEMBERS**

5.1 John Freeman asked what progress had been made in respect of the Taylors Mistake baches.

The following questions were submitted by Yani Johanson:

5.2 Can the Board please have a written copy of the review of the Kerb and Channel 2006/07 Renewal Programme, including a list of all deferred projects by street?

5.3 Can the Board please have a written response on what arrangements exist and any conditions associated with the Richmond Fellowship in relation to city housing?

5.4 Can the Board please have a written response on what the Council's policy is on the placement and location of rubbish bins and have a list of any removed rubbish bins within the Board's area over the past three years?

5.5 Can the Board please be informed in writing of the number of submissions received by the LTCCP consultation process, the number of submitters who requested to be heard, and the number of submitters who appeared in support of their submissions?

5.6 Can the Board please be advised in writing why despite previous concerns being raised, the Council has continued to schedule meetings at the same time as Board meetings which have been set well in advance?

5.7 Can the Board please be informed in writing when the current redevelopment plans for Latimer Square were agreed and what they are. Can the Board also be advised why it has not been involved in this?

**6. DEPUTATIONS BY APPOINTMENT**

Mr Peter Dyhberg attended and spoke in respect to item 10 on the agenda "Proposed Urban Renewal Work In The Inner City East/Latimer Neighbourhood Improvement Area". The Board had received an information update in respect to this item from Jenny Penman, Urban Renewal Planner. The work involved related to the enhancement of the proposed footpath renewal at the corner of Barbadoes Street and Armagh Street with cobblestone pavers.

Mr Dyhberg advised that he was addressing the meeting as a resident, but had a close association with the Chester Street Residents Association. He commented that he had two concerns with the proposal, firstly in respect to the design concept and secondly its priority in relation to other possible projects in this area. The design concept he felt should relate more to the buildings and streets in the surrounding area, rather than to the detail of the adjoining building's windows. He also commented that he felt an adjacent private car park would have a higher priority for funding.

Mr Dyhberg was thanked for his presentation.



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

The Board received a report from Darren Moses, Project Manager, in respect to issues raised by the Heathcote Valley Riding School's deputation to the Board meeting of 8 March 2006.

The report provided information on the current situation and why it is considered a decision on permanent grazing would be premature having regard to the issues in respect of the City Plan and future rezoning.

The Board **received** the report and **decided** that representatives of the Riding School be invited to join the Board on a site visit to the area later in the year.

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

Ms Jenny Penman, Urban Renewal Planner, attended and spoke further to the information memorandum contained in the agenda in respect to the urban renewal work planned at the intersection of Barbadoes and Armagh Street. The proposed work would consist of cobblestone paver inserts into the pavement which was being renewed. Ms Penman spoke regarding the correlation of the pavement design to the first floor windows in the adjacent buildings and other aspects of the design concept.

The Board **received** the information.

**PART C - REPORT ON DELEGATED DECISIONS TAKEN BY THE BOARD**

**9. CONFIRMATION OF REPORTS**

The Board **resolved** that the report of the ordinary meeting held on 24 May 2006 be confirmed.

**10. MAIN ROAD REDCLIFFS**

The Board considered a report seeking approval for entranceway treatment at Main Road/ Cave Terrace to proceed to final design, tender and construction

The Board **resolved** to approve the concept to be circulated to the community for final design, tender and construction.

**11. STRUCTURE ON STREETS APPLICATION FOR 40 KINSEY TERRACE**

The Board considered a further report seeking its approval for the erection of a private structure (a double garage) on legal road by the owners of 40 Kinsey Terrace. This matter had been previously considered by the Board at its meeting on 26 April 2006 when additional information had been requested.

Additional information was provided with the report by Tony Lange, Asset Engineer, Transport and City Street Unit who also attended and spoke to the report.

The Board **resolved**:

1. To decline the application at this time.
2. To invite the applicants to make a further application when the final plan for the street renewal was presented to the Board.

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

The Board considered a report seeking its approval to hold an additional meeting on 24 February 2007. The Sumner- Redcliffs Historical Society had requested that a special meeting be held in February 2007 to mark the 100th anniversary of the Sumner Borough Council Building.

The Board **resolved** to hold an additional meeting at 1.30 pm on 24 February 2007 to mark the centenary of the Sumner Borough Council building.

**13. NOTICE OF MOTION**

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

In the absence of Anna Crighton this motion lapsed.

**14. RESOLUTION TO EXCLUDE THE PUBLIC**

The Board **resolved** that the draft resolution to exclude the public set out on page 24 of the agenda be adopted.

The open section of the meeting concluded at 4.37 pm.

**CONFIRMED THIS 28TH DAY OF JUNE 2006**

**BOB TODD  
CHAIRPERSON**