

**15. REPORT OF THE SPREYDON/HEATHCOTE COMMUNITY BOARD:  
MEETING OF 10 FEBRUARY 2009 - MID-HEATHCOTE RIVER/OPAWAHO LINEAR PARK  
MASTERPLAN – ROADS**



<b>General Manager responsible:</b>	General Manager City Environment, DDI: 941 8608
<b>Officer responsible:</b>	Asset and Network Planning Manager
<b>Author:</b>	Team Leader Network Planning Greenspace

**PURPOSE OF REPORT**

1. The purpose of this report is to recommend that the Council adopt the draft Mid-Heathcote River/Opawaho Linear Park Master Plan (separately circulated). This report was deferred from the Council meeting on 12 March 2009.
2. At its 16 December 2008 Board meeting, the Spreydon/Heathcote Community Board stated that it 'accepts the overall concept of the Masterplan for promotion in the 2009-19 LTCCP and the staff recommendations within the Board report submitted with the exception of road closures'. The Board requested that a report be brought back to the Board in relation to the road closures at its 10 February 2009 meeting. This report provided the additional information that the Board requested to make a decision as to how the road network should be modified (the draft Masterplan recommended a series of traffic calming including road narrowing and closure) as part of the Masterplan, prior to the Board recommending that the Masterplan be adopted by the Council.

**EXECUTIVE SUMMARY**

3. The Masterplan was developed to solve a number of inter-related problems along the mid-section of the Heathcote River. The river bank width is restricted by adjacent roads. This has resulted in a lack of space for mature trees and makes it difficult, if not impossible, to vegetate the channel and stabilise the banks in a natural way. Lack of space is also a problem when trying to construct a path for pedestrians and cyclists along the river bank, to ensure that these individuals do not need to walk along the road (issues identified during the Masterplan public consultation exercises and in the Beckenham Neighbourhood Improvement Plan 1990). Therefore, it was identified in the draft Masterplan that where possible the road network should be modified so that it does not dominate the river, so that the road network is used by only local traffic as intended, and management techniques are employed to slow traffic.



4. The draft Masterplan identified that in a number of locations the road along the Heathcote River has become too wide due to asphalt creep. The roads along the mid-section of the Heathcote river are all local roads, excluding Aynsley Terrace, and it was identified in the draft Masterplan that the width of the local road carriageway would be reduced so that it was no greater than nine metres. This allows parking on both sides of the road and two vehicles to pass – as recommended in the Beckenham Neighbourhood Improvement Plan 1990 and in line with City Plan requirements for local roads, along the full length of the river.

## 9. 4. 2009

- 2 -

5. The draft Masterplan also included the concept of periodic road narrowing. This would entail the road carriageway being reduced in sections from the standard nine metres (as discussed above) to six-seven metres wide (this would enable two cars to pass but exclude on street parking).

These narrowings would be less than 60 metres long and the narrowings would be greater than 120 metres apart. Areas of road identified to have problems with parking and vehicle movements such as in the vicinity of the Beckenham Bowling Centre and local schools, will not be affected by these proposals.:

- (a) Waimea Terrace and Eastern Terrace (between Sandwich Road and Malcolm Ave).
- (b) Eastern Terrace and Fifield Terrace (between Fisher Ave and Ensors Road).
- (c) Palatine Terrace and Riverlaw Terrace (start of Palatine Terrace to the end of Riverlaw Terrace opposite Hansens Park).



6. The draft Masterplan proposed five road closures. Members of the community and the Community Board expressed concern in relation to the value of these works. Therefore, it is recommended that during the current programme of works proposed in the Masterplan that no road closures occur, other than the removal of the section of Hunter Terrace that runs between Colombo Street and the library car park, which is already legally closed (objections to this closure were not received). Therefore, Plan 1, 5, 6 and 10 in the Masterplan will need to be modified to reflect this change prior to the production of the final Masterplan. Recommendations on how this could occur are below.

7. It is recommended that Plan 1 in the Masterplan, which covers the area surrounding South Christchurch Library, is revised as indicated in the separately circulated track changed document, for the 12 year programme, as this will provide features requested during consultation including:

- (a) Additional parking.
- (b) A designated bus parking area.
- (c) Devices along the section of Hunter Terrace to slow the movement of traffic as this area will be used by a large number of children, families, and the elderly. These traffic calming measures will include:
  - (i) Modifications to the junction to Colombo St.
  - (ii) Cobbles along sections of the road that are frequently crossed.
  - (ii) Road narrowing in the form of a section of single file road between the two new car parks on Hunter Terrace and on Waimea Terrace in the location of the original road closure. The single file section will be no longer than 30 metre long and it will be four metres wide (allowing only one vehicle to travel through at a time).



8. These traffic control measures are already in place within the local area and they are working well. An example is Prossers Road illustrated below:



9. It is recommended that Plan 5 and 6 in the draft Master plan are revised as illustrated in the attached track changed document. This includes:
- (a) Traffic calming between Malcolm Avenue and Martin Avenue in the form of a single file section of road.
  - (b) A second section of single file has been recommended in front of the ponds at Beckenham Park between the two proposed car parking area. This area will be designed to increase safety during the period when children are dropped at school, and increase facilities for the park.
  - (c) A bus bay has been indicated on Sandwich Road on the request of Beckenham School.
10. Plan 10 should be modified to show no road closure, upon adoption of the Masterplan by the Council.
11. It is recommended that after Plan 1 and Plan 5/6 have been operational for ten years that the performance of the single file sections should be reviewed as to whether the level of pedestrian safety is sufficient. At that time it would be reviewed as to whether road closures should occur or not.

#### FINANCIAL IMPLICATIONS

12. It is proposed in the Masterplan that the priority projects will occur first, including Aynsley Terrace and the South Christchurch Library Park. The remainder of the river will be broken down into seven sections and it is intended that works will begin at the South Christchurch Library and proceed down-river towards the Opawa Road Bridge. It is proposed that the project will span 12 years, from 2010/11 – 2020/21. Initial planning will occur in 2009/2010. The project has a projected cost of \$8,100,00.

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

13. Within the 2006-16 LTCCP \$90,000 to \$150,000 per year for the next four years has been set aside for works along the Heathcote River.

14. In the current draft LTCCP 2009-19 funding for the whole of the Masterplan has been provided in the following way (this funding may change when the LTCCP 2009-19 is signed off):
- (a) Natural Waterways – 562/2168 – Project will run from 2010/11 to 2021/22 with an average expenditure of \$700,000-\$800,000 a year.
  - (b) Hunter Terrace Reserve – Neighbourhood Parks New budget – 562/2148.

#### **LEGAL CONSIDERATIONS**

15. The Local Government Act 2002 establishes democratic local decision making and action by and on behalf of communities, and promotes the social, economic, environmental and cultural wellbeing of communities in the present and future.

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

16. It is recommended within the current work programme for the Masterplan that no road closures occur (other than the removal of the section of Hunter Terrace that has already been legally closed). Therefore, there is no requirement at this time to follow the road stopping procedure prescribed within the Public Works Act 1981.
17. All of the proposed modifications to the roads are permitted activities within the City Plan. Consultation with Environment Canterbury may be required due to the close proximity of works to the Heathcote River.

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

18. The Masterplan is in line with the LTCCP and the activity management plans, in that Council set an objective for a level of service for residential streets is to:
- (a) Provide a sustainable network of streets connecting the main traffic routes with properties, while contributing to the liveable environment.
    - (i) This includes the provision of street landscaping and trees and on-street open spaces.

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

19. As a major green corridor through Beckenham, St Martins and Opawa the Mid-Heathcote River /Ōpawaho Linear Park Masterplan is an important community park and the waterway supports the values expressed in the LTCCP.

#### **ALIGNMENT WITH STRATEGIES**

20. It is considered that the Masterplan is in line with Council strategies including:
- (a) Beckenham and Sydenham Neighbourhood Improvement Plans
  - (b) Opawa Local Area Traffic Management Scheme
  - (c) Active Living Strategy
  - (d) Cycling Strategy
  - (e) Parking Strategy
  - (f) Road Safety Strategy.

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

21. The recommended changes to the road network would mean that the Masterplan does align with the strategy documents listed above.

#### **CONSULTATION FULFILMENT**

22. The consultation process followed by this Masterplan has been comprehensive. Initial issues gathering was undertaken in 2005, when the public were asked how they would like the central section of the Heathcote River/Opawaho to be developed.
23. The Masterplan was then developed based on the information collected in 2005 and this was presented to the Spreydon/Heathcote Community Board in 2008 prior to public consultation being undertaken.
24. In July and August 2008 the community was consulted in relation to the content of the proposed Masterplan. During this period two workshops were run whereby individuals from the members of the community could come along and ask questions of the project team in relation to any concerns that they may have.
25. Due to requests from the community to talk to the Board members, all written submitters were given the opportunity to submit their comments verbally to the Board on the 31 October 2008.
26. The consultations responses received in support of the traffic control measures within this report are as follows:
  - (a) thirty-one submitters requested traffic calming
  - (b) three recommended narrowing of Waimea Terrace
  - (c) five recommended narrowing of Eastern Terrace
  - (d) four suggested one way roads.

#### **STAFF RECOMMENDATION**

It is recommended to the Council:

- (a) That the overall concept of the draft Masterplan be adopted.
- (b) That in the current programme of works for the implementation of the Masterplan, that no road closures occur, other than the closure of the section of Hunter Terrace that has already been legally closed.
- (c) That Plan 1 in the draft Masterplan be replaced by the Revised Plan 1 included in the attached track changed document.
- (d) That Plan 5 and 6 in the draft Masterplan will be replaced by the Revised plans included in the attached track changed document.
- (e) That Plan 10 will be modified to show no road closure in the final report as indicated in the attached track changed document.
- (f) That text will be added to the Masterplan stating that the success of the single file sections on Hunter Terrace and Eastern Terrace will be reviewed ten years after works have been completed on these features to determine if they reduce the speed of traffic movements sufficiently to allow safe pedestrian movement, or whether road closure should be re-considered.

**BOARD RECOMMENDATION**

The Board recommends to the Council that the overall concept of the draft Masterplan be adopted with the following amendments.

Note: All of the following amendments have been illustrated in the attached track changed document of the Mid-Heathcote River/Ōpawaho Linear Park Masterplan (**Attachment 2**):

1. (a) That in the current programme of works no road closures occur, other than the closure of the section of Hunter Terrace that has already been legally closed.
  - (b) That Plan 1 be replaced by the Revised Plan 1.
  - (c) That Plan 5 and 6 be replaced by the Revised Plan 5 and 6.
  - (d) That Plan 10 be modified to show no road closure as indicated in Revised Plan 10.
  - (e) That the tree list be revised to reflect the input from the community and that staff provide more detail on why each species was selected (refer to Appendix A).
  - (f) To maintain the status quo in front of properties 273 to 287 Centaurus Road (see Revised Plan 13).
  - (g) That details be added of possible road margin treatments which could be used to prevent vehicles from parking on the river bank (see Appendix D).
2. That funding for the works be shown as a line item in the draft 2009/19 LTCCP.
  3. That it be noted that consultation will occur prior to the implementation of single lane sections.

**Staff Note:** The above recommendations include recommendations from the report considered at the Spreydon/Heathcote Community Board meeting held on 16 December 2008.

## 9. 4. 2009

Mid-Heathcote River Linear Park Masterplan - ATTACHMENT 1  
(As originally printed for Spreydon/Heathcote Community Board 16.12.2008.)

### BACKGROUND (THE ISSUES)

19. The project team reviewed all information submitted (written and verbal), during the public consultation period from July – August 2008 (including the verbal submissions day on the 31 October 2008), in relation to the draft Masterplan proposals. It was identified from this process that the community were concerned about a number of issues and had requested changes to the plan.
20. These requests / comments were reviewed in relation to the vision and key goals of the Masterplan and where considered appropriate the project team have made recommendations for changes to the Masterplan. If on analysis of the situation it was determined that the suggestions by the public were not in line with the objectives of the Masterplan it has been discussed as to why changes have not been recommended. Therefore, the Community Board will be provided with all information upon which to make their decisions.
21. Attached to this report are two summary sheets. Sheet 1 is a Summary Information Sheet which indicates that 63 percent of submitters were in support of the plan and ten percent were opposed (27 percent did not respond to this question). In addition 69 percent were in support of the park around the South Christchurch Library, while six percent were opposed to the creation of a park (22 percent did not respond to this question). This summary information sheet also provides an overview of all of the issues that the community had in relation to the Masterplan and the number of submitters that commented on these issues.
22. To aid the analysis of the information these issues were then broken down into eight categories and analysed further (issues covered are summarised in Sheet 2 - Categorised Summary Sheet). These categories included:
  - (a) Roading – closures, parking on river banks etc.
  - (b) Water Management – flooding, water quality etc.
  - (c) Vegetation
  - (d) Maintenance
  - (e) Pavements, walk/cycleways and parking on river banks
  - (f) Bridges, access to river and boat access
  - (g) Artwork
  - (h) Facilities – play grounds, bins etc.
23. To aid the Community Board with their decision making the recommendations or comments from the team will be discussed in relation to these categories, therefore our recommendations can be read with the comments submitted by the public.

### Roading Issues

24. The Masterplan includes six proposed road closures:

Proposed Road Closure	Number of Comments in Support	Number of Comments Against	Number of Comments that Expressed Concern
Hunter Terrace from Colombo St to South Christchurch Library car park	Road already legally closed and no objections were raised.		
Hunter Terrace from South Christchurch Library car park to Rifle Club	8 (3% of submitters)	20 (9% of submitters)	5 (2% of submitters)
Waimea Terrace	3 (1% of submitters)	24 (10% of submitters)	5 (2% of submitters)
Closures on Eastern Terrace (closure between Malcolm Ave and Martin Ave and the closure by Beckenham Park)	9 (4% of submitters)	27 (12% of submitters)	1 (1% of submitters)
Closure of slip road from St Martins Road onto Riverlaw Terrace	No submissions made specifically in relation to this closure		
All road closures	5 (2% of submitters)	3 (1% of submitters)	2 (1% of submitters)

**Hunter Terrace Road Closures and Waimea Terrace – Plan 1**

25. The top section of Hunter Terrace from Colombo St to the library car park has previously been legally closed and submitters did not express concern about the closure of this section of road.
26. Concerns related to the closure of the second section of Hunter Terrace between the library car park and the rifle club. Concerns were also expressed in relation to the closure of Waimea Terrace. The closures along Waimea Terrace and Hunter Terrace were developed to complement each other and therefore are discussed together in this report. The key concerns for the public are summarised below:
- (a) Concerns have been expressed in relation to the safety of the road junction onto Colombo Street from the library and Waimea Terrace and it has been expressed that users prefer to access / egress the library from Hunter Terrace and to leave Waimea Terrace via Sandwich Road, which would not be possible if the Masterplan was implemented as is.
  - (b) Closures will reduce response times of emergency vehicles along the river.
  - (c) Concerns have been expressed in relation to available parking – this includes parking at the library, Bowling Club and Cashmere Club.
  - (d) It has been questioned as to whether the Malcolm Ave / Colombo St junction can take the additional traffic caused by the closures.
  - (e) It has been expressed that it is unacceptable to inhibit the driving movements of residents along the river.
  - (f) Concerns about the bowling club in relation to vehicle parking and access / egress with the Waimea Terrace closure.
  - (g) Concern as to the safety of pedestrians crossing the library entrance at Colombo Street.
27. In response to these concerns the project team reviewed the proposals and identified that a phased approach to the implementation of the proposals could be adopted. This approach would allow further public consultation and traffic assessments to be undertaken prior to the final closure of the road. In addition to this recommendation, modifications to the proposed road layout and car parking have been undertaken to take account of community recommendations and concerns.

Table 1 Recommendations for Phase 1 illustrated in revised Plan 1 – Phase 1

Note: This phase would be implemented within the schedule of works in the Masterplan.

Recommended Changes for Phase 1	Reasoning
Change road closure between the library car park and the rifle club into a single lane between the two car parks. The single lane would be cobbled to reduce traffic speeds.	There were concerns in relation to the closure of this section of Hunter Terrace. On review of the Masterplan and the comments received it was identified that prior to the road closures being taken forward it would be necessary for further analysis of traffic movements within the area and consultation with the community. Therefore in Phase 1 the road closure of this lower section of Hunter Terrace will not occur.  It is recommended that the proposed car parks on the Masterplan are linked by a single lane, which will allow the movement of all vehicles, but will slow their movements. This section of road would also be cobbled to encourage the slow movement of traffic in an area that will have potentially a high level of pedestrian traffic.
Relocation of the tennis court.	The proposed tennis court will be relocated to the rear of the park to accommodate the potential future construction of a car park, which is proposed in Phase 2.
Alteration of the surface of Hunter Terrace where it runs in front of the Library.	It is proposed that the road surface along the section of Hunter Terrace situated adjacent to the existing library car park is replaced with cobbles to remind drivers they are in an area where high number of pedestrians will be crossing.
Provision of bus parking.	The parallel parking bays that are currently allocated as car parks at the entrance to Hunter Terrace / library will be re-designated as bus parking.



<p>Upgrade of the junction of Hunter Terrace with Colombo Street.</p>	<p>If Hunter Terrace is to retain the function of a local road then it is considered that the Colombo Street junction needs to be upgraded so that pedestrians are aware that they are crossing a road rather than an access way into a facility.</p> <p>Therefore, curbing would be installed and the junction would be reviewed as to whether it needs widening or altered. Improvements to this junction would need to relate to changes that will occur to Colombo Street with the priority by bus lane being constructed.</p>
<p>Convert road closure on Waimea Terrace to a single lane pinch point.</p>	<p>Closure was recommended in response to community concerns in 2005 that the closure of Hunter Terrace would significantly increase the traffic on Waimea Terrace.</p> <p>Consultation has identified that the local residents currently prefer to exit this area via Sandwich Road as they view the access on to Colombo St to be unsafe. However, it is noted from road accident data that no accidents have occurred at this junction in the last 5 years – therefore no changes have been recommended for the junction.</p> <p>The Beckenham Bowling Club have had an ongoing need for car parking, and for bus parking when competitions are held. Council is currently talking to the club as to the future of this facility, but it is considered unlikely that changes to its use will occur in the near future.</p> <p>Taking account of the existing pressures within this area and the concerns that traffic levels could increase along Waimea Terrace, following the closure of Hunter Terrace, the project team recommends that the proposed road closure be amended to a pinch point. Therefore, in the same location as the proposed road closure a section of the road would be made single lane as a traffic calming measure, while ensuring the movement of all vehicles is still possible.</p>

Table 2 Recommendations for Phase 2 illustrated in revised Plan 1 – Phase 2 Note: This phase would be implemented upon conclusion of further traffic assessment and consultation with the public.

<p><b>Recommended Changes for Phase 2</b></p>	<p><b>Reasoning</b></p>
<p>Closure of the section of Hunter Terrace between the library car park.</p>	<p>On review of the proposals it is still recommended that the closure of Hunter Terrace at this location would be preferred to ensure that safety of visitors to the park and the library and to enhance the environment within this location.</p> <p>Therefore, upon completion of analysis of traffic information and further consultation with the community it is recommended that the single lane of traffic would be removed (if supported by the traffic data collected).</p>

<p>Provision of car parking</p>	<p>It is acknowledged that there is heavy usage of the library and that the car park is currently not large enough for the facility. Phase 1 provides for additional on street car parking. Therefore, upon closure of the road and removal of on street parking, it is proposed that a car park is constructed along the boundary of the pumping station above the proposed tennis courts.</p> <p>However, while the library does currently have a problem with the large number of vehicles needing to park it would be contrary to other Council initiatives to provide any more parking than discussed in Phase 1 and Phase 2 of this plan (Strategies encouraging alternative modes of transport and suggest careful consideration of the provision of car parking include the draft Christchurch Active Living Strategy, Christchurch Cycling Strategy and the Parking Strategy specifically Goal 4).</p> <p>The provision of a safe cycle and pedestrian walkway along the river will encourage alternative modes of transport to the library. In addition a priority bus lane is currently be developed along Colombo Street, which is one of the reasons why the library is located where it is. For these reasons it is recommended that the car parking be phased so that it can be given more consideration in the future.</p> <p>The community expressed concerns that the elderly and parents with children need to park close to the library. To address this concern at the detailed design stage the need for family and disabled bays immediately adjacent to the library will be reviewed.</p> <p>In addition the bus parking bays would be relocated to the rear of the car park.</p>
---------------------------------	---

**Two Eastern Terrace Closures – Plan 5 & 6**

28. Concerns expressed by the community in relation to these road closures included:

- (a) Increased congestion caused by road closure during drop off and pick up times at school.
- (b) It has been expressed that it is unacceptable to inhibit the driving movements of residents along the river.
- (c) Impact of proposal in a civil defence emergency.
- (d) Impact of closure on emergency vehicle response times.
- (e) Reduced access to the park for elderly visitors.
- (f) Exacerbation of congestion on Sandwich Road and Norwood Street.
- (g) Impact of closure on school bus movements.
- (h) Anti-social behaviour within the car parks

29. The project team reviewed the proposals and developed a number of recommendations for changes to the area illustrated in plan 5 & 6 of the Masterplan. These changes are considered to be the project teams recommendations and are illustrated in the revised Plan 5 & 6 (combined to aid understanding) attached to this report. As for Hunter Terrace the recommendations for Eastern Terrace and Beckenham Ponds is Phased.

Table 3 Recommendations for changes to Plan 5 & 6 – Phase 1

Note: This phase would be implemented within the schedule of works in the Masterplan.

Recommendations for Phase 1	Reasoning
<p>Removal of the proposed road closure between Malcolm Ave and Martin Ave and replacement with a single carriage road.</p>	<p>The purpose for the proposed closure of this section of the road was to slow traffic down around the river and to obtain a greater area of river bank within an area that is particularly narrow. Traffic movements within this area were reviewed in conjunction with the proposed closure by Beckenham Park. Some river bank gains can still be made if a pinch point is used in stead of a closure and the carriageway is reduced to single traffic, with parking bays.</p>

<p>Convert the road closure adjacent to Beckenham Park to a single carriage road. The single carriage would be constructed out of cobbles.</p>	<p>It is acknowledged that the community has concerns in relation to this road closure. It is therefore recommended that further assessment is undertaken prior to this closure going ahead in relation to traffic movements, ongoing communications with the school and the community. Therefore this phasing has been recommended. It is however the project teams opinion that the road closure is still the best approach to slowing and dispersing the movements of school traffic, slowing traffic around the loop, increasing the safe passage of school children riding to school along the river and for adults and children visiting / using Beckenham Park.</p> <p>It is proposed that during the first phase that the road is reduced to a single lane adjacent to Beckenham Park, between the two proposed car parks. This road will be surfaced with cobbles so that users are made aware that this area is frequently used by pedestrian / cycle traffic.</p>
<p>Development of bus parking bays at the front of Beckenham School</p>	<p>The modification to Eastern Terrace could cause a problem for the school bus which currently picks up students on a Tuesday from Eastern Terrace. It was suggested by the school that they would prefer a parking bay for the buses in front of the school on Sandwich Road, which utilises the large road reserve present in this area. The intention would be that the bus would arrive at the school on Sandwich Road and leave via Martin Ave or Malcolm Ave (buses have to have a circular route to prevent the need to turn in areas with high numbers of children). It is therefore recommended that the Masterplan is amended to show a bus parking bay in front of the school.</p>
<p>Design of the car parks</p>	<p>The proposed car parks indicated within Beckenham Park are indicative of their design.</p> <p>These parking areas would be developed in accordance with CEPTD guidelines to deter the use of these spaces for anti-social activity. They will be designed to ensure easy vehicle movements.</p> <p>These parking areas will ensure that traffic is moving slowly within an area that a large number of children will be using.</p>

Table 4 Recommendations for changes to Plan 5 & 6 – Phase 2 Note: This phase would be implemented upon conclusion of further traffic assessment and consultation with the public.

<p><b>Recommendations for Phase 2</b></p>	<p><b>Reasoning</b></p>
<p>Closure of the section of Eastern Terrace adjacent to Beckenham Park</p>	<p>On conclusion of traffic analysis and discussions with Beckenham School and the community it is anticipated that this section of road would be closed as indicated within the plan attached.</p>

### **Drainage – Flooding and Water Quality**

#### **Flood Management**

30. The proposals within the Masterplan do not include proposals for flood management as this is dealt with by other means. Council is currently consulting with the public on the South West Area Plan, which incorporates elements of the Heathcote River Floodplain Management Strategy including the development of detention basins in the upper catchment. These facilities compensate for the development in the upper catchment and on the hills and will ensure that flooding down-stream is not exacerbated by future development. The range of flood prevention measures that can be implemented in the middle section of the Heathcote River / Ōpawaho are limited by the close proximity of the roads and surrounding housing. During consultation a number of potential options for flood management were recommended by the public and below are a number of comments in relation to public suggestions / requests.

Table 5 Responses to Water Management Issues

Summary Comment	Response
Planting will exacerbate flooding	The proposals are to re-profile the river embankments to increase the capacity of the river channel where possible to provide the room for plantings to occur along the river margin without reducing the capacity of the river. This will therefore not increase flood capacity.
Dredging of the river channel	Dredging the river channel in areas where sediment is accumulating could be an option, but this is an operational activity outside the scope of this plan.
Construct stop banks along the Heathcote River / Opawaho	Potentially Council could construct stop banks along the mid-section of the Heathcote River / Opawaho. However, in other situations this type of proposal has not been supported by the community as it would block views of the river. Another consideration would be that this would remove a section of the river's natural floodplain. This would elevate water levels upstream and potentially shift the flooding problem elsewhere on the river.
Widen the Heathcote River / Opawaho	The width of the Heathcote River / Opawaho is limited by the road network and existing properties. It is intended that to enable plantings along the river without compromising the flood capacity of the rivers that plantings will be compensated for re-profiling of the river banks and narrowing of the road network. The river would have to be drastically widened, by 5m or more, to significantly reduce flooding.
Construct storage basins in the mid-section of the Heathcote River / Opawaho	Basins of the size that would be required to prevent the flooding of roads would be to large to fit within the space currently available within this section of the river because of the proximity of the roads and properties. For this reason basins are to be constructed in the upper catchment where the room is available.
Prevent the flooding of the road system	The road network surrounding the Heathcote River / Opawaho is considered a secondary flow path for the river during flood events. Flooding of roads helps to avoid greater property flooding.

31. Council has prepared a Heathcote River Floodplain Management Strategy, within which they reviewed a wide range of potential flood control measures. It is from this document that Council is now implementing a number of the recommendations including the South West Area Plan.

#### Water Quality

32. The community have expressed on-going concern in relation to water quality within the Heathcote River / Opawaho, and this again came through in the consultation responses received for the Mid-Heathcote River / Opawaho. The causes of poor water quality within the Heathcote River / Opawaho are complex and are a result of a range of actions and processes. The Mid-Heathcote River / Opawaho Masterplan can not solve the problems with water quality, but Council are undertaking a range of activities to assess and make changes that will assist with improving water quality. These include:
- (a) Increasing the number of water quality monitoring sites upon the catchment to assist with the identification of problem tributaries. Focused monitoring on waterways that appear to be a problem within the catchment.
  - (b) Investment already of \$50 million + in the improvement of the sewage pumping stations along the Heathcote River / Opawaho to reduce the frequency of sewage discharges, and a further \$50 million + is to be spent on this catchment. During the heavy rains in 2008 the up-graded pump station 11 upon the Heathcote River / Opawaho did not overflow.
  - (c) Gully plantings within the valleys to stabilise the hill soils and reduce the amount of sediment runoff.
  - (d) Development of the Integrated Catchment Management Plans.
  - (e) Development of the Surface Water Strategy.
  - (f) Mid-Heathcote River / Opawaho Masterplan includes road edge design that will allow road water to flow through river bank planting which can assist in the removal of contaminants prior to the water entering the river.
  - (g) Community education as to how individuals can help improve the quality of the water.
33. Projects to improve water quality will be on-going at Council.

## **Vegetation**

34. Many comments were received in relation to plantings along the river. On review of these comments there were a number of recommendations that the project team felt related specifically to the detailed design phase of this project (e.g. not wanting a tree in front of their house, or the nature of planting in a specific location) and all these comments will be held for the detailed design stage.
35. In the comments submitted a number were made in relation to the tree list within the appendix of the Masterplan. It is the project teams recommendation that prior to the finalisation of the Masterplan (after adoption by Council) further species are added to the list in line with the community recommendations. A balance between native and exotic will be maintained. Also in response to concerns expressed further detail would be provided against each species to indicate why it was selected e.g. disease resistant, food source for birds, native species, attractive foliage etc.
36. The comments also referred to the location of tree plantings and the rate at which they would occur. The landscape architects will recommend the location of plantings at the detailed design phase. At this time a lot of care will be taken to ensure that trees and new plantings are located in suitable positions e.g. a tree will only be planted in an area that it would have sufficient room to reach its mature state uninhibited. Designers will be mindful of comments that the community still want to see the river and to feel safe.
37. A desire was expressed for rapid replacement planting of the river bank with trees following the recent removals. To attain sufficient room for the new trees it is preferred that the road network is narrowed to allow banks to be re-graded. These works need to be phased due to the associated costs. Therefore, planting of trees along this area needs to be phased with these re-profiling works, otherwise trees already planted would be killed.
38. All plantings along the riparian margin will be compensated for by the re-profiling of river banks to ensure that the plantings do not result in a decrease in river channel capacity.

## **Maintenance**

39. Some submitters mentioned the presence of rats along the river. Council have a process in place whereby if Council are alerted of the presence of rats in a specific location then rat control is undertaken. Residents should be encouraged to report the occurrence of rats to Council to facilitate rat control.
40. To assist with the maintenance of the new plantings it is intended that maintenance templates designed by Council Capital Works Landscaping Team, Greenspace Planning and City Care would be used for all sections of the river covered by this Masterplan. These templates enable the landscape architects to prescribe the maintenance regime to be adopted by City Care. This should improve the level of care that the plantings obtain.

## **Pavements and Cycleways**

41. The majority of submitters that submitted on this issue (40 submitters in support, 13 submitters against) supported the proposed circular loop of cycleways/walkways. Support for the path network in part related to the lack of a walk way along the riverbank so that runners, walkers and cyclists typically end up upon the road rather than the bank. It was also identified that while there was a footpath on the other side of the street users tend to prefer to move directly along the river bank. It was a key objective of the Masterplan to encourage pedestrian and cycle recreation through the linear park and to reduce the dominance of the road within this area.
42. Concerns have been expressed in relation to the proposed surface material (e.g. gravel or tarmac) due to concerns about the levels of maintenance that would be required after flood events and the potential for these structures to impede the flow of water.

43. These two aspects will be key considerations at the detailed design stage as the paths should be designed to ensure that water movement is not impeded and the selection of path material will occur on assessment of how regularly an area is affected by flooding. Often Council has elected to use gravel in areas that flood as this material is cheap to replace, while tarmac would eventually fail with regular inundation and is more costly to replace overall, but it could seem to the public that we had made a poor choice in surface material with gravel due to more regular repairs occurring.

**Riverlaw Terrace to King George V Reserve** (10 of the 13 submitters who submitted against the cycleways were directly affected by this section of walkway)

44. The Mid-Heathcote River / Opawaho is different to the upper sections of the river in that the majority of the riverbank is road reserve and separated from the residential properties along the river by the road. In three locations along this section of the river the residential housing is not separated by the road. This includes a section by:
- (a) 18 & 14 Malcolm Ave (adjacent to Thorington School) - along which the Donkey Track has been reinstated. Fence in place along the boundary line of these properties where it meets Council land.
  - (b) 1-9A Esher Place & 170 & 170A Riverlaw Terrace – formed footpath and open space established in front of these properties. Fence in place along the boundary line of these properties where it meets Council land.
  - (c) 273 – 287 Centaurus Road – footpath on Council land is unformed. Residents gardens run down to the river edge and there is no boundary fence defining the boundary location.
45. The proposals in the Masterplan indicate the construction of a formal footpath through this area to enable bikes and pedestrians to move across this parcel of Council land through out the year. Currently bikes are excluded from this section of the river bank (by signage) and during and following periods of high rainfall this section of the river embankment is closed to the public. The normal closure period is 2-3 weeks, in 2008 due to heavy rainfall it was closed for 3 months. Closure is undertaken as the grass surface can not handle pedestrian or cycle traffic at this time.
46. The vision of the Masterplan is for access for pedestrians, wheelchairs and cyclists along the full perimeter of the Mid-Heathcote River / Opawaho. Consequently in the Masterplan it was recommended that a tarmac or gravel footpath would be put through this area. A strong response against this idea has been submitted by all the residents within this area. A summary of their main concerns include:
- (a) The residents feel that during negotiations at the Environmental Disputes Centre in 1994, when Council sought to put through a footpath through this area, that Council agreed not to.
  - (b) Residents believe a path would impede the natural flood plain which occurs in this area.
  - (c) It is suggested that the footpath would detract from ecological values within this area.
  - (d) There are concerns in relation to the use of this area by trail bikers as problems are ongoing.
  - (e) Impact on the amenity value of this area to the affected residents.
  - (f) Alteration of the character of the area.
  - (g) Sensitivity of the soil to compaction.
  - (h) Accumulation of material following a flood event.
  - (i) Construction of the walkway by heavy vehicles will result in the collapse of the river bank.
  - (j) Maintenance is currently undertaken within this area by the residents rather than Council.

47. On review of the information submitted the project team have developed two options for consideration by the Community Board.

- (a) Option 1 – Maintenance of status quo, with a review at the detailed design stage as to whether measures could be put in place to prevent the movement of trail bikes through this area.
- (b) Option 2 – Construction of a formed walkway. It is considered acceptable that access is restricted during a flood event for safety reasons, but it is considered that a walkway should be constructed through this area that can be used throughout the winter months, when the ground is wet. It is also considered that visually this walkway should not be intrusive to the surrounding residents and should not impeded the movement of water.

The Masterplan was developed to indicate the intention of a formed walkway crossing this area of grass. The construction / nature / form of the walkway would typically be developed at the detailed design stage, taking account of the environmental conditions. However, due to the serious concerns that the residents of this area have the potential structure of this walkway has been explored further and a potential option has been illustrated below.



#### Reinforced Grass

These cellular systems have been specially developed to ensure that the grass survives. The shape of the cell makes it structurally strong and would be laid on a prepared bedding layer over a sub-base. Therefore, facilitating access but not altering the look of the ground significantly.

48. As with Option 1 measures to prevent access by trail bikes, but allow pedestrians, wheelchairs and bikes would be explored at the detailed design stage (e.g. gate into King George V Reserve and bridge from Riverlaw Terrace).

#### **Parking on River Banks**

49. The Masterplan indicated within the text that measures would be adopted along the river banks to prevent / deter parking on the bank, which would allow water to still naturally shed from the roads into the river. It was evident from the submissions that this is an issue that a significant number of individuals would like resolved.

50. To provide an indication of how this would occur along the river it is proposed that a sheet (see sheet 3 attached) is included within an appendix of the Masterplan to show a number of potential options for margin treatment to prevent parking on the river banks. A number of options will be provided as the nature of the treatment employed along a section of the river bank will vary depending on the local situation. The proposed sheet is attached.

#### **Bridges, access to river, boat access**

51. The number of submissions in relation to these features were low, but the majority of those submitters were in support of these features. In the submissions a number of questions were raised in relation to the location of these features.

52. It was the intention of the Masterplan to have equal access from either side of the river. However, land form was taken into account and if it was known that the river bank was particularly steep in one location then typically the point of access was adjusted to take account of these constraints. On review of these comments the project team noted that at the detailed design stage when the true location of these features would be determined it could be considered that in areas where the profile of the ground is steep as to where alternative routes of access to the river margin could be provided e.g. steps. However, these specifications would occur at the detailed design stage rather than in the Masterplan.

### **Artwork**

53. The majority of submitters who commented on the use of art were in support. There were however concerns expressed as to the nature of the artwork. It is intended that the design team would drive the development of artwork to be installed along the river and that the art would reflect the natural environment and tangata whenua associations e.g. eels in Farnley Reserve. It is not intended that the environment be adjusted to fit a piece of art.

### **Facilities**

54. The submitters who commented on the facilities were in support of their construction and there were suggestions for how recreational facilities could also be supplemented with time. These comments would go forward to the detailed design stage.
55. There was a request for more rubbish bins along the river. It has been found that the placement of rubbish bins typically results in an increase in rubbish within an area as people tend to dump their domestic rubbish as well. Therefore, Council typically does not place bins within their parks to encourage users to take their rubbish home.

### **THE OBJECTIVES**

56. The objectives below relate directly to where changes to the Masterplan have been recommended. The objectives relating to other issues within the Masterplan are described fully in the draft document and have not been repeated here.
57. Roading – To slow traffic, to create more room for the river bank through the narrowing and alteration of the existing road network.
58. Vegetation – To maintain the existing character and views of the river, attain a balance between native and exotic tree species and to develop the natural riparian margin.
59. Pavements, walk / cycleways – King George V to Riverlaw Terrace – To establish a pedestrian / cycleway around the full length of the Mid-Heathcote River / Opawaho.
60. Parking on the riverbank - To prevent parking along the river bank.

### **THE OPTIONS**

61. Roading – Option 1 is no road closures. Option 2 is to make modifications in accordance with public comment and to implement the closures in two phases. Therefore, allowing further assessment of the impacts of the closures and continue consultation with the community.
62. Vegetation – Option 1 is to recommend the Masterplan to Council with no modifications to the tree list. Option 2 is to indicate to Council that the tree list within the Masterplan will be developed to contain a greater diversity of species as suggested by submitters and also with an indication as to why each species was chosen. A balance between native and exotic trees will be retained even with the review of the list.
63. Pavements, walkways / cycleways - King George V to Riverlaw Terrace – Option 1 is to maintain the status quo. Option 2 to construct a reinforced grass path.
64. Parking on the river bank – Option 1 is to maintain the status quo. Option 2 is to recommend the inclusion of road edge treatment measures within the Masterplan to illustrate a range of methods that could be implemented to prevent parking along the river.



**THE PREFERRED OPTION**

- 65. The preferred options of the project are:
- 66. Roading – Option 2
- 67. Vegetation – Option 2
- 68. Pavements, walk / cycleways - King George V to Riverlaw Terrace – Option 2
- 69. Parking on the river bank – Option 2

**ASSESSMENT OF OPTIONS**

**The Preferred Option**

- 70. It has been identified that the preferred option is Option 2 for the four issues that were identified as being of a nature that they needed to be addressed prior to the Community Board recommending the Masterplan to Council for adoption. The choice of adopting all four recommendations has been assessed as a whole in this section rather than individually.

	<b>Benefits (current and future)</b>	<b>Costs (current and future)</b>
<b>Social</b>	Social benefits will be attained through the adoption of Option 2 as it will reduce the dominance of the road network, provide improved access ways that the community can use for recreational activities and to interact with their neighbours building on existing relations.	N/A
<b>Cultural</b>	The Heathcote River / Opawaho has a long Maori and European history, whereby the health and functioning of the system has been vital. An important part of this will be to ensure that a large diversity of tree species are planted along the river (in the correct location) to reflect the importance of this area to the community, and to improve the balance of native to exotic species. In addition to build on the health of this natural system following recent tree removals it is essential that plantings are undertaken.	N/A
<b>Environmental</b>	This section of the Heathcote River / Opawaho contains very limited native riparian vegetation and a significant number of the mature trees have been recently removed. The proposed alterations to the road network will provide the room to undertake new tree plantings of a similar scale and height to the existing and the tree list improvements will ensure that a diverse range of species are returned back to the river without losing the character of the area.	N/A

<p><b>Economic</b></p>	<p>The proposals have been included within the submission to the LTCCP. It is considered that if plantings did not occur along the river and if room was not made along this system for the re-profiling of the banks potentially the costs to structurally support the banks would exceed the costs of these proposals and have a severe negative impact on the landscape values of this stretch of river.</p>	<p>The Mid-Heathcote River / Ōpawaho Masterplan has been added to the list of project going forward for LTCCP funding.</p>
<p><b>Extent to which community outcomes are achieved:</b>  The community outcomes delivered by the implementation of the recommended changes and the remainder of the Masterplan are as follows:</p> <ul style="list-style-type: none"> <li>• Biodiversity is restored, protected and enhanced.</li> <li>• We manage our city to minimise damage to the environment.</li> <li>• Our city environment supports the health of the community.</li> <li>• More people participate in leisure activities.</li> <li>• Our lifestyles and heritage are enhanced by the urban environment.</li> </ul> <p><b>Impact on the Council's capacity and responsibilities:</b></p> <p>Council currently has a responsibility to maintain the Heathcote River / Opawaho as part of its stormwater system. These proposals will alter the emphasis in that it will build on the existing impression of this area as a recreational space that can be enjoyed by the immediate residents and visitors in the area. The proposals will increase the maintenance requirements within this area in the short term, but potentially in the long term it will reduce Councils maintenance requirements e.g. bank stabilisation, grass mowing etc.</p> <p><b>Effects on Maori:</b></p> <p>The Masterplan has been developed in partnership with the two affected Runanga with the assistance of MKT. The implementation of the recommendations and the Masterplan will ensure that the river is give more space as the roads are given less dominance and native vegetation is returned back to the riverbank readdressing the current lack of balance between native and exotic vegetation. Tangata whenua associations will be provided for in locations of significance along the river, recognised through plantings, information and/or integrated artworks.</p> <p><b>Consistency with existing Council policies:</b></p> <p>The Masterplan and the recommendations are consistent with the following Council policies/strategies:</p> <ul style="list-style-type: none"> <li>• Biodiversity Strategy</li> <li>• Open Space Strategy</li> <li>• Environmental Policy</li> <li>• Heathcote River Floodplain Management Strategy</li> <li>• Surface Water Strategy (in development)</li> <li>• Waterways and Wetlands Natural Asset management Strategy</li> </ul> <p><b>Views and preferences of persons affected or likely to have an interest:</b></p> <p>It is considered that the comments received from the submitters have been taken into account and where practical the project team's recommendations have taken account of community desires and requirements.</p> <p><b>Other relevant matters:</b>  None</p>		

**Maintain the Status Quo (if not preferred option)**

71. This assessment has been undertaken on the consequences of not implementing the revised Masterplan (i.e. Masterplan plus recommended changes).

	<b>Benefits (current and future)</b>	<b>Costs (current and future)</b>
<b>Social</b>	N/A	The consultation process has highlighted that the Heathcote River / Opawaho is already valued by the surrounding residents, but it is viewed that the area is poorly maintained and managed. The potential would be lost for the increased use of this space if the road network were to be given priority and the river used as a drain. In time the value of this river to the community may decline.
<b>Cultural</b>	N/A	Currently the landscape along the Heathcote River / Opawaho only reflects the European history of the area and there is little representation of the importance of the Heathcote River / Opawaho to the Maori. The State of the Takiwa report determined that most of the site surveyed were in a poor to very poor cultural health. If no improvement works are undertaken then this assessment will not change.
<b>Environmental</b>	N/A	There is an absence of riparian vegetation along this section of the Heathcote River / Opawaho and therefore limited habitat for in stream fauna. The banks need to be re-profiled to allow this planting to occur without compromising the flood capacity of the waterway and to ensure that the banks are stabilised.
<b>Economic</b>	N/A	There are existing problems with bank stability along the mid section of the Heathcote River / Opawaho which was one of the triggers for the development of the Masterplan. The recent tree removals will mean that with time the roots will root and it is likely that the banks will slump. The construction of hard structures to support the bank would potentially be a lot more expensive than the implementation of the Masterplan and would be contrary to Council policies and strategies.

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

The status quo would mean that none of the community outcomes are met.

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

In the short term the impact of not implementing the Masterplan on Councils capacity will not be significant, but this will change as the banks of the river begin to fail. However, more immediately the result of not implementing the Masterplan will be the loss of an opportunity for Council to deliver against its strategies and policies.

**Effects on Maori:**

If the Masterplan were not to be adopted the Runanga may consider that their views and values have not been prioritised by Council and that the problems with the river highlighted within the State of the Takiwa report has not been given the consideration by Council that tangata whenua desires.

**Consistency with existing Council policies:**

By not implementing the Masterplan Council would not be meeting objectives set down in the following documentation:

- Biodiversity Strategy
- Open Space Strategy
- Environmental Policy
- Heathcote River Floodplain Management Strategy
- Surface Water Strategy (in development)
- Waterways and Wetlands Natural Asset management Strategy

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

The community and tangata whenua would be disappointed if the Masterplan were not to be implemented due to a previous failure to get Council to adopt a Masterplan for the river. It is considered by the community that Council are currently ignoring the management of the Heathcote River / Ōpawaho.

**Other relevant matters:**

None

## Sheet 1 - Mid-Heathcote River/Opawaho Linear Park Masterplan

## Clause 12 - Attachment 1

## Summary information

Feedback		
<b>Submissions received</b>	<b>Total received</b>	<b>223</b>
	Email	49
	Post	169
	Seminar	5
<b>Overall support</b>	<b>Yes</b>	<b>141</b>
	Yes with qualifications	17
	No	23
	No Response	40
	Total	221
<b>Park Support</b>	<b>Yes</b>	<b>154</b>
	Yes with qualifications	8
	No	15
	No Response	44
	Total	221
NOTE: Submissions received via email have Support recorded as No Response unless they state otherwise as the question was not specifically asked for those using the web form.		

Evaluation of comments	Total received	Support mentioned	Not in support	% of response
One ways/road closures/support road changes	72	18	54	32%
More/replacement (tall) exotics	58	49	9	26%
Pavement, walkways, cycleways	53	40	13	24%
Natives	53	45	8	24%
Flood prevention	44	44	0	20%
Prevent parking on riverside	40	38	2	18%
Clean river water (no pollution, hill silt)	40	40	0	18%
Traffic calming, safety, speed bumps	32	31	1	14%
Stabilise/grade banks/erosion issues	22	22	0	10%
Aynsley Tc an issue	25	25	0	11%
Better maintenance (plants/river)	17	17	0	8%
More/change bridges/river access	20	14	6	9%
Artwork	16	13	3	7%
Flax	16	3	13	7%
Park/more play equipment	14	14	0	6%
More library parking	13	13	0	6%
More seating/picnic tables/BBQs/café	12	12	0	5%
More rubbish bins	10	9	1	4%
Request meeting/feedback/information	10	10	0	4%
Project timing - needs to be sooner	8	7	1	4%
Skatepark	6	6	0	3%
Rats	5	5	0	2%
Underground Wiring	5	5	0	2%
Boat access/jetties/towpath/dishing river	3	3	0	1%
Change Ashgrove Tce	3	3	0	1%
Need integrated plan for entire river	3	3	0	1%
Butterfly tree	2	2	0	1%

## Sheet 2 - Categorized Summaries

Category	Details	Support mentioned	Not in support	Total received	% of response
<b>Roading - breakdown of comments</b>	One ways/road closures/support road changes	17	53	70	31%
	Eastern Tce closures	17	29	46	21%
	Prevent parking on riverside	38	2	40	18%
	Waimea Tce closures	10	28	38	17%
	Better entry/exit to Colombo/out of loop	32	0	32	14%
	Traffic calming, safety, speed bumps	31	1	32	14%
	Hunter Tce closure (library access)	14	18	32	14%
	Other suggestions/ questions	28	0	28	13%
	Aynsley Tc an issue	24	0	24	11%
	More library parking	13	0	13	6%
	Eastern narrowing	5	1	6	3%
	Suggest "one way roads"	4	0	4	2%
	Waimea Tce narrowing	3	1	4	2%
	Change Ashgrove Tce	3	0	3	1%
	More parking Beckenham Park	1	1	2	1%
	Road maintenance requests	1	0	1	0%
<b>Water Management</b>	Flood prevention	43	0	43	19%
	Clean river water (no pollution, hill silt)	39	0	39	17%
	Stabilise/grade banks/erosion issues	22	0	22	10%
	Better maintenance (plants/river)	19	1	20	9%
<b>Vegetation</b>	More/replacement (tall) exotics	49	9	58	26%
	Natives	45	8	53	24%
	Flax	3	13	16	7%
	Butterfly tree	2	0	2	1%
<b>Maintenance - comments</b>	Better maintenance (plants/river)	17	1	18	8%
	Rats	5	0	5	2%
<b>Pavements, walk/cycleways &amp; parking on the riverbank</b>	Pavement, walkways, cycleways	40	13	53	24%
	Prevent parking on riverside	38	2	40	18%
<b>Bridges, access to river, boat access</b>	More/change bridges/river access	14	6	20	9%
	Boat access/jetties/towpath/dishing river	3	0	3	1%
<b>Artwork</b>	Artwork	13	3	16	7%
<b>Facilities - Playground, equipment, skatepark, seating, tables, bins</b>	Park/more play equipment	14	0	14	6%
	More seating/picnic tables/BBQs/café	12	0	12	5%
	More rubbish bins	9	1	10	4%
	Skatepark	6	0	6	3%