

9. EASTGATE MALL REDEVELOPMENT AND DISPOSAL OF REDUNDANT ROADS -

RR 9326

ALL OF CUBA STREET AND PORTION OF CRANLEY STREET Map Reference: H 15

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Corporate Plan Output: Roading Land page 9.5.text.14	

This report has been forwarded to the Hagley/Ferrymead Community Board for information only.

The purpose of this report is to inform the Committee on the progress of the Eastgate Development and to seek the Committee's recommendation to the Council to stop Cuba Street and a portion of Cranley Street.

BACKGROUND

A report on the redevelopment of Eastgate was presented to the Committee at its May 1998 meeting. The report stated the non-compliance issues on the proposal and also the request by the developer to use Cuba Street and a portion of Cranley Street for parking purposes.

The report was received by the Committee and noted:

1. That a condition of the Resource Management Act consent that the developer provides land and construction costs for a right-turn lane on the Buckleys Road/ Russell Street intersection would be valuable in reducing queues and delays and accident risks.
2. That the effects of granting permission for access into Chelsea Street are likely to be more than minor (resulting from more traffic being attracted to it than is being presumed) and should be avoided.
3. That traffic signals at the Linwood Avenue entrance to the parking area being paid for by the developer should be considered.
4. That an environmental impact report assessing the impact of traffic on the intersection should be undertaken by the Council.

The resource consent for this development was publicly notified and was heard by Commissioner Mr Max Barber. The decision to permit the development to proceed was issued on 16 September 1998. The decision and associated conditions is as attached.

The following information from the decision is relevant to the points noted by the Committee:

1. That the Russell Street approach to the Buckleys Road/Russell Street intersection be modified to provide for a right-turn and a dual right/left turn (condition 22).
2. That the vehicle access from the car park to Chelsea Street (approximately opposite number 20 Chelsea Street) be closed at 7pm.
3. No changes to the Cranley Street/Linwood Avenue intersection were considered to be required.
4. The proposed development would increase average delays by about 9%, but the overall level of service would not change (it would remain classified as 'congested'). The potential for further investigation of delays at this intersection is low, given the current layout.

The decision also has an impact on the current city street assets. The changes are on portions of Cranley Street, Cuba Street and Chelsea Street.

1. The roadwork along a section of Cranley Street will be narrowed with traffic management features for vehicles and pedestrians. This includes pedestrian crossing facilities, bus bays, raised platforms and road humps.
2. Car parking facilities in Cuba Street.
3. Traffic management features in Chelsea Street.
4. Alteration to Russell Street approach to the Buckley Road/Russell Street intersection.

The owners of the Eastgate Mall have formally approached the Council to purchase the redundant roads adjoining the frontage of their property. Negotiations between the Council officers and the adjoining landowners have been satisfactorily concluded subject to a successful road stopping procedure. The plan is attached.

Easements to protect services will be created after the road stopping and before the land is transferred.

Prior to the disposal of the redundant roads the following resolution is necessary to initiate the stopping action:

RESOLUTION

Pursuant to Section 116 of the Public Works Act the Christchurch City Council hereby resolves to stop the portion of legal road as shown on the plan and described in the schedule hereto.

REASON FOR THE ROAD STOPPING

The Council has received a request from the adjoining owners for the purchase of the land which is no longer required by Council for road purposes.

PURPOSE TO WHICH THE STOPPED ROAD WILL BE PUT

The portion of road when stopped, will be sold to the adjoining owners pursuant to Section 345(1)(a)(i) of the Local Government Act 1974 and amalgamated with their certificate of title pursuant to Section 345(2) of the Local Government Act 1974.

SCHEDULE

Portion of Cranley Street and all of Cuba Street being all that parcel of land situated in the City of Christchurch and shown as '*Road to be Stopped*' and described as follows:

Shown	Area	SO	Adjoining Land	Title Ref
A	5976 m ²	20087	Lot 1 DP 50873	CT 31K/600
			Lot 2 DP 50873	CT 31K/601
			Lot 1 DP 51677	CT 30K/521
			Lot 51 DP 1028	CT 29F/805
			Lot 60 DP 1028	CT 26B/610
			Lot 59 DP 1028	CT 30B/1258
			Lot 58 DP 1028	CT 26F/1073
			Lot 57 DP 1028	CT 22K/363
			Lot 56 DP 1028	CT 24A/400
			Lot 1 DP 20256	CT 796/59
			Lot 31 DP 1028	CT 28F/1213
			Lot 30 DP 1028	CT 27F/600
			Part Lot 29 DP 1028	CT 413/12
			Part Lot 29 DP 1028	CT 412/251
			Part Lot 28 DP 1028	CT 791/56
			Part Lot 28 DP 1028	CT 791/57
			Lot 27 DP 1028	CT 33B/387
			Lot 26 DP 1028	CT 26K/603

Recommendation: That the Committee recommend to the Council:

1. That the above resolution be adopted.
2. That the Council request the Minister of Lands by notice in the New Zealand Gazette to declare the

portion of land as described in the schedule above to be stopped.

3. That the stopped road be sold to the adjoining owners pursuant to Section 345(1)(a)(i) of the Local Government Act 1974 and amalgamated with their certificate of title pursuant to Section 345(2) of the Local Government Act 1974.

Chairman's

Recommendation: That the above recommendation be adopted.