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Mrs Julie Sadler
CCC Secretariat
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CHRISTCHURCH

Mon 29 Mar 2004

Please note new NZ address above.
I have purchased this apartment.

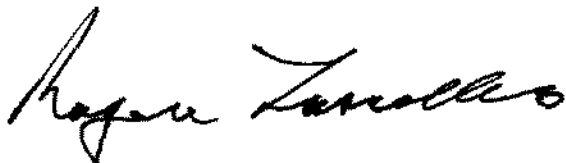
Dear Mrs Sadler,

I enclose as arranged, the consolidation and updating of my material on the suggested improvements at Sumner viz:

- Scarborough Harbour Improvements
- Possible extension of Scarborough Oceanside pathway
- 'Scarborough Fare' Restaurant
- McCormack's Bay Causeway – Speed Limit

I have deleted the references to the parking arrangements at the Airport.

Yours sincerely,



Scarborough Harbour Improvements

This is unsightly, neglected and badly needs a little fine-tuning.

(a) East (seaward) side of the main (vehicular) jetty.

On the foreshore 35m to the east of the main jetty, there are three large blocks of concrete left over from the infamous and ill-conceived 'tank trap' of WW2.

Preparations were misguidedly made at Sumner in the blind belief that the Imperial Japanese Navy would chose this particular 400m section of NZ's 20,000 km coast line to land invasion forces.

These blocks could, with advantage, be broken up and taken away in order to expunge this folly from the civic memory and to restore the foreshore to nature.

I am advised by men with a deeper understanding of these things than I, that "They knew how to make concrete in those days!" and that the breaking up of these large concrete cubes into manually removable chunks is likely to prove a formidable task.

It will almost certainly call for a tractor with a large pneumatic drill on the end of a long reach hydraulic arm.

Once the blocks are shattered, they can be lifted away.

(b) West side of the main (vehicular) jetty.

There are some lengths of corroded girders and some 44-gallon drums filled with concrete that would be better hoisted away out of sight and forgotten.

The rocks beneath them could do with periodic 'tidying up'.

They seem gradually to move – one supposes because of tidal action.

A tracked machine with a hydraulic 'grabber' arm could easily enough reposition say 60-100 of the worst offending rocks and bring a more disciplined appearance to this somewhat neglected area.

The whole area calls for a supervising engineer with eyes like those of a sergeant-major.

West Side of Harbour Proper

(c) The twin, large-diameter, culvert pipes on the west side

These were installed to permit a 'wash through' of the tide in order that sand wouldn't silt up where the lifeboat is launched. They seem to work well.

At low tide they are exposed and look hideous.

There seems to be scope in this area for stacking rocks to form a simple walkway jetty over the top of these pipes, thus at the same time concealing them and also providing a pleasant stroll for the public.

The rocks in the vicinity are scattered at random to the west, and hence if they were gathered together to form a simple stone jetty, it would also have the beneficial effect of tidying up the foreshore.

At present the scene is chaotic. It cries out for attention.

I believe that a good man at the controls of a tracked machine with hydraulic 'grabber' arm could transform the scene with 2-3 visits (at low tide!)

(d) East-west line of rocks

There is a line of rocks running west of the harbour which used to house Bell's Baths. This may be best left on its present alignment, but it would benefit visually if some of the scattered rocks ere thrown back onto it to form a ridge

Funding

I am acutely conscious of costs – especially now that I am a ratepayer! – and had in mind the following:

- It seemed to me that 2-3 short (2 hour?) sessions at low-tide with tracked machines with grabber arms (or front end loaders?) would deal with the bulk of this work at modest cost.
- I had wondered about getting some (10?) Community Service men in their twenties to apply the final placing of smaller rocks (manicuring) in order to have a fairly level surface.

Consultation, Local

Those with whom I have spoken sometimes verge on the irate in their opinions of these exposed pipes. They accept the need for them, but believe (like me!) that the cosmetics have been poorly handled.

Consultation, E-Cant

I do not know enough about this environmental business. It developed (to my dismay) while I lived away. But I should be surprised if such a proposed manifest improvement were to be vetoed.

The above suggestions could be effected at comparatively modest cost, with good result. A case of 'spending a sprat to catch a mackerel' which, I imagine, would be of appeal to any administrator.

Possible extension of Scarborough oceanside pathway.

From the landward end of the vehicular jetty by the lifeboat shed, a path leads eastwards about 35m.

Disappointingly, it then 'peters out' at a slatted park seat positioned there, facing north.

I seem to remember this path extending rather further eastwards in the past, but it may have been gradually eroded over the years when the sea used to come further in.

It seems to me that it could be inexpensively and effectively extended east:

- First, by using Community Service labour, to move some head-sized shorefront rocks a few metres further landward, to form a tolerably level foundation for a pathway. Rocks of fist size could then be used to create a pathway proper.

- Second, by pouring a cubic metre or two of concrete over the foundation stones to a width of say 90cms and to a depth just sufficient to cover them, to give a smooth access way east.

I understand this might need a resource consent from Environment Canterbury, but it would be difficult to imagine grounds for rejection of the idea.

In any event, we might see how Phase One went first.

The path would extend from the present terminus in front of the seat in *three stages*

- First, some 8m east to reach the landward side of a pipe 'pier' or support, formed by concrete poured into a drum.

- Second, some 7m from this drum to a minor rock outcrop

- Third, from this minor rock outcrop further east about 6m to a major outcrop.

This latter outcrop is attractive to fishermen who can at present reach it only with difficulty.

Beyond the major outcrop is a small rocky cove.

I do not see any immediate need to develop this, but once the proposed situation settles down, the position could be reviewed.

If this mini-causeway were built up with head-size rocks, it might then be possible (using a tracked machine with hydraulic grabber arm) to move some larger rocks into place on the seaward side to prevent further erosion.

It would be difficult to extend the path further east beyond the rocky cove (without rock bolts etc) because the cliff face drops vertically into the sea.

I am not suggesting an extravagant or elaborate extension, and insofar as may be seen, it could be entirely built and completed with a few visits.

Facilities at Sumner tend to be a little hum-drum, and I venture the observation that the minor extension of this path would demonstrate a little welcome imagination and provide a useful minor amenity.

It would seem to be a 'one-time' job.

I hasten to explain that the primary objective is to improve access to the major rock *outcrop* favoured by fishermen and to the cove beyond it.

Subject to overriding opinion from your engineers and experts, I have the impression that it would be like building a minor (albeit a narrow!) Roman road.

That is to say, that a foundation of medium-sized rocks would first be put in place, and then some progressively smaller rocks would be put on top of them and levelled off.

To prevent erosion by sea action, some 'king size' rocks would be needed on the seaward side of this accessway.

Where costs (and ingenuity!) might be involved would be in moving the larger sized rocks into position.

Because they are igneous (volcanic), these rocks are dense and remarkably heavy. Rocks even a little larger than say a human skull are very difficult to move without some sort of mechanical assistance.

But once these are in place, smaller rocks might be deposited on top of them to level up the access way. Maybe a squad of Community Service men could help with this finishing work? Who knows? Maybe like a Roman Road it would last 1,000 years when done?

‘Scarborough Fare’ Restaurant

Although Sumner has about 14 café/restaurants at its northern (Cave Rock) end, it has none at the southern (Scarborough) end.

The present establishment, just south of the clock tower, functions as a café by day, but sadly, is closed at night.

With Scarborough now filling up with good houses, (the so called ‘dress-circle of Christchurch’ according to local land agents) this particular establishment would seem to offer very good prospects if developed.

I understand the present building is owned by the Council.

A few years ago, an effort was made to improve the building – indeed it *was* improved – but one may truthfully say that when the dust has settled, it remains a second class building on a first class site!

It is, I suggest, not worth modifying further, but would more prudently be demolished and replaced with something rather better and certainly more architecturally imaginative. It has recently, and to my amazement, been re-roofed.

I respectfully suggest that what was needed here was not manicuring but surgery.

It seems to me, and to several others with whom I have spoken, that what is needed here is a *two storied building of restrained height*.

- A lowish-ceilinged café at ground level, with, above it –

- An attractive restaurant, with a seaward view through floor-to-ceiling, glass panelled, sliding doors, and with a deck running along the seaward side with glass wind breaks at the ends.

I understand that in the past, some nearby residents with houses on the landward side of The Esplanade, have objected that such a building would obscure their views of the sea, but this is certainly no longer true, for trees and bushes already intervene.

One may say in passing, (perhaps a little slyly?) that the clocktower might also be claimed, to some extent, to obstruct the ocean view for some residents.

Would they suggest it be pulled down?

To my knowledge, there has never been any sort of sketch or perspective of how a future building might look, or indeed a model of it.

The calibre of our architects has contributed greatly to the quality of Christchurch, and if you would consider it, I think I could persuade one or two of them to sketch up an idea of what might be done.

Might it be worth taking things at least to this stage?

One would not seek to dominate the familiar Clock Tower donated by Mr Green (Foundation stone laid 14 Dec 1934), but I think this could be avoided with suitable architectural design.

It is difficult to consider this whole question without a sketch of what might be envisaged and if you feel half-inclined to sympathise with the idea, I wouldn’t mind seeing what I

can do about arranging an outline proposal or two for submission, in order that relevant councillors and council officers might all be marching to the same drum.

A principle which might appropriately be invoked here is that of 'the greatest good for the greatest number' and candidly, even if one or two residents *did* object, one should perhaps also consider the benefits of providing a good cafe-restaurant at this site where so many potential patrons live within walking distance.

I would not envisage it as a roistering-boistering rowdy place with 'thumping bass' music which would disturb nearby residents with shouting and door-slamming in the small hours. Noise conditions could, in any event, be written into the Terms of Lease.

Rather would I see it as a peaceful local restaurant of good quality, providing a welcome service for Scarborough residents who, as far as may be seen, have a civic sense and know how to conduct themselves.

I think that *without exception* people in the area (that is, Scarborough and south Sumner) would like to have a restaurant within walking distance, and the *principle* of a ground floor café with a first floor restaurant looking out over the Pacific triggers considerable enthusiasm.

Their eyes glaze over like those of Walter Mitty at the mere thought of it!

If the council were to endorse such a project, it would need to be handled with architectural skill and sensitivity. No enthusiastic amateurs!

We would not want to end up with something like a converted army hut!

I would like to make the observation that it seems poor commercial policy to persist with a second rate building here. It brings neither credit nor decent rental revenue to the Council.

The whole situation seems to me to call for some thrust and imagination.

I have lodged a separate submission with the Linwood Service Centre, that a string of Boulevard Lamps (Maybe 8 or so?) between the Café and the Lifeboat shed would considerably brighten up this dull area of Sumner and enliven the night view from the restaurant.

At present, this section contrasts ill with the good lighting to be seen at the north end of the Esplanade stretching west from the 'On the Beach' Restaurant.

McCormack's Bay Causeway – Speed Limit

The strict enforcement of sometimes arbitrarily imposed speed-limits is galling for many otherwise law-abiding motorists. It can even bring the law into disrepute.

It is one of the canons of legislation, that laws should be reasonable and likely to win the endorsement of the bulk of intelligent citizens.

To me, one of the best examples meriting examination is the 50kms/hr limit over this causeway leading to Sumner.

How may we ascertain the number of fatalities or injury accidents on this strip of road, say in the last 5 years? Do the police or the Ministry of Transport hold records?

●If the number is inconsequential, then, might I put in a plea for lifting the limit say to 60Kms/hr?

●If there *have* been deaths or injuries, then maybe Christchurch could do worse than follow the French example by erecting black, life-size silhouettes at death sites for a period of time, so that motorists may know to watch out and slow down a little?

This principle of raising the speed ceiling a little may also have merit in some other places. The ring road/motorway to Lyttelton for example, springs to mind.

We have 400 deaths per year for a population of just on 4-million.

This equals one death for every 10,000 citizens per year.

This is not too bad and something I believe most of us would find within acceptable limits.

To eliminate road deaths would be impossible, while to lower the present ratio of fatalities would involve endless restrictions and would probably get us back to the time when a man, carrying a red flag, preceded each vehicle!!

With improved road design, we should be seeing a gradual *increase* in speed limits, not a decrease! Or is society to regress?

In Germany I have driven at 200kms/hr on the autobahnen (in good conditions, with a good car and good tyres) and been overtaken!!!

I am not suggesting this for NZ, but a little fine-tuning would seem not unreasonable and would win more full-hearted, active support for the law, and less of a mood of smouldering resentment, tinged with rebellion.

A 5-year accident-free spell on a section of road, should perhaps make our road administrators routinely consider raising the speed ceiling there a little?

I understand that improvements are planned for the at the Ferrymead Bridge and that the opportunity *may* then be taken to reconsider raising the speed limit along this route. (I hope that 'may' will become 'will'!)

The volume of motor traffic between the City and Sumner has amazed me. Every morning (Mon-Fri), from about 7.45 onwards with a roar of motors, the traffic surges along Marriner Street heading for Peacock's Gallop and the city, like a regiment going into battle. In the evenings of course it is the reverse as they return home.

And all of this traffic is compressed into *one-lane working*.

It becomes next to impossible to get out of side streets to join the flow!!

It seems to me that something will need to be done to alleviate these pressures.

Improvements to the intersection at the south side of the Ferry Bridge should speed things up, but more will certainly be needed.

I would not exclude the future possibility of needing to widen the McCormack's Bay Causeway to two lanes in each direction.

Or perhaps to create a *third lane* in the middle, to accommodate the pressure of traffic at peak hours viz northbound in the mornings and southbound in the evenings.

I think this is known as 'tidal flow' and rather echoes the function of the waterways below the causeway.

In central London on Park Lane northbound, drivers can be seen travelling at up to about 50mph/80kms/hr, in order to keep the road clear to cope with the traffic volumes experienced. It might be called a practical approach.

Citizens respect and are supportive of a reasonable law, but are contemptuous of a bad one. Overtight restrictions only alienate the public!!

Idea!

As one reaches the southern end of the causeway and enters Redcliffs, there is a standard 50km/hr sign on a lamppost on the left and a chevron barrier/sign ahead.

May I suggest that just above the chevron barrier/sign it would have a dramatic effect on speedsters if a 50kms/hr sign were to be installed with lighting behind and which flashes on and off.

Motorists could not miss it and I would pretty well guarantee that they would slow down to a man. I haven't seen any of these flashing speed limit signs in New Zealand as yet.

They are effective.