

## 23. BROOKHAVEN ESTATES: LETTER MR G M BENNETT

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Corporate Plan Output: Community Advocacy	

The purpose of this report is to update the Board on Officers' comments with regard to Mr Bennett's concerns relating to Brookhaven Reserve.

The following are the comments from the Area Engineer and the Subdivisions Officer in response to issues raised by Mr Bennett.

- Brookhaven is a major subdivision and it was established at the discussion stage with the developers and consultants that an open area was required facing onto the canal to allow cycleways and planting together with the proposed four laning of Linwood Avenue and a proposal to shift the canal further to the south. A proportion of the recreation reserve – approximately 1000m<sup>2</sup> is used as a retention basin for stormwater control. It is also to be remembered that there was an existing reserve towards Charlesworth Street fronting on to the canal and Council effected an exchange of land to obtain further reserves in that area.
- As part of the subdivision, the Council also obtained a reserve in Kotuku Crescent and an Esplanade Reserve alongside Steam Wharf drain which has been extensively landscaped by the Council.
- That effectively took all the reserve contribution in land that the Council is able to ask for under the legislation in place. I would not say that the land is an “unnecessarily large area of grass reserve” – when planning such a large subdivision the Council needs local reserves to enable recreation pursuits for people in the new houses, be it walking or organised sports.
- If the Council had taken a ten metre strip along Dyers Road the area required would have been in excess of 6,000m<sup>2</sup> which is approximately a quarter of the reserve contribution for the 212 residential allotments. Council officers consider that is not a good use of that land.

### **Dyers Road**

- Drainage – The swale has had levelling pegs in place for some weeks to obtain the levels and flow along this area. A problem occurred at the Linwood avenue end of the swale with a high voltage power cable being very close to the surface. The contractor is going to reform the swale from Dyers Road to Ti Rakau Drive in the week commencing 14 February and this should alleviate the problem.
- Stability – Dyers Road was constructed as half a dual carriageway and therefore is to one side of the 40 metre road reserve. It has a good metal base and is very stable. The whole of the Linwood/Woolston area has a very high water table and the Brookhaven subdivision has been filled for housing. This area was part of the catchment area for the Estuary. This has been very evident with the amount of dewatering that has occurred with the Orion cable laying from Bromley to Charleston.

- Vibration – Council officers are unaware of any vibration problems and have no reports recorded in their database. However the Maintenance Officer has checked the road from Linwood Avenue to Ti Rakau Drive. There is an old trench and this has been put through to be milled.
- Noise – Council cannot demand of developers that a particular type of fencing is put in place along an arterial route. Traffic Engineers questioned the need for a buffer zone but the developer chose to contribute the reserve contribution to the north of the subdivision and provide a large buffer zone along the Canal Reserve on Linwood Avenue. The buyers of sections in Brookhaven should have been made aware of Dyers Road being part of the ring road and a major arterial road. This is not a new designation and has been in place for many years.
- Safety – There is no intention to reduce the speed on Dyers Road because of its function to move traffic quickly around the city. It is a limited access road and this is why there is only one access from the subdivision onto it. There are no properties in the subdivision with access directly onto Dyers Road.

### **Footpath**

- At present there is no intention of providing a footpath along Dyers Road. It is a major arterial road that carries a large volume of traffic and has a 70k/hr speed limit. To place a footpath along this road would create a hazard and cause a safety problem
- The 70k/hr speed limit has been through this area for many years and to keep traffic flowing around the city it is unlikely to be reduced.
- Foot access to this subdivision already exists via Charlesworth Street, the reserve off Kotuku Crescent and eventually along the Main Drain. There are no properties with direct access onto Dyers Road.

### **Linwood Avenue**

- Eventually Linwood Avenue will be four laned from Hargood Street to Dyers Road and part of this work will include the signalisation of the Linwood Avenue/Dyers Road intersection. At present it is beyond the five year plan. Also included in this work is the realignment and naturalisation of the Main Drain. The development of the Main Drain will include landscaping and trees.
- It is not appropriate to plant trees along this section of Linwood Avenue with the work that is proposed.
- The land on the north side of Linwood Avenue has been set aside as a reserve and will be developed as sports fields and farm with landscaping and a wetlands area along the estuary.

### **Bus Routes**

- In October last year the Canterbury Regional Council altered the Sumner bus route to provide a limited stop express route from Sumner to the City via Dyers Road and Linwood Avenue. When this route was first mooted Council officers suggested that the bus route deviate via the Brookhaven subdivision and provide a service for residents. The Canterbury Regional Council however decided after consultation that this was not appropriate.

- Bus routes available to residents in Brookhaven are on Ferry Road. Access to these bus routes is from Charlesworth Street and from Kotuku Crescent via the new footpath and footbridge through the reserve which is being constructed this year. A footpath and cycleway access along Linwood Avenue is planned with the work that will be carried out on naturalisation of the Main Drain.

### **Survey Baseline – Linwood Avenue**

- Attached is a letter from the Chief Surveyor of Land Information New Zealand, Christchurch – setting out the reasons for the establishment of the base line in Linwood Avenue. Could I make the point that all the Council is required to do is keep the baseline clear so it can be used at all times. This means that with regard to tree planting they must be, say, a metre to a metre and a half clear of the line of sight because of the future growth of the trees. My understanding of the last planting of the trees that were removed is that they were blocking the line of sight. With the proposed four laning of Linwood Avenue would the Council commit funds towards tree plantings?

### **Residents Group**

- The establishment of a Residents' Group will be pursued by the Community Development Adviser should they wish to proceed.
- Mr Bennett has been sent a copy of this report and informed of his right to address the Board if he so wishes.

### **Officer's**

**Recommendation:** That the information be received.

### **Chairman's**

**Recommendation:** For discussion