

**PARKS AND RECREATION COMMITTEE  
SUPPLEMENTARY AGENDA**

**8 APRIL 1998  
AT 4.00 PM**

**15. TAYLORS MISTAKE - CAR PARK**

RR 7231

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Corporate Plan Output: Parks Plans and Policy Statements	

The purpose of this supplementary report is to address a number of concerns relating to the Taylors Mistake car park. The report was not included in the main agenda because the sub-committee appointed to investigate this matter had not met. The matter cannot wait until the next meeting because the issue needs to be resolved promptly.

The report was originally submitted to the March meeting of the Committee. At that meeting, representatives of the Taylors Mistake Association and the Save the Bay Group addressed the Committee regarding the access track across Taylors Mistake Reserve and the proposed improvements to the Taylors Mistake car park. The Committee appointed a sub-committee comprising the Chairman, Councillors Cox, Manning, Sheriff and the Ferrymead members of the Hagley/Ferrymead Community Board to meet on site with representatives of the two groups. The meeting took place on Tuesday 7 April 1998.

**BACKGROUND**

In August 1997 the Taylors Mistake Association Inc (bach owners) raised concerns over the state of the access road to the overflow car park (and their baches). An inspection by Council staff in September found the access road to be in very poor condition. Large pot holes and major erosion has made the accessway largely unusable and vehicles had deviated from the track and forming another route beside the old eroded track. The whole area was an unsightly mess and made use of the car park and bach access route very difficult. With the onset of summer it was decided to clean up the area and shingle the access road to ensure a reasonable standard of access was available for summer vehicle use.

The access road and overflow car park area was also being used by 'hoons' doing 'wheelies' on the access road and overflow car park area and it was obvious that vehicle access to the area would need to be addressed more comprehensively later.

A clean up and filling of the eroded access road was undertaken in October 1997, following which support was received from the Taylors Mistake Association and disapproval from the Save the Bay group (residents and beach users).

The staff concern to keep the access road and overflow car park usable for summer for all beach goers had once more started a controversy. The access road issue had been an issue four years before and following some deliberations at that time, the Council had decided to remove the shingle placed at that time by bach owners but to do nothing else. This in hindsight had resulted in further erosion of the road to a point where an alternative access route was being used and considerable damage to the grass reserve area.

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**DEPUTATION TO THE HAGLEY FERRYMEAD COMMUNITY BOARD**

The Hagley/Ferrymead Community Board at its 25 November meeting in 1997 received a deputation and considered correspondence from Jonathan Gillard, representing Save the Bay Group.

Mr Gillard objected to the recent re-metalling and upgrading of the track that goes across reserve land and which provides access to the baches on Rotten Row. Mr Gillard requested that the shingle be removed, the road be dug up and the track grassed and allowed to revert to its natural state.

The Board, after discussion on the matter, decided:

1. That as the upgrading of the track was contrary to the Council's previous decision, the base course and shingle be removed.
2. That the gate be reinstated to its original position.
3. That \$5,000 from the Taylors Mistake beach park budget be used for the installation of the gate and bollard type fencing.
4. That the material cleared off the track be used to upgrade the existing car park and the road up to the proposed gate.
5. That the proposed improvements to the car park be endorsed and that the works be implemented as soon as is practicable.

After the Board had decided on the matter it received a deputation from Jim Turpin of the Taylors Mistake Association supporting the action taken by Coast Care and criticising the Board for making a decision without hearing both points of view.

Taylors Mistake Beach Park is a major park and the Board does not have delegated authority therefore the matter needs to be put to the Parks and Recreation Committee for its consideration.

**TAYLORS MISTAKE CAR PARK**

The present Taylors Mistake Beach Park car park is years old and is poorly designed to cope with the current use. Its shape reflects the old legal road and ignores the existence of a large reserve acquired up the valley floor.

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The poor design gives rise to a number of problems:

- (a) unsuitable surface - dust nuisance to people;
- (b) dust covers plants, unsightly/affects growth;
- (c) lack of pedestrian access/direction to beach;
- (d) lack of shade and shelter;
- (e) lack of picnic areas;
- (f) invites antisocial behaviour - graffiti
  - broken structures/post and rails
  - cut fencing wire
  - damage to vegetation
  - nuisance to residents
  - late night car activities
- (g) high maintenance cost;
- (h) complaints from residents and visitors.



**1 Uncontrolled traffic flow**



**2 Broken posts and rails**



**3 Vehicle damage in reserve**



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The 1992 Christchurch Beaches and Coastal Parks Management Plan included policies relating to the need to redevelop the shingle car park and grassed overflow area. Coast Care have proceeded with design work and costings for the redevelopment and on 19 November 1997 reached general agreement with 36 members of Taylors Mistake Coast Care group as to the form the redeveloped car park should take, a draft concept is attached. This design plan will still need to be advertised for wider public debate through submission and hearing processes. The car park will also need to be approved by the Department of Conservation as a viable use of reserve land.

At the on site meeting on 7 April the need to upgrade the car park was acknowledged and all present endorsed the Chairman's suggestion that the funding provided in 1999/2000 for the project be brought forward to 1998/99.

**PRIVATE VEHICLE ACCESS**

The use of reserve land for private vehicle access to the rural valley land and/or the baches on unformed legal road requires right of way easement is approved under Section 48 of the Reserves Act 1977. The necessity for such an easement is unclear until road stopping and City Plan issues have been finally resolved at the Environmental Court.

Most of the shingle road currently serves an access function for park users using the overflow car park and needs to remain until an alternative is developed. Bach owners access was once limited to walking, but as the use of the overflow car park developed with its vesting as reserve their use of the reserve has increased. The installation of a gate in about 1990 further encouraged use. The sub-committee believes that this access should be discontinued and the shingle road removed in conjunction with the car park upgrade.

**CONCLUSION**

The existing car park at Taylors Mistake is one of the worst in any city park, and needs to be comprehensively redesigned to provide reasonable standard car park for this important beach park. The design plan provides for wheelchair access across the reserve to the beach.

The shingle placed on the access road to the overflow car park was a short term measure which has improved access for this summer, but does not conform to the new car park design being promoted.

Access for private vehicles through the reserve for rural land owners or bach owners, is not permitted without an easement, and any need for an easement depends on road stopping and the fate of the baches.

The planning and construction of a new layout for the Taylors Mistake car park needs to be addressed prior to summer 1998.

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Budget provision has been made in the 1997/98 Annual Plan with \$10,000 being available to start the project. A further \$40,000 will be provided in 1998/99. We believe this will be sufficient to start the project and complete most of the car park formation for the summer of 1998. Further provision of \$20,000 will be required to complete the car park in February/March 1999 and this will be available from the capital programme by either reallocation of projects or additional drawdown from the cash in lieu account.

All gates, fences and shingle roads need to be redeveloped/relocated in accordance to an approved car park/reserve design plan.

The gate on the reserve/private rural land boundary, should be locked and access through the reserve controlled by normal parks approvals for occasional access by neighbours, ie bonded and regulated by staff.

**LEGAL OPINION**

A legal opinion from the Legal Services Manager on the access road and car park issues was circulated to Councillors with the March agenda.

**Sub-Committee's**

**Recommendation:**

1. That the report be considered at the present meeting.
2. That the proposed improvements to the Taylors Mistake car park be endorsed and following a notified planning process the new design be implemented prior to summer 1998.
3. That the Parks Unit proceed with obtaining the Department of Conservation's approval for the overflow car park and proceed with construction once approval has been granted.
4. That all fences, cattle stops and the shingle road be removed or relocated as part of the Taylors Mistake car park/reserve plan's implementation.

**Chairman's**

**Recommendation:**

That the above recommendation be adopted.