



Christchurch City Council

HAGLEY/FERRYMEAD COMMUNITY BOARD AGENDA

26 OCTOBER 2005

3.00 PM

IN THE BOARDROOM, LINWOOD SERVICE CENTRE
180 SMITH STREET

Community Board: Bob Todd (Chairperson), David Cox, Anna Crighton, John Freeman, Yani Johanson, Brenda Lowe-Johnson and Brendan Smith

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PART C 14. RESOLUTION TO EXCLUDE THE PUBLIC

1. APOLOGIES

2. CONFIRMATION OF REPORT

The report of the ordinary meeting held on Wednesday 12 October 2005 has been circulated to Board members.

CHAIRPERSON'S RECOMMENDATION

That the report of the ordinary meeting held on Wednesday 12 October 2005 be confirmed.

3. CORRESPONDENCE

4. DEPUTATIONS BY APPOINTMENT

4.1 FERRYMEAD BRIDGE ENHANCEMENT

Jim De Malmanche, a local Architect would like to address the Board regarding an idea for the enhancement of Ferrymead Bridge.

5. COLOMBO STREET OUTSIDE OLD "CHRISTCHURCH WOMEN'S HOSPITAL" - PROPOSED REMOVAL OF PARKING RESTRICTIONS

General Manager responsible:	General Manager City Environment
Officer responsible:	Transport and City Streets Manager
Author:	Paul Burden/Andrew Hensley, DDI 941-8516

PURPOSE OF REPORT

1. The purpose of this report is for the Board to recommend to the Council approval to remove a considerable length of 60 minute parking restrictions on the west side of Colombo Street outside, and to the north of, the old Christchurch Women's Hospital.

EXECUTIVE SUMMARY

2. There is currently a considerable length of parking restricted to a maximum of 60 minutes on the west side of Colombo Street extending from Bealey Avenue south across the frontage of the now vacant Christchurch Women's Hospital. There have recently been requests to review the necessity of this restriction in the light of the hospital disbanding.
3. The restriction was likely to have been implemented many years ago to provide short-term parking for patients and visitors associated with the hospital. Without the restriction the space will be occupied by commuter parking for much of the day.
4. Given the hospital buildings are vacant and unlikely to be used to the same extent in the near future, there is no benefit in retaining the parking restriction.
5. The Salvation Army operate the "Resthaven" rest home which is located next door to the hospital on the northern side. The existing parking restriction also extends across the road frontage of this property prior to terminating at the broken yellow lines extending south of the intersection with Bealey Avenue. The rest home Manager has no objection to the restriction being revoked from outside their property as they have adequate off street parking for staff and visitors. No other properties are considered to be adversely affected by the removal of the restriction. There are some commercial office activities on the east side of Colombo Street towards Bealey Avenue. However, there is also a 60 minute parking restriction outside these properties and the removal of the restriction opposite is unlikely to be of any consequence to these activities.

FINANCIAL AND LEGAL CONSIDERATIONS

6. **Cost**

Removal of signs and posts is within existing budgets.

Legal

The Land Transport Rules provide for the installation and removal of parking restrictions.

STAFF RECOMMENDATIONS

It is recommended that the Board recommend to Council that the restriction limiting the parking of vehicles to a maximum of 60 minutes, in the following locations, be revoked:

1. On the western side of Colombo Street from a point 40m in a southerly direction from the intersection of Bealey Avenue extending 58m in a southerly direction.
2. On the western side of Colombo Street from a point 132m in a southerly direction from the intersection of Bealey Avenue extending 95m in a southerly direction.

Note: There is a bus stop and vehicle crossing situated within the parking restriction hence the two separate sections.

CHAIRPERSON'S RECOMMENDATION

That the recommendation be adopted.

6. STRUCTURE ON STREET APPLICATION FOR 40 KINSEY TERRACE

General Manager responsible:	General Manager City Environment.
Officer responsible:	Transport and City Streets Manager
Author:	Tony Lange, Asset Engineer, DDI 941-8469

PURPOSE OF REPORT

1. The purpose of this report is to seek the Board's approval to erect a private structure partially on legal road.

EXECUTIVE SUMMARY

2. A Structure on Street application for a new double garage sited partially on legal road has been made by the owners of 40 Kinsey Terrace. Currently the owners have a dedicated single garage located entirely on legal road but would like to build an integrated structure that provides a covered link between the proposed structure and the existing house.
3. The Transport and City Streets Unit are about to reignite the street renewal project with a new round of consultation to begin later this year. Capital funds have been allocated with construction planned for completion in the 2006/07 year.
4. Staff have assessed the sighting of the proposed structure in relation to the upcoming street renewal project and have deemed this to be minimal.
5. Some residents in the area oppose the approval of this application.

FINANCIAL AND LEGAL CONSIDERATIONS

BACKGROUND

9. The Board will be aware that Kinsey Terrace has been the subject of much debate over the last few years with the old Environmental Planning and Policy and City Streets Units embarking on a renewal project for Kinsey Terrace in 2000. To date the issues raised by the residents have not been addressed as agreement on a final plan had not been reached. The Transport and City Streets Unit are about to reignite the renewal project with a new round of consultation to begin later this year. Capital funds have been allocated with construction planned for completion in the 2006/07 year.
10. In the meantime the owners of 40 Kinsey Terrace have approached the Council with plans for an extensive addition to their current dwelling. This involves the construction of a double garage sited partial on legal road (3.0 metres over the boundary). This work is subject to 'Structure on Street' approval which can only be granted by the Board (see attached plan A).
11. Currently the owners have a dedicated single garage located entirely on legal road but would like to build an integrated structure that provides a covered link between the proposed structure and the existing house. The existing Deed of License for the single garage would be terminated and a condition made for the current single garage to be removed from the road space. However, the loss of this structure may deny neighbours an opportunity to have covered parking and not impact on vehicle turning movements of large vehicles. The problem herein is that this structure is privately owned and the Council has no rights to its ongoing management.
12. Council policy does not prohibit the owner from more than one structure on street within the frontage of the property. However, in this situation it may be prudent for the Council to order the owner to remove the existing structure, within a period to be specified, following the completion of the new structure. This is a fair and reasonable request given the constrained nature of the road at the west end of Kinsey Terrace and the apparent monopoly the owners have in this location where on street parking is at a premium and for other residents who have no off street parking.
13. The City Plan allows for two vehicle entrances for properties with a road frontage between 16 metres and 60 metres. However, in the City Plan there is a minimum distance between vehicle crossings within the same frontage and it is 7.5 metres. The reason for this is that the distance between crossings provides an opportunity for on street parking which does not exist in this case as the distance between the two structures is approximately 5 metres.
14. The building of a garage partially on the applicant's land will incur extensive remodelling of the existing dwelling and this request is consistent with the Council's policy for approving garages on legal road. Any new garage on legal road would be subject to a new Deed of License arrangement.
15. While the proposed structure is partially located on legal road, along the applicant's road frontage, the structure itself will be adjacent to the formed road and will comprise a short bridge span of 0.5 metres from the edge of road/ top of bank to the front of the structure. Analysis of vehicle path movements indicates that the position of the structure will not affect turning vehicles. Indeed it will assist turning vehicles when compared to the current situation (see attached plans B and C).
16. However, current on street parking arrangements are likely to be compromised by the addition of this structure. A defined parking area capable of accommodating four vehicles will be removed if the Structure on Street application is approved as vehicles are restricted from parking in front of a garage on legal road. This is an issue that can be addressed through the renewal project as there are other options available for on street parking. It will however be important that residents are aware that conflict does arise while trying to maximise on street parking and accommodate turning vehicles, particularly emergency vehicles and service vehicles which are larger than family sized vehicles, in this constrained area.



17. In normal circumstances a loss of parking can occur. An application to provide a new vehicle entrance will result in the loss of parking in that location whether the structure is located on legal road or within the private property.

CONSULTATION

18. The Environmental Services Unit have assessed the resource consent for the proposed garage as being a 'limited notified application'. This means that copies of the application are sent to the affected neighbours. In this case three neighbours have been considered as affected and are therefore allowed to make a submission on the application.
19. Other residents in the street have become aware of the application and have contacted the Council with concerns as follows.
20. The CCC Authorising Officer for the resource consent, received an email from the chair of the Clifton Neighbourhood Committee (CNC), dated 18 July. This noted the conflict that arises at the western end of Kinsey Terrace between turning vehicles and parked vehicles. In the email it is noted that an "increasing number of trucks, unable to turn (in the now inadequate turnaround area) are having to back up the narrow road."
21. In an attachment to the email, dated 15 July, the CNC suggests that the "proposed garage, if built, would seriously compromise the options available for resolving or at least mitigating, the traffic difficulties" in this part of Kinsey Terrace.
22. The CNC conclude the following:
 - "The proposed garage will further degrade an already difficult situation in regard to vehicle parking and manoeuvring.
 - This being so the Consent notification process should be extended to include all those parties who will be affected in that regard.
 - An extensive process of "Our Street" discussion and debate has been undertaken; much of this will have to be revisited if the proposal is approved, and this could include research and design work already carried out or planned for by the Council."

OPTIONS

Option A - Decline the application

23. The Council could decline the application due any potential conflict with the impending street renewal project. This would appease the concerns from the wider residential catchment. However, the construction of the garage at 40 Kinsey Terrace would be delayed when there is no guarantee that the renewal project outcome will affect this proposal.

Option B - Approve the application

24. The affect of the garage siting has been technically assessed as follows.
25. Computer modelling of vehicle paths for medium sized trucks, typical of current vehicles, has been carried out to assess the risk of the proposed structure prohibiting turning movements at the western end of Kinsey Terrace. The results indicate that the proposed structure will not compromise any option to improve vehicle manoeuvres (see attached plans).
26. However, the proposed structure will impact on the number of on street parking spaces currently available to visitors and residents as four spaces are located along the road frontage of 40 Kinsey Terrace, the applicants address. At least two of these will be lost with the garage development until such time as this issue can be resolved as part of the renewal project. Opportunities do exist to provide on street parking at current numbers, albeit in a different location, and improve vehicle turning. Although these issues are outside the objective of this report they need to be included in the renewal project.

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27. At the time of writing this report not all affected neighbours have consented to the proposal and accordingly it is recommended approval be given subject to:

- Deed of licence being entered into with the Council.
- Resource and building consents being obtained.
- The owner being entirely responsible for the stability, safety and future maintenance of the bank, driveway and formation work associated with the structure.
- The site being kept in a tidy condition at all times during the course of construction.
- Maintaining clear access to the properties downstream.

PREFERRED OPTION

28. Option B

ASSESSMENT OF OPTIONS**Maintain The Status Quo (If Not Preferred Option)**

Option A - Decline the application

	Benefits (current and future)	Costs (current and future)
Social		
Cultural		
Environmental		
Economic		
<p>Extent to which community outcomes are achieved:</p> <p>Impact on Council's capacity and responsibilities: Nil.</p> <p>Effects on Maori: Nil.</p> <p>Consistency with existing Council policies: Consistent.</p> <p>Views and preferences of persons affected or likely to have an interest: Community group is against the application.</p> <p>Other relevant matters: Nil.</p>		

The Preferred Option

Option B - Approve the Application

	Benefits (current and future)	Costs (current and future)
Social		
Cultural		
Environmental	Will provide an opportunity for vehicles to manoeuvre.	Loss of parking until such time as the renewal project is completed.
Economic	Deed of License fee - \$200 per annum.	
<p>Extent to which community outcomes are achieved:</p> <p>Impact on Council's capacity and responsibilities: Nil.</p> <p>Effects on Maori: Nil.</p> <p>Consistency with existing Council policies: Consistent.</p> <p>Views and preferences of persons affected or likely to have an interest: Community group is against the application.</p> <p>Other relevant matters:</p>		

7. SAXON STREET KERB AND CHANNEL RENEWAL

General Manager responsible:	General Manager City Environment
Officer responsible:	Transport and City Streets Manager
Author:	Mary Hay, Streets Capital Programme, DDI 941-8665

PURPOSE OF REPORT

1. The purpose of this report is to:
 - (a) Seek the Board's approval for the Saxon Street Kerb and Channel Renewal to progress to final design, tender and construction; and
 - (b) Seek the Board's approval for resolutions for new no-stopping restrictions associated with the Saxon Street Kerb and Channel Renewal.

EXECUTIVE SUMMARY

2. Saxon Street is a local road running between Tuam Street and Cashel Street, within a mixed industrial/residential part of Phillipstown. The street is relatively narrow and there is currently an issue in Saxon Street with parking on the footpath and congestion associated with the unloading of heavy vehicles, including B-Trains.
3. Issue identification consultation was undertaken in July 2004 with residents and businesses in the vicinity of the Saxon Street. The responses indicate concerns regarding parking, congestion, vehicle speed at the Tuam Street end, property access, stormwater management, and amenity issues.
4. The Terms of Reference and objectives for the project were based on the initial issues identified above and the Council's own rationale for placing the project on the programme. The principal aim of the project is to replace the kerb and dish channel with kerb and flat channel in Saxon Street. The objectives of the project are to:
 - Allow sufficient road space for service trucks etc to deliver goods and containers.
 - Retain the residential nature of the street at the Cashel Street end.
 - Improve the street stormwater drainage.
 - Maintain/improve the street amenity appropriate to the different land uses.
5. Community consultation on the initial concept plan (refer Attachment 1) was undertaken in January 2005. A publicity pamphlet was distributed to approximately 60 residences and businesses in the vicinity of Saxon Street. Thirteen responses were received to the pamphlet. The key concern raised was that it was perceived that the proposal was narrowing the useable carriageway and that problems with access and manoeuvrability might occur, which would worsen the current congestion problems. Concern was also raised about a number of other issues, particularly that there would be less parking available in the street.
6. The project team considered the feedback from this consultation (refer Attachment 2) and made amendments to landscaping and street furniture. In terms of the concerns raised with regard to property access, it was decided to include a cross section of the proposal in the next round of consultation to illustrate the fact that the proposal did not plan to narrow the useable carriageway as the proposed parking will be indented.
7. In August 2005 a second publicity pamphlet was sent to the community, which included these changes in a revised concept plan (refer Attachment 3). The publicity pamphlet was distributed to approximately 60 residences and businesses in the vicinity of Saxon Street. Eight responses were received to the pamphlet.
8. An Open Street Meeting was held on 3 August 2005 to provide an opportunity for members of the public to meet with Council officers to discuss the project. Turning circles were provided to illustrate the fact that the proposal would allow adequate access to all sites. There were 10 groups of attendees to this meeting, which in combination with follow-up calls, has resulted in a good response to this project. The majority of respondents are now satisfied that the proposal does not narrow the useable carriageway and that the final concept plan is the best option to address the parking and congestion issues.

9. The project team considered the feedback from this second round of consultation (refer Attachment 4). No amendments to the scheme were required. However, in response to feedback the project designer will liaise with a number of landowners to ensure as much existing landscaping is retained and an existing access will be widened, if possible.
10. The final plan included as Attachment 3 is the preferred option as it satisfies the aims and objectives of the project and has a good degree of community support. It is estimated that construction would take approximately four months to complete. Construction is scheduled to begin in January 2006.

FINANCIAL AND LEGAL CONSIDERATIONS

11. The estimated total costs for this project is \$450,325 inclusive of all consultation, design and project management.
12. Saxon Street Kerb and Channel Renewal are part of the Street Renewal Programme, with construction intended in the 2005/06 year. The annual budget for Street Renewal Improvements is approximately \$15 million. Planning costs were provided for in the 2004/05 and 2005/06 budgets and the 2005/06 budget provides sufficient funding for the detailed design and construction.
13. Without the approval of the resolutions for traffic restrictions, the restrictions will not be enforceable upon implementation.

STAFF RECOMMENDATIONS

It is recommended that the Board:

1. Approve the Saxon Street Kerb and Channel Renewal (TP169701, Issue 7, 21/09/05), as shown in Attachment 3, for final design, tender and construction.
2. Approve the following new traffic restrictions:

New No Stopping: Saxon Street

- (a) That the stopping of vehicles be prohibited at any time, on both sides of Saxon Street, commencing on the south kerb line of Cashel Street and extending south for a distance of 15m.
- (b) That the stopping of vehicles be prohibited at any time, on the east side of Saxon Street, commencing at a point 28m from the south kerb line of Cashel Street and extending south a distance of 53m.
- (c) That the stopping of vehicles be prohibited at any time, on the east side of Saxon Street, commencing at its intersection with Tuam Street and extending north a distance of 10m.
- (d) That the stopping of vehicles be prohibited at any time, on the west side of Saxon Street, commencing at its intersection with Tuam Street and extending north a distance of 9m.
- (e) That the stopping of vehicles be prohibited at any time, on the west side of Saxon Street, commencing at its intersection with the south side of Gatherer Street and extending south a distance of 10m.
- (f) That the stopping of vehicles be prohibited at any time, on the west side of Saxon Street, commencing at its intersection with the south side of Essex Street and extending south a distance of 9m.

New Parking Restriction: Saxon Street

- (a) That the parking of vehicles be restricted to a maximum period of (5) five minutes for 'Goods Service Vehicles Only' on the west side of Saxon Street commencing at a point 9 metres from its intersection with Tuam Street and extending in a northerly direction for a distance of 10 metres.

CHAIRPERSON'S RECOMMENDATION

That the recommendation be adopted.

BACKGROUND ON SAXON STREET KERB AND CHANNEL RENEWAL

14. Saxon Street is a local road running between Tuam Street and Cashel Street, within a mixed industrial/residential part of Phillipstown. Saxon Street has two distinct 'precincts'. There are a few residential properties at the northern end (Cashel Street) that are in the Phillipstown Neighbourhood Improvement Area, which aims to improve traffic safety and upgrade the quality of the street environment. The remainder of Saxon Street is characterised by industrial type properties. The zonings reflect these differences with Living 3 zone to the north and Business 3 and 3B to the south.
15. The street does not have grass berms and there are overhead services along the east side. Saxon Street is not a bus route, however there is a bus stop on the south side of Cashel Street and on the south side of Tuam Street.
16. Saxon Street is relatively narrow and there is currently an issue with parking on the footpath and congestion associated with the unloading of heavy vehicles, including B-Trains.
17. There have been two crashes recorded at the intersection of Saxon Street and Cashel Street. Both of these incidents involved westbound vehicles on Cashel Street hitting vehicles turning right out of Saxon Street. No injuries are recorded and there are no other crashes associated with Saxon Street.
18. Initial consultation was undertaken in July 2004 with residents and businesses in the vicinity of the Saxon Street to determine the issues in the street. The following issues were identified:
 - Clarification of parking spaces.
 - Access to sites for heavy vehicles.
 - Power poles - being hit by delivery vehicles, hang too low.
 - Congestion.
 - Speed of vehicles entering from Tuam Street.
 - Poor stormwater drainage at Tuam Street (east side).
 - Need for the protection of the different zonings at each end of the street.
 - Trees on both sides wanted.

These responses indicated a clear concern about parking, vehicle speed at the Tuam Street end, property access, congestion, stormwater management, and amenity issues.

19. The Terms of Reference and objectives for the project were based on the initial issues identified above and the Council's own rationale for placing the project on the programme. The principal aim of the project is to replace the kerb and dish channel with kerb and flat channel in Saxon Street. The objectives of the project are to:
 - Allow sufficient road space for service trucks etc to deliver goods and containers.
 - Retain the residential nature of the street at the Cashel Street end.
 - Improve the street stormwater drainage.
 - Maintain/improve the street amenity appropriate to the different land uses.
20. In January 2005 a publicity pamphlet was distributed to approximately 60 residences and businesses in the vicinity of Saxon Street. This pamphlet included a summary of the kerb and channel renewal project, an initial concept plan (refer Attachment 1), and a feedback form. Thirteen responses were received to the pamphlet. The consultation outcome and project team responses are summarised in Attachment 2 (Saxon Street - Consultation Summary - January 2005). The key issues identified relate to:
 - Property access and manoeuvrability.
 - Congestion.
 - Parking.
 - Speed and corner cutting at the intersection of Tuam Street/Saxon Street.
 - Pedestrians.
 - Amenity issues - seating, landscaping.
 - Undergrounding of services.
 - Stormwater management.

21. The project team considered the feedback from this consultation and revised the concept plan in the following way:
- Property No 413 on the Tuam and Saxon Street corner will have two proposed trees removed from the fence line. A landscape garden and tree is also removed from their frontage and their driveway is widened to the south.
 - Property No 10 has the proposed landscape garden removed. There are two existing landscape gardens outside this property and it is planned to retain these gardens, if possible. It is very likely that the larger of the two gardens will be able to be retained and it will be determined whether the smaller garden can be retained at the design stage. The proposed seat is relocated to the kerb and replaced as a tree barrier seat around the proposed tree.
 - Property No 20 has the proposed landscape garden removed and the seat is relocated to the kerb and replaced as a tree barrier seat around the proposed tree.
 - Property No 32 has the proposed landscape garden, seat and two trees removed, they are replaced by an indented parallel car parking space.
 - Property No 34 has the proposed seat removed and replaced as a tree barrier seat around the proposed tree which is relocated to the kerb.
 - Property No 38 has two landscape gardens removed from their frontage.
 - The proposed seats were redesigned as 'leaners' and tree barriers.
22. In terms of the concerns raised with property access, it was decided to include a cross section of the proposal in the next round of consultation to illustrate the fact that the proposal did not plan to narrow the useable carriageway as the proposed parking will be indented.
23. In August 2005 a second publicity pamphlet was sent to the community, which included these changes in a revised concept plan. The publicity pamphlet was distributed to approximately 60 residences and businesses in the vicinity of Saxon Street. This pamphlet included a summary of the renewal project, a revised concept plan (refer Attachment 3), a cross section of the proposal, and a feedback form. Eight responses were received to the pamphlet.
24. An Open Street Meeting was held on 3 August 2005 to provide an opportunity for members of the public to meet with Council officers to discuss the project. Turning circles were provided to illustrate the fact that the proposal would allow adequate access to all sites. There were 10 groups of attendees to this meeting, which in combination with follow-up calls, has resulted in a good response to this project. The majority of respondents are now satisfied that the proposal does not narrow the useable carriageway and that the final concept plan is the best option to address the parking and congestion issues. The consultation outcome and project team responses are summarised in Attachment 4 (Saxon Street - Consultation Summary - August 2005). The key issues identified relate to:
- Property access.
 - Intersections.
 - Manoeuvrability/width of the carriageway.
 - Congestion.
 - Parking.
 - Speed and corner cutting at the intersection of Tuam Street/Saxon Street.
 - Pedestrians
 - Street furniture and amenity.
 - Undergrounding of services.
 - Stormwater management.
25. The project team considered the feedback from this second round of consultation. No amendments to the scheme were required. However, in response to feedback the project designer will liaise with the landowner to ensure as much existing landscaping is retained as possible from both areas outside No 10 and will liaise with the landowner to ensure the crossing at No 428 will be more than 5m wide, if possible.

OPTIONS

26. Two options were assessed as part of Saxon Street kerb and channel renewal as follows:
- (a) Maintenance of the status quo.

- (b) A narrowed entrance to both ends of Saxon Street with a raised platform at the Cashel Street intersection. A kerb to kerb narrowing of Saxon Street with indented parking. 90 degree parking outside the commercial property on the east side, marked parallel parking on the west side. There is unmarked parallel parking on both sides of Saxon Street in the residential area from Essex Street to Cashel Street. More landscaping is included and industrial style 'leaners'/ tree guards around proposed trees.

PREFERRED OPTION

27. Option (b) was selected as the preferred option and was amended in accordance with consultation feedback, where practical. In general, the proposed threshold at the Cashel Street end should discourage the use of this intersection by heavy vehicles and the formalisation of parking should discourage illegal parking on the footpath. This scheme will increase the safety of the Cashel Street intersection as to allow one vehicle to exit Saxon Street at a time. This means vehicles do not block each others view when queuing side by side.
28. The final concept plan consists of the following elements:
- New kerb and channel will extend along the east side of Saxon Street, from Cashel Street to Tuam Street.
 - New kerb and channel will extend along the west side of Saxon Street, from Essex Street to Gatherer Street.
 - Narrowing the Tuam Street intersection to 10.6m.
 - Narrowing of the Cashel Street intersection to 7m and the installation of a raised platform.
 - Narrowing of Saxon Street to 8.5m between Cashel Street and Essex Street.
 - Narrowing of Saxon Street to 9m between Essex Street and Gatherer Street.
 - Narrowing of Saxon Street to 10.6m between Gatherer Street and Tuam Street.
 - 90 degree parking outside the commercial properties on the east side, marked parallel parking on the west side. Unmarked parallel parking on both sides of Saxon Street in the residential area from Essex Street to Cashel Street and Gatherer Street to Tuam Street.
 - Three industrial style leaners around proposed trees on the east side (located outside property No's 34, 20 and 10).
29. The preferred option (refer Attachment 3) satisfies the project aim and objectives as follows:
- **Replace the kerb and dish channel with flat channel** - The existing kerb and dish channel will be replaced on the east side of Saxon Street from Tuam Street to Cashel Street. The existing kerb and dish channel will be replaced on the west side of Saxon Street from Gatherer Street to Essex Street. This will see kerb and flat channel on both sides of Saxon Street from Tuam Street to Cashel Street.
 - **Sufficient road space for service deliveries** - The road width is 6.5m with an additional 2m for parallel parking on the west side and 5m for 90 degree parking on the east side. The driveways have been confirmed on site and are wider to allow easy access into commercial property.
 - **Retain the residential nature of north end** - This is being achieved with unmarked parallel parking on both sides of Saxon Street in the residential area from Essex Street to Cashel Street. More landscaping is included in this residential area.
 - **Improve storm water drainage** - The stormwater drainage will be improved with the renewal of the kerb and dish channel.
 - **Maintain Street amenity appropriate to 'precincts'** - The residential area has a narrowing carriageway and a narrowed intersection to slow traffic and deter heavy vehicles from using this intersection, in keeping with a residential area. More landscaping has been included at the residential end of the street.
30. The preferred option (refer Attachment 1) has been selected because it best satisfies project aims and objectives from the options considered, and it has a good degree of community support and includes community suggested items.

ASSESSMENT OF OPTIONS

The Preferred Option - Option (b), see Attachment 3

	Benefits (current and future)	Costs (current and future)
Social	Reduction of volume of heavy vehicle resulting in improved safety and amenity in residential part of the street. Improved landscaping and street furniture.	Nil
Cultural	Use of standard intersection treatment to maintain consistency in the road network.	Nil
Environmental	The street and its intersections are enhanced through the provision of landscaping.	Nil
Economic	Improvement of a Council infrastructure asset.	Capital expenditure.

Extent to which community outcomes are achieved:
Primary alignment with community outcome:

- *A Prosperous City: "Our City has the infrastructure and environment to support a job rich economy while protecting and enhancing our essential natural capital"* by providing a high quality transportation network.

Also contributes to:

- *A Well Governed City: "Our City's infrastructure and environment are managed effectively, are responsive to changing needs and focus on long-term sustainability"* by managing all assets to optimise their value and usefulness over the long-term.

Also contributes to:

- *A Safe City: "Our City's urban form and infrastructure maximise safety and security for all people from crime, injury and hazards"* by improving safety at the Cashel Street/Saxon Street intersection for road users and pedestrians.

Impact on Council's capacity and responsibilities:
No impact.

Effects on Maori:
It is considered that there are no effects on Maori.

Consistency with existing Council policies:
Consistent with the Road Safety Strategy particularly in respect to designing and managing roads with appropriate speed environments and providing safe facilities for pedestrians. Further complies with the unit's Asset Management plan. Consistent with the Phillipstown Neighbourhood Improvement Area Plan.

Views and preferences of persons affected or likely to have an interest:
Views on the project were sought using two feedback forms and a street meeting. The issues raised are summarised in Attachments 2 and 4.

Other relevant matters:
Nil.

Maintain The Status Quo (If Not Preferred Option)

Status Quo - Option (a)

	Benefits (current and future)	Costs (current and future)
Social	Nil.	Nil.
Cultural	Nil.	Nil.
Environmental	Nil.	The streetscape is not enhanced.
Economic	No capital expenditure.	An infrastructural asset is not renewed - ongoing maintenance expenditure.
<p>Extent to which community outcomes are achieved: Maintaining the status quo is not aligned to any Community Outcomes.</p> <p>Impact on Council's capacity and responsibilities: Fails to meet asset management requirements, will require ongoing maintenance expenditure.</p> <p>Effects on Maori: It is considered that there are no effects on Maori.</p> <p>Consistency with existing Council policies: Maintaining the status quo is not consistent with the Road Safety Strategy or the CCC Financial Plan and Programme 2004, and conflicts with the objectives of the Asset Management Plan, fails to meet any of the transport management objectives.</p> <p>Views and preferences of persons affected or likely to have an interest: There has been no specific feedback requesting that the street be left untouched.</p> <p>Other relevant matters: Nil.</p>		

8. RICHMOND VILLAGE ENHANCEMENT PROJECT (STANMORE ROAD)

General Manager responsible:	General Manager City Environment
Officer responsible:	Transport and City Streets Manager
Author:	Lorraine Wilmshurst, Roading Projects Project Manager, DDI 941-8667

PURPOSE OF REPORT

1. The purpose of this report is to seek the Board's approval for the Richmond Village Enhancement Project (Stanmore Road) to proceed to final design, tender and construction.

EXECUTIVE SUMMARY

2. The Board has provided funding in the 2005/06 financial year for some enhancement work to be undertaken at the Richmond Village shopping area on Stanmore Road.
3. In 2001, following a series of community meetings, a plan was drawn up for enhancing the frontage of the shopping area at the corner of Stanmore Road and North Avon Road. The original idea involved creating a community seating area encroaching into the car park. This required the creation of an easement over private property which Council has not been able to obtain.
4. The project has now been redefined and a proposal (attachment A) was circulated to the community for comment and a public meeting was arranged.
5. Twelve (12) submissions (attachment B) were received from the consultation newsletter and have been taken into account, where practical. The majority of these replies supported the concept or asked for an explanation of why this was the considered option. Overall the project meets the initial objectives, and is sufficiently well supported to recommend its implementation.

FINANCIAL AND LEGAL CONSIDERATIONS

6. The work outlined above is part funded by the Board and is part of the Transport and City Streets Unit capital works programme. The project has an anticipated cost of \$25,000.

STAFF RECOMMENDATION

It is recommended that the Board approve the concept that was circulated to the community for final design, tender and construction.

CHAIRPERSON'S RECOMMENDATION

That the recommendation be adopted.

BACKGROUND ON RICHMOND VILLAGE ENHANCEMENT PROJECT (STANMORE ROAD)

7. The Council is proposing to enhance the Richmond Village shopping area frontage in the 2005/06 financial year.
8. The aim of the project is to enhance the frontage of the Richmond Village shopping area.
9. The initial consultation started in 2001 with a series of meetings with the residents and businesses in the area. Following these meeting a concept was drawn up but it encroached onto the car park and required the creation of an easement which Council has been unable to obtain.
10. Following these initial meetings the aims and objectives for the project were agreed.

11. Aims and Objectives

- To enhance the frontage of the Richmond village shopping area.
- To enhance the streetscape
- To keep the existing parking capacity requirements of the shopping area.
- Maintain coherence with the shopping area at Stanmore Road/Worcester Street.

12. The concept plan was distributed in August 2005 and 12 submissions were received.

13. Submissions

- Concerns about the use of cabbage trees - height they will grow too, potential for fire risk, dropping of and maintenance of the foliage, why they chosen.
- Trees at the pedestrian crossing and the potential for a leaf problem.
- Issues of planters obstructing car parks.
- The request for more rubbish bins.
- Will cycles protrude into footpath area.
- Encroachment at the corner of Avalon Street onto private property.

14. Responses to submissions

- Cabbage trees were chosen as they are one of the few species of trees that can be used as street trees when there are lots of services in the footpath because they have a tap root system. There is a maintenance programme to keep the foliage problem under control. They will be replaced and replanted once they reach verandah height.
- The trees at the pedestrian crossing will not block visibility of pedestrians as they are deciduous trees and on the downstream approach to the crossing. This area is swept every two weeks and therefore there is unlikely to be a leaf problem. They will highlight the crossing point.
- The cabbage trees are not in planter boxes but do have a small landscaped area surrounding the trunk. This will not hinder the use of the car parks in the area.
- There are already two rubbish bins in this area - one at the pharmacy and one by the pedestrian crossing. It is not proposed to install any more.
- The cycle stand is parallel to the kerb and cycles will be parked parallel to the kerb so will not intrude into the footpath area.
- It is acknowledge that the work encroaches onto private property at the Avalon Street corner but as this is already asphalted it is renewing an existing situation.

OPTIONS

15. Three options were considered for the enhancement of the Richmond Village shopping area.
16. Option one was a result of the community meetings in 2001. It proposed a recessed seating area in the car park of the shopping area - on private land - cobbled area around the seating space, planters along the kerb line, and a new asphalt footpath. This option was not recommended by the project team because the Property Unit were unable to obtain an easement over that area of the car park that was required for the work. In addition, this option does not meet the objectives of keeping the existing parking capacity requirements of the shopping area and maintaining coherence with the shopping area at Stanmore Road/Worcester Street.

17. Option two was the status quo. This option was not recommended by the project team because it does not meet the community expectation or the project's objectives.

PREFERRED OPTION

18. Option three is the recommended option. This option meets the community expectations and the project objectives. It is proposed to resurface the footpath and pedestrian crossing area in black asphalt with cobble header strips. The existing planted areas at the corner of North Avon Road and around the cabbage tree in the car park will be upgraded and replanted. Cabbage trees will be planted along the kerb line and two deciduous trees will be planted on the downstream side of the pedestrian crossing. A new cycle stand will replace the existing bollards.

9. FERRY ROAD AT CATHOLIC CATHEDRAL COLLEGE - PROPOSED 10 MINUTE PARKING RESTRICTION

General Manager responsible:	General Manager City Environment
Officer responsible:	Transport and City Streets Manager
Author:	Paul Burden/Andrew Hensley, DDI 941-8516

PURPOSE OF REPORT

1. The purpose of this report is to seek the Board's approval for the installation of a 10 minute parking restriction outside "*Catholic Cathedral College*" on the south side of Ferry Road between Fitzgerald Avenue and Barbadoes Street.

EXECUTIVE SUMMARY

2. Catholic Cathedral College have asked the Council to assist in meeting the demand for short term parking generated by parents and care givers dropping off and picking up children attending the school.
3. Like many schools, the demand for short-term drop off and pick up parking associated with students cannot be practicably contained on site. The School provides off street parking for staff and visitors. The car park is designed with good circulation and this can be utilised for dropping off and picking up pupils. However, the capacity is extremely limited and vehicles stopping in the circulation aisles create disruption to the flow of traffic and congestion. As such the majority of activity associated with delivering and picking up children occurs on the road outside the School. Due to the presence of long stay "*commuter*" parking, drop off and pickup is occurring in an inappropriate, and often unsafe, fashion with some vehicles "*double*" parking and others parking on the broken yellow (no stopping) line across the school entrance.
4. It is impracticable to expect that demand for short-term parking to be wholly accommodated on site, particularly as the demand only exists for approximately an hour in the morning and afternoon. There are also safety concerns with bringing cars onto the site with vehicle manoeuvring mixing with pedestrian activity. This is typically why many schools discourage or prohibit parents and caregivers to drive onto school grounds unless there are purpose built facilities for accommodating such activity. The College permits parents and caregivers to drive onto the school grounds but this is only because there are no other alternatives as on street parking is fully occupied by commuters from early in the morning until the evening.
5. The installation of a P10 parking restriction for the period 8am to 9.30am and 2pm to 4pm (operative on school days) on the southern side of Ferry Road, covering seven spaces immediately outside the School (two to west and five to the east of the school entrance), is considered the most cost effective and practical solution to the problem.
6. Installing a P10 parking restriction for specified periods will provide sufficient time and capacity for parents and caregivers to park while balancing the parking needs of other users outside of the peak periods of school related activity.
7. The proposal is aligned to the Parking Strategy, specifically Policy 9D "*Frontage Streets*" - "*To recognise and specifically consider the provision and management of on street parking adjoining educational institutions*". This policy is achieved through the method "*Time Restrictions - to apply selective time restrictions to the on street parking on the road frontages of the institutions*." Furthermore "*short stay parking for site visitors*" has a higher priority than "*commuter parking*" in the context of "*kerbside parking priority*" as stated in the Strategy.
8. The College is the only directly identifiable stakeholder and they support the proposal.

FINANCIAL AND LEGAL CONSIDERATIONS

9. **Cost**
The installation of signs and markings is within operational budgets.
10. **Legal**
The Land Transport Rules provide for the installation of parking restrictions.

CONCLUSION

11. The demand for short-term parking cannot be adequately or practicably met on the School site resulting in inappropriate parking occurring on the street. The installation of a P10 parking restriction on Ferry Road, covering seven parking spaces immediately outside the school and operative only during the periods of peak demand is considered a cost effective, strategically aligned and practicable solution.

STAFF RECOMMENDATIONS

It is recommended that the Board approve:

1. That the parking of vehicles be restricted to a maximum of 10 minutes, from 8am to 9.30am and 2pm to 4pm, School Days in the following locations:
 - (a) The south side of Ferry Road commencing at a point 145 metres in an easterly direction from the Barbadoes Street intersection and extending in a easterly direction for a distance of 12 metres.
 - (b) The south side of Ferry Road commencing at a point 189 metres in an easterly direction from the Barbadoes Street intersection and extending in a easterly direction for a distance of 30 metres.

CHAIRPERSON'S RECOMMENDATION

For discussion.

10. DEPUTATIONS BY APPOINTMENT - BROWNLEE RESERVE CONCEPT PLAN

The following people would like to address the Board regarding the Brownlee Reserve Concept Plan:

1. Adrienne Jackson.
2. Brian Swale.
3. Mike Olmstead.
4. Kathleen Guy.
5. Jane Bryden.
6. Nicky Geddes, Globe Holdings.

11. BROWNLEE RESERVE CONCEPT PLAN

General Manager responsible:	General Manager City Environment
Officer responsible:	Greenspace Manager
Author:	Walter Fielding-Cotterell, City Arborist, DDI 941-8630 Chris Freeman, Senior Parks and Waterways Planner, DDI 941-8638 Dennis Preston, Design Leader Landscape, DDI 941-8728

PURPOSE OF REPORT

1. The purpose of this report is to seek the Board’s approval of the amended development concept plan for Brownlee Reserve, including the felling of some trees. Council approval is also sought to accept an offer of tree felling and replacement planting from Globe Holdings (at their cost) and also spend reserve contribution funds from their adjacent subdivision on implementing the approved development concept plan for Brownlee Reserve.

INTRODUCTION

2. At its meeting on 9 February 2005, the Board heard a deputation from Globe Holdings Ltd, regarding their proposed Clifton Heights residential development. Globe Holdings Ltd requested that 51 trees in a portion of the adjoining Brownlee Reserve be removed and replanted. They also offered to pay for the cost of the felling and replanting. They believe the trees represent a potential threat to the proposed development for three main reasons - safety, shading and aesthetics and are prepared to meet the cost of the removal of the trees and the replanting of the area.

No current development concept plan existed for Brownlee Reserve. The Greenspace Unit therefore prepared a concept development plan for the whole reserve so the application could be considered as part of an overall plan. The draft plan was distributed to over 300 local households and stakeholders and feedback invited in March 2005. 108 submissions were received in response to the Brownlee Reserve concept plan. The majority of submissions received supported some pine tree removal and native replanting and further enhancements on Brownlee Reserve.

The Hagley Ferrymead Community Board considered this draft plan, public submissions and Globe Holding’s application on 23 March 2005. The Board resolved to decline the application from Globe Holdings Ltd as presented but that a management plan for Brownlee Reserve be prepared for the staging of any future work and/or enhancement and that the plan be developed in liaison with local residents’ groups and Globe Holdings Ltd.

Brownlee Reserve is not a reserve under the Reserves Act 1977 but administered under the Local Government Act. The Board’s resolution to prepare a management plan for the reserve was therefore implemented by continuing the Development Concept Plan process already underway. Given the nature of the issues of planting, tracks, entrances etc a landscape or development concept plan was considered to be the best type of plan to guide future management of the reserve. Management plans are normally used for large complex reserves such as Hagley Park, where a range of recreational uses exist and require policy guidance. Brownlee Reserve was also not a priority area to prepare a management plan.

The 108 submissions already received and the first draft plan were retained as a starting point and further dialogue was initiated with local residents and Globe Holdings Ltd over the plan and possible staging. An onsite meeting was held on the 15 May and the plan was also discussed at the Clifton Neighbourhood Committee (Inc) meeting on 31 May.

After a thorough assessment of the community consultations and the technical assessments gathered a second draft Development Concept Plan was prepared. A revised draft plan with a reduced number of trees to be felled (from the first draft) and a staged development/replanting programme for the reserve was prepared. The second draft Development Concept Plan for Brownlee Reserve was advertised for comments until Friday 8 July, but subsequently extended until the end of August because the revised plan did not clearly show the trees to be felled. The comments made in the submissions have been collated and summarised later in the report.

SUMMARY

3. The request by Globe Holdings was received in February, extensive consultation has occurred over the last six months. The first round provided 108 submissions the second 59 and the extended submission period with the trees more clearly identified produced one more submission. All rounds of submissions provide a clear majority of support for the development plan for Brownlee Reserve. While submissions range from “does not present proper or adequate due process” to “get on with it,” the vast majority (52/59) are happy with the revision of the plan and see it as a compromise both retaining the majority of trees and planting new trees and shrubs.

The plan’s objectives for amenity value, vegetation, safety, access and recreational facilities are supported however any future landscape work must maintain the rural, untamed, adventurous, natural and sheltered character of the reserve. A conservative approach to changing Brownlee Reserve’s character is called for.

Trees around the reserve’s boundaries are now and have been an issue for many neighbours to the reserve in the past (not just the current developers). Sunlight, views and nuisance are common issues where residences exist already and any development on the neighbouring site will eventually involve the same issues of nuisance.

Support exists for better paths (currently slippery), safer entrances and better road access for pedestrians. The Clifton/Panorama intersection is not considered safe and could be improved by the Council and maybe also Globe. The Transport and City Streets Unit have been asked to investigate both traffic speed and intersection safety on Clifton Terrace.

The offer from Globe Investments to pay for some replanting is viewed as “self serving” by some and a “win win” by others. The majority opt for a balanced approach providing both a “good neighbour” approach to tree issues for the whole park but ensuring the essential character of the pine plantation with its natural “untamed” state is conserved now and by proposed planting. Some loss of views and sun by neighbours is however reasonable given the reserve’s existing character. Many are concerned by the recent loss of large mature trees on the old Richmond Hill Golf Course.

Native planting is supported by many for the benefits to native ecology particularly native birds such as the bellbird. Overall a wide range of preferences exist for replanting with both exotic and native promoted. Given the reserves suburban setting a mixture of both (similar to Nicholson Park) is considered appropriate, lower growing natives and exotics around the boundaries but larger trees inside to ensure the plantation/large tree canopy is maintained in the future.

The current opportunity to replant a small area of the reserve now will reduce the scale and cost of a large scale felling and replanting programme in the future, when the whole stand of similar aged pine trees in Brownlee Reserve begin to die (over say 10 years). This situation is unusual in that the planting is an even aged monoculture and the opportunity to establish some more sustainable planting is therefore supported.

If the subdivision proceeds, the developer will fund the tree removal and replanting proposed in the plan on their boundary from their own funds.

In addition reserve contribution funds which will be owed by Globe Holding’s neighbouring residential development could (if approved by the Council) also be used to fund some of the other reserve enhancements identified on the concept plan.

If the residential development does not proceed the plan will be implemented as funds become available with tree felling and replacement planting funded as funds allow.

FINANCIAL AND LEGAL CONSIDERATIONS

4. No funding has been allocated currently in the LTCCP for development works on Brownlee Reserve. The Brownlee Reserve Development Concept Plan's funding (beyond any Globe Holdings contribution), will have to be considered as a bid for funding under the 2006/16 LTCCP.

Globe Holdings Ltd have offered to fund the majority of the pine tree removal and replanting proposed in the Brownlee Reserve concept plan, if the proposed residential development at 116-118 Clifton Terrace proceeds. The estimated cost of the proposed works to Globe Holdings, as supplied by their landscape architects, is \$98,000. This is offered as a gift and is not proposed to be part of the cash in lieu of reserve contribution.

In addition the development is required to pay a reserve contribution (yet to be calculated) relating to the subdivision of the site under the LTCCP Development Contributions Policy 2004. Additional works (outside of the Globe boundary area) proposed in the Brownlee Reserve plan could be funded from this source, if approved by the Council. Normal subdivision practice is for land and works required as reserve contribution on a site to be funded by the Development Contribution (reserve contribution). While some land and works may be vested as part of the subdivision, the presence of the large Brownlee Reserve on two sides suggests any reserve contribution should be best invested on the existing reserve or taken in cash for wider application in the general locality. Given the nature of reserve contribution mitigating the effects of an increased recreation demand resulting from subdivision investing at least some funds in the immediate locality is considered appropriate.

Brownlee Reserve is held as Recreation Grounds pursuant to section 20 of the Public Works Act 1991 and was gazetted as being vested in the Council as a reserve on 1 October 1987. The provisions in the Reserves Act 1997 Act that deal with the preservation of trees and bush are therefore not applicable to this reserve.

Under the common law of Nuisance the Council would be legally obliged to cut back all parts of the Council trees that encroach or trespass over the park boundary into Globe Holdings site.

Globe Holdings would have the legal right to apply to a District Court for an order under section 129c of the Property Law Act for the removal or trimming trees they consider to be injuriously affecting their land in the following ways stated in the Act:

- (a) Any actual or potential danger to the applicant's life or health or property, or to the life or health of any person residing with the applicant.
- (b) Any undue obstruction of a view that an occupier would otherwise be able to enjoy from the applicant's land or from any building used for residential purposes erected on that land.
- (c) Any other undue interference with the reasonable enjoyment of the applicant's land for residential purposes.

However, it also has to be noted that in dealing with such an application a Court must also consider matters such as 'the interests of the general public in the maintenance of an aesthetically pleasing environment' and "the desirability of protecting public reserves containing trees".

STAFF RECOMMENDATIONS

It is recommended that the Board:

- (a) Approve the readvertised and amended Development Concept Plan as requested by the Board and policy recommendations in this report for Brownlee Reserve.
- (b)
 - (i) Note that if the proposed subdivision by Globe Holdings Ltd of land adjoining Brownlee Reserve goes ahead Globe Holdings Ltd has undertaken to pay to the Council upon resource consent being granted the sum of \$98,000 to cover the cost of removing 36 trees generally from the boundary between 116-118 Panorama Road and the Reserve and the replanting of this area as shown in the Development Concept Plan.
 - (ii) Approve the carrying out of the work referred to above.
 - (iii) Note that the payment of \$98,000 by Globe Holdings Ltd is in addition to any reserve contributions required to be paid under the Council's Development Contributions Policy.

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- (c) If the funding from Globe Holdings Ltd and Reserve Contribution is not available, approve the Brownlee Reserve Concept Plan for implementation in accordance with the Council's current programme for enhancing reserves.
- (d) Adopt the policy recommendations following the public consultation process.

It is recommended that the Council:

- (e) Approve the expenditure of the reserve contribution funds payable from any subdivision of neighbouring property at 116-118 Clifton Terrace on implementing the Brownlee Reserve Development Concept Plan, excluding (b) above and subject to all work and estimates being approved by the Greenspace Manager.

CHAIRPERSON'S RECOMMENDATION

For discussion.

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BACKGROUND ON BROWNLEE RESERVE CONCEPT PLAN

5. Globe Holdings Ltd having reviewed their initial request for Board approval to remove 51 trees on Brownlee Reserve, are now seeking Board approval for the removal of just 36 trees. This is a reduction of 15 trees compared with their previous application. Globe Holdings have cited four main reasons for their application:

- Safety - they believe the trees constitute a potential danger to the property;
- Shading - the trees prevent sunlight from a northerly direction from reaching the property and actually overhang the boundary in places;
- Views - to the sea are significantly obstructed by the trees; and
- Aesthetics - there is an overall feeling of the site being oppressed by the close proximity of the trees.

To alleviate the problems, Globe Holdings are prepared to meet the costs of removing the trees and replanting the area.

In response

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the interests of public safety or because they no longer make an attractive contribution to the landscape values of the reserve. There are however some pines that do need to be removed because they are suppressed by larger adjacent trees, growing too close together, suffering from die-back or have structural defects. There are a few dead trees (mainly small) throughout the reserve that will have to be removed irrespective of Globe Holdings' application.

With regard to safety, irrespective of their condition, in extreme climatic events pines and other conifers on the hill reserves (and elsewhere in the city) have proved vulnerable to storm damage and wind throw. For this reason, over the past decade the Council has budgeted for and progressively removed pines and other trees growing along boundaries that were considered at risk of falling on to neighbouring land. The felled areas have been replanted with more suitable trees from a safety and sustainable environmental point of view. The pines removed in the triangle of land across the road from the park some years ago, which was followed by replanting, is an example of the work the Council has previously carried out in this respect. Other safety strips have been created along the boundaries of the conifer plantation reserve areas of North and South New Brighton.

In the case of Brownlee Reserve and the proposed development site in question, there are 112 reserve trees (including the 36 that are proposed to be removed with the current plan) that are situated within a distance of 30 metres of the northern and south western boundaries. At heights of up to 30 metres many of these trees would land well within and up to 30 metres inside the boundaries of the development site should they fall in that direction. The possible coverage of the site with up to 10 family dwellings will be of such a high density that should a tree fall towards the site there is an extremely high likelihood of injury to persons and property. In terms of arboricultural hazard evaluation, such a site, because of its constant human occupancy/use would be classified as a high "hazard target" area. Given the sheer number of trees that have the potential to fall onto the property it is reasonable to assume that over a period of time, irrespective of individual tree condition, climatic conditions will prevail that will cause some reserve trees to fall. The removal of the selected trees proposed, while not eliminating the risk entirely, is considered to be a reasonable balance between preserving the existing tree'd character of the reserve and minimising the risk to the future occupiers of the development site.

The problem of the reserve trees shading the development was another of the reasons cited by Globe Holdings for wanting the trees removed. The trees involved are mostly situated on the northern aspect of the site and being evergreen will have a high shading effect on the property. In mid winter when the sun only rises to an angle of 24 degrees at noon, shading of the site will start from about mid morning and remain for the rest of the day.

The removal of the amount of trees requested by the applicant will reduce the wind sheltering effect for the reserve user and the existing properties adjacent to the reserve to some degree. Remaining trees will also receive increased wind forces, particularly from the south west, making them slightly more vulnerable to breakage or wind-throw until they have time to adapt to the changed conditions. Trees near Panorama Road properties adjacent to the north boundary of the reserve need to be considered in this respect. However, as the amount of trees originally proposed to be removed have been reduced and some of the number to be removed are small or have sparse foliage any effect on the remaining trees is likely to be minimal.

The gums are generally smaller trees than the pines and from the extent of die-back and branch breakage, the site conditions have obviously not been favourable for their growth or health. They have not thrived on this site and it is reasonable to assume that their condition is unlikely to improve. There are a few gums that were not identified but given that the plantings on the reserve were not intended to be a botanical collection, they were probably obtained as bulk grown nursery stock and are therefore not of any particular rarity value.

Although retaining the trees close to the proposed development site would screen the development to some degree, with the foliage on the trees generally being above park users' angle of vision, the proposed development would still be quite visible from anywhere in its vicinity.

Some residents have raised questions as to fire risk on the reserve particularly with regard to the gums. In the particular conditions that exist on the reserve, the risk of crown fires occurring in the larger trees is extremely small. For crown fires to take hold requires a good deal of combustible material to be present on the ground. Grass fires occurring naturally pass through quite quickly with relatively little heat radiated, leaving taller trees like gums growing in natural situations, mostly unscathed. Frequent fires in grass or shallow forest litter keep the combustible material at a low level and it is often in areas where there has been human

intervention in preventing such fires, that the material on the ground has built up and provided sufficient fuel and heat to cause and sustain major crown fires. Therefore although grass and minor tree litter fires could occur, the conditions on Brownlee Reserve are not such that highly dangerous, uncontrollable crown fires are likely to take place.

Replacement planting is proposed to consist mainly of a mixture of native and exotic plants.

Planting a wider range of species in the park would also ensure that infection by serious, host specific diseases known to affect pines and gums, that have entered the country from time to time, would never result in large scale tree losses and amenity values on the reserve.

In addition to the obvious benefits for the future occupiers of the land to be developed, the proposal before the Board would enable a start to be made in renewing the plantings and redesigning the landscape of the reserve, work that can be continued progressively over the years. This will ensure that the reserve will not be devastated by massed felling or an extreme climatic events at any one future point in time. There would always be well established multi-aged trees and other vegetation present on the reserve as replacements for any trees that need to be removed for any reason.

LANDSCAPE CONSIDERATIONS

7. Brownlee Reserve is an important open space on the Clifton Hill ridgeline it is a prominent feature of the lower Port Hills and for the immediate area particularly from Sumner.

The existing pine trees contribute to the reserves prominence through their size and dark foliage. The pine trees also define some interesting spaces and character within the reserve.

Removal of some of the pines along the south eastern boundary would have an impact, however, most of these trees are below the ridgeline on lower slopes except for a small cluster at the top of the reserve.

The views from the reserve are impressive especially towards the Kaikoura's and Sumner head, unfortunately most of these are no longer visible from the Reserve or walking tracks. Removing some of the trees at the top of the reserve and on the northern face would significantly improve views from the reserve towards the north and east. New seating and some track realignment would then take full advantage of the new vistas.

Any replacement trees should be positioned to help reinforce open spaces between the tree groupings and to maintain the spatial qualities of the reserve. A wider variety of tree species used would also add interest.

Over the years native plantings have become more dominant in the area for both private and public plantings. The Council recently removed pines from a reserve on the corner of Panorama Road and Clifton Terrace and replaced them with native plants. They are now growing well and having an impact.

Proposed native plantings on the lower steeper northern and eastern edges of the reserve would extend the native plantings up from the valley to the reserve. The plantings would also screen rough, difficult to maintain banks and provide a more pleasant margin to the reserve. It is recommended that the new plantings be supplied with an irrigation system that would see the plants through the establishment stages.

The native planting theme could then be expanded further into the reserve as large clumps of plants on the western and southern boundaries, these plantings could be established over time as either under plantings to existing trees or replacement plants as some of the larger pines need to be removed.

The open space at the top of the reserve is well contained by large pine trees. This space should be retained and over time additional tree species introduced to preserve the open space and provide some protection from the prevailing winds.

An existing small quarry has been put to good use as a play area however a lot more could be made of the natural rock outcrops and quarry faces to make it more interesting and unique feature of the reserve.

There are three entrances to the park all in different stages of repair and contribute little to its outward appearance. The northern and eastern entrances on Panorama Road and Clifton Terrace are pedestrian only and the combination of new native plantings and stone work would improve them hugely.

The western entrance on Panorama Road has vehicle access and provides a more gentle approach to the top of the reserve. This entrance should be developed as the main entrance with a possible map and interpretation board highlighting some of the history to the reserve and surroundings. Any themes established at the entrances would be carried through into the reserve to include seating and paths.

The reserve has had little attention over the years and a landscape development plan needs to be prepared for the reserve to ensure as much of its potential is taken advantage of and its development is done in a well managed way.

IMPACT ON BIRD LIFE

8. A report was commissioned to investigate the possible impacts of tree removal on bird life in Brownlee Reserve and to assess opportunities for enriching bird species richness and abundance. 12 bird species were observed during a field survey and it is probable up to 23 bird species, including 9 native birds, use Brownlee Reserve. Most birds use Brownlee Reserve as part of larger foraging areas surrounding the reserve. Whilst use is made of tall trees, none of the birds are wholly dependent on this type of habitat and given the large number of trees that will remain it is likely that any birds which lose a nesting tree will relocate to suitable trees nearby. Except for Eucalyptus trees, Brownlee Reserve currently lacks notable food producing trees and shrubs. Planting native vegetation is certain to provide a net benefit to bird life within the reserve and may attract more species as will provide better feeding and nesting opportunities than in the current open understorey and pine/eucalyptus dominated canopy.

PUBLIC CONSULTATION

9. A draft concept plan for Brownlee Reserve incorporating Globe Holdings Ltd's proposal was prepared and distributed to over 300 local households and stakeholders inviting feedback on the concept plan. 103 submissions were received as summarised below:

Removing identified pine trees

Support	70 submissions
Don't support	20 submissions

Native replanting

Support	77 submissions
Don't support	16 submissions

Exotic Tree planting

Support	65 submissions
Don't support	26 submissions

Enhancing Brownlee Reserve

Support	81 submissions
Don't support	11 submissions

Following the Board's resolution on 23 March 2005 "that a management plan for Brownlee Reserve be made for the staging of any future work and/or enhancement and this plan be developed by liaising with local residents' groups and Globe Holdings Ltd," it was decided to continue the work on the development concept plan with another round of discussions and submissions. Given the concerns of some submitters a revised plan was produced and readvertised in June/July. The plan had a reduced number of trees affected (36) and promoted objectives and a development programme for the reserve. All first round submitters were sent copies of the revised plan.

A total of 78 (individual or combined) new submissions were received on the second consultation. The majority 62 (80%) again supported the plan with 16 (20%) submissions concerned about aspects or opposing the whole plan. A clearer plan was also sent out and submission date extended until 28 August following concerns being raised by some submitters (one existing submitter provided additional information).

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General Analysis of Submissions

The nine other opposing submissions raised issues of shelter, the “zealous promotion of the developers interest ahead of those of the community” to support for some reserve enhancements but not for “removing trees for park neighbours”.

Traffic safety and concerns over the type of building development on 116-118 Panorama Road are outside the scope of the plan but may be able to be addressed by City Streets and/or Environmental Services Unit when the land use consent is considered for this site.

The following is a summary of issues raised by submissions and some policy recommendations for inclusion in the Brownlee Development Concept Plan.

GENERAL COMMENTS
<i>Comments in Support of Plan</i>
<p>Comments about the developer</p> <ul style="list-style-type: none"> • Excellent opportunity to gain a win situation for both the developer and the community. We hope the developer is as sympathetic with the architecture as he is with the planting plan. • I would like to acknowledge the positive initiative the developer has made. Although the main reason for the development is to improve the environment close to their private land, I would like to thank the developer for the consultative and constructive approach. • Will the developer be required to select plantings that are suitable to the land form or be responsible for the on going maintenance for those plantings. <p>Communication with public</p> <ul style="list-style-type: none"> • An attached copy of the reserves management plan would have been useful in assessing the long term impacts and implications. • Pleased that the neighbourhood is being consulted. <p>Holistic Approach</p> <ul style="list-style-type: none"> • The proposal just looks at the section adjacent to the residential development. Consistency is needed throughout the reserve and hence any proposal should deal with the reserve in its entirety. This applies to both upgrading of facilities and plantings. • The development of a long term plan for the reserve would ensure a more holistic approach is taken to the immediate development. • Any redevelopment of the reserve should be for the benefit of everyone. <p>Miscellaneous Comments regarding the Proposal</p> <ul style="list-style-type: none"> • Developing the reserve is a good idea <ul style="list-style-type: none"> ○ It is in need of an upgrade ○ Upgrading it would increase usage • Great to see that the CCC are prepared to look ahead and consider something outside their proposed plans for the park and trees. Hopefully the Council will contribute to this great idea and assist the developer in enhancing not only the Brownlee Reserve but the whole neighbourhood. • Congratulations on a well thought out plan. • The current proposal is clearly trying to balance new development with the needs of the users of the reserve. This approach is good. <p>Miscellaneous</p> <ul style="list-style-type: none"> • Is it possible to get Council workers to do tree work on properties backing on to the reserve at the same time as the park work is being done. This would be at the expense of those residents who wanted the work done. • Can Council help resolve issues with trees that on neighbouring properties that pose safety issues and have the capacity to block views.
<i>Comments against the Plan</i>
<ul style="list-style-type: none"> • The document has no justifiable basis, public notice was inadequate, motivated on self-serving and unnecessary ends. • The area should not be changed just to fit in with a developers plan. • The developer should manage the property they own, not the public area. • Reservations are held over the number of units planned for the site. • Is the proposal in sympathy or complimentary to the proposed development or does it clash? • The proposal is developer driven and maximises the developer’s profit at the expense of the Clifton Hill community. A few tens of thousands of dollars will be invested to replace lovely tall trees with deciduous exotics and low height natives so as to provide unobstructed views for the residential development thereby adding hundreds of thousands of dollars to the value of the development.

- The park should not be developed in such a way that makes it costly to maintain.
- The upgrade is commendable but it needs to be easy to keep tidy.
- This or any development concept for Brownlee Reserve should be subject to or conditional upon the granting of the resource consent for the residential development.
- Council should buy land around the park and extend it, rather than changing the park to suit a developer.
- There is no need for a viewing platform, the park is not used by tourists and locals get views from their own properties.
- It is likely that it would be blocked by fences or planting used by the owners of adjacent properties to gain privacy from the reserve.
- The proposals should not be paid for by the ratepayer.
- Funding of the proposal should be at the Council's expense, not from a subsidy from a developer whose main goal in doing so is to sell properties.

COMMENTS AGAINST THE PLAN

The comments against the Plan have been considered. Whilst it might be an attractive option to purchase the adjoining land and extend Brownlee Reserve, the Council has no funds budgeted to enable it to do this, assuming that the land was available for sale.

The interest of Globe Holdings Ltd in land adjoining Brownlee Reserve may have the effect of ensuring that the enhancement of the reserve is undertaken sooner than would otherwise be the case. It has to be noted, however, that this has also prompted the preparation of the Development Concept Plan and its inclusion in the Council's programme for enhancing reserves. Council staff see that this result is one that can be beneficial to both the developer and the community, irrespective of whether or not Globe Holdings Ltd proceeds with its development.

POLICY RECOMMENDATIONS: 1

1. A decision be made on the information and submissions received on the Brownlee Reserve Development Plan to date.
2. Globe Holdings Ltd be requested as part of the subdivision consent process to vest the 'public viewing area' as shown on the concept plan as part of their reserve contribution.
3. Any approved felling and replacement planting on the Globe Holding's boundary be at the applicant's expense.
4. The Hagley/Ferrymead Community Board recommend to the Council that any reserve contribution from Globe Holding's proposed subdivision may be used on implementing the approved Development Concept Plan for Brownlee Reserve.

Planting
<p>Comments supporting the felling trees</p> <ul style="list-style-type: none"> • A much reduced felling proposal would be supported <ul style="list-style-type: none"> ○ Thinning of trees rather than full scale removal. ○ The only pines that should be removed are those on the area marked as "Public Viewing Area." ○ Limit felling to dangerous trees. • Healthy trees could be topped rather than felled to create more light and reduce danger in storms. • Existing residents also have problems with shading and blockade of views from trees <ul style="list-style-type: none"> ○ Selective tree removal or pruning/topping the pines and gums would be appreciated. • Remove all the existing pine trees <ul style="list-style-type: none"> ○ Are ugly and make the NE side of the reserve uninviting. • Remove all the gum trees. • Remove all non-native trees. • Remove all the identified pine and gum trees <ul style="list-style-type: none"> ○ Residents were asked in the past to remove gum trees from their properties due to the fire hazard from them and Council should now remove those in the park. ○ Have concerns about safety during high winds. • The eucalypts and gums are of poor quality, restrict views, are dangerous in high winds and don't provide a utilitarian open recreational area. • Large pines around the play area should be trimmed or removed to improve safety and reduce shade in this area.

Comments Regarding Replacement Vegetation

Exotic Trees

- The new exotic tree planting is supported
 - But shouldn't be too eclectic.
 - Should consist of deciduous exotics eg chestnut, oak, ash, maple, beach, walnut.
 - Should be large canopy trees that provide shade and colour and are great for kids.
- Native trees should be planted rather than new exotic trees
 - Totara, rimu or kauri.
- Exotics are best kept out of the reserve; natives are more in sympathy with what was originally here.
- Exotics are not sufficient to support birdlife.

Native re-planting

- Native re-vegetation is supported
 - The new planting on the corner of Panorama Road and Clifton Terrace has encouraged new bird life to the area and helps to form a corridor for the birds on the Port Hills and is a visual success.
 - Selected trees should be replaced with native vegetation but the replacement programme should include native trees, shrubs and grasses and not just low lying shrubs and grasses similar to those occupying the Panorama/Clifton Terrace corner.
 - Plant natives (including native trees) that will encourage native birds to return.
 - Native trees cause fewer problems with shading and blocking views.
 - Native trees to be planted shouldn't be too high and should provide colour - eg kowhai, pohutukawa, rata, pittosporum crassifolia, ngaio, corokia.
- Native re-vegetation shouldn't just include drab looking plants such as on the Panorama/Clifton corner.
- Proposed native replanting is supported but not with plants/shrubs that only grow 1-2 metres high. Shelter trees need to be replaced with similar shelter bearing trees.
- Preference is for native planting
 - Natives preferred to exotic trees.
 - Reserve could become a stand of native bush eventually.
- Don't get carried away with natives just for the sake of having them.
- It is not clear what natives are to be planted.
- Additional natives to help stop erosion or to attract and retain birds are acceptable.
- Do not replant like the replanted native area on the corner of Panorama and Clifton Terrace
 - It offers no shade, no privacy and has no special feel
 - Replanting more areas like this will destroy the very things that make Brownlee Reserve special.

Other comments regarding replacement planting

- Planting should be a mix of exotics and natives.
- If poor eucalyptus trees are to be replaced with deciduous trees then a high priority should be to include some fruit trees (eg pear or plum).
- A bit more colour and variation in trees and shrubbery would be nice. A good comparison would be the variation of trees (colour and type) and the open aspect of the reserve at Diamond Harbour.
- Am sceptical that the 'proposed re-vegetation areas' will ever be re-vegetated. What is the time line/guarantee for this?
- Planting of deciduous trees is supported
 - Would improve views in winter and enhance the open nature of the reserve and make it more appealing in summer.
- Need to leave some open spaces between the new plantings.
- Plant more trees.
- Local residents happy to help with re-development work.

Maintenance for Plantings

- The proposed ongoing maintenance to assess and maintain the existing pines is supported and should be extended to all vegetation within the reserve, not just pines.
- New plantings need to be maintained better than previous plantings have been
 - No maintenance was provided after natives were planted in the Panorama/Clifton corner. A resident had to take it upon themselves to weed and water the plantings for the first 12 months to enable the plantings to survive.

- An irrigation system would help as hill is very dry.

Miscellaneous Comments

- Thin pines keep best.
- Safety must be a consideration with plantings: at present the park is reasonably open which allows for easy supervision of children from Panorama Road.
- Enhancement of our native bird habitat should be the foremost priority with regard to management of vegetation.
- Plantings along the boundary should screen the fence line to maintain a rural reserve feel rather than a suburban park feel.
- A large number of the Clifton residents are very happy with the present vegetation, partly because they recognise that it is the kind of semi-open forest that they can have in a built neighbourhood that is not a fire-threat but most of all because the semi-open forest of Brownlee Reserve is evocative of what has been their own valued earlier-life experience of the hill. There is a strong cultural heritage element in Brownlee Reserve, which is not amenable to the strictures of arboreal hygiene and the like.

Comments against the felling of trees

- Positive aspects of the mature pines and gums
 - It is a great place to safely experience what a stand of pines is like in strong winds.
 - Trees are home to a number of species of bird.
- Provide a food source in terms of the insects they harbour and the flowers on the gum trees
 - It is good to walk under trees.
- Sound of the wind in trees is good.
- Feels like walking in a large forest.
- Pine needles provide a soft surface to walk on
 - Trees provide an area where urban children can experience nature.
 - Trees are not a fire hazard.
 - Due to their relatively small size and the hard nature of the soil, the pines are relatively wind firm.
 - Trees provide shelter for the available seats.
 - Trees give Clifton Hill its special visual character.
 - Trees provide very effective shelter against the wind.
 - Trees are a big part of the community.
 - Pines are healthy and relatively young.
 - Trees enhance the view rather than blocking it.
 - Trees are low maintenance.
 - Trees provide pine cones for children and dogs to play with.
 - Gums are very picturesque and add character to the reserve.
 - Trees screen the increasing housing developments on Richmond Hill.
- Removal of the marked pines and planting grasses and other vegetation as proposed would:
 - Take out about 50% of the best pine trees.
 - Destroy the forest atmosphere of the stand.
 - Open up the stand up to NW gales with the potential for the remaining trees to be blown over.
 - Increase the fire danger in the remaining stand by providing a bridge for fire to jump from the ground to the forest canopy.
 - Create no-go areas for pedestrians.
 - Significantly reduce some views to the sea that are currently possible through the tree trunks.
 - Remove vital shelter for the existing picnic area at the south edge of the main nearly flat area.
 - Not address the neglected look of the reserve.
- Remove as few pines as possible
 - Trim branches rather than removing trees to provide open park views and improve personal safety.
- Trees that are healthy should not be cut down whether at the request of residents or developers.
- Whether the trees marked for removal are actually in a poor condition is questioned.
- The old gum trees are not dangerous.
- Two spectacular gum trees adjacent to the section at 148 Clifton Terrace should be included as notable trees in the city plan.
- A site visit to discuss which trees are to be felled is recommended.

- Pines should not be felled to
 - Make way for other plantings.
 - To improve the views - similar views are in abundance elsewhere.
- It is possible that the owners of the new apartments to be built would want the trees to remain, in order to have some privacy from the reserve.
- Christchurch already looks denuded due to too many trees being felled.

Other Comments Regarding Existing Vegetation

- The current eucalyptus trees should remain.
- The eucalyptus trees grow well in the poor soil, they result in an open look that is positive and it feels safe walking there.
- There has been mention previously that the Eucalyptus species here are some of the rarest species outside Australia. This should be looked into before any felling takes place.
- The eucalyptus trees should be felled replaced
 - Fire risk - trees are extremely flammable.
 - Danger from trees toppling and branches falling - of particular concern where the trees are very close to power lines.
 - Trees cause significant shading during winter.
 - Trees are non-native and should be replaced with suitable native shrubs and/or trees.
- The current vegetation in the reserve is fire-safe. This is true for both the area of pine trees and the grassed areas.
- The existing trees and vegetation enhance the views and should not be removed for the financial benefit of a developer.
- Sufficient trees should be left to screen the new residential development from the park.

POLICY RECOMMENDATIONS: 2

5. Local residents are informed by a start work notice prior to any major physical works being undertaken on the reserve in any year. All development to be specified contracts approved by the Greenspace Unit's Capital Projects Team, to ensure appropriate standards are met and planting success.
6. A planting day is provided to allow local residents to participate in physical works and any after care required.
7. Replacement planting to include both native and exotic species to provide better boundary planting, native bird habitat but also create a new large exotic tree canopy for shelter, shade when the majority of the trees need replacement in the future.

Comments on the proposed upgrade of entrances and comments on accessibility issues.
<p>Comments</p> <ul style="list-style-type: none"> • The proposal to upgrade the entrances is supported. • The use of large volcanic stones set in vegetation to mark entrances is supported and should be done at the Clifton Terrace and Panorama Road entrances. • The use of large volcanic stones set in vegetation to mark entrances is not supported <ul style="list-style-type: none"> ○ A decent earthquake would easily dislodge poorly fixed rocks which would then start rolling down the hill with disastrous consequences. • Need safe pedestrian crossing points over Clifton Terrace and Panorama Road to make it safer to access the reserve <ul style="list-style-type: none"> ○ A speed bump or mid-road island would make crossing safer. • The tarmac footpath bordering the reserve which goes along Clifton Terrace and up Panorama Road could be uncovered and developed to make access to the park safer. • A small rail/barrier at the smaller entrance on Panorama Road would enhance safety here as access to the road is rather abrupt at present. • The reserve needs to be made more accessible for young families, especially with prams <ul style="list-style-type: none"> ○ Entrances need to be improved, preferably with no steps. ○ Paths to the playground from Clifton Terrace needs to be re-graded. • All entrance paths should be upgraded. • Need better signage on the roads to prevent children being run over. • Steps would improve the entrances. • New signs are not needed to mark the entrances as residents know where the reserve is. Upgrading the entrance and signage could attract hoons or other groups who would gather in the reserve to drink. This could result in residents facing increased rubbish and noise.

POLICY RECOMMENDATION: 3

8. New pathways will be created in accordance with the plan with easier grades for pedestrians, push chairs etc.

Recreation
<p>Comments</p> <p>Picnic areas</p> <ul style="list-style-type: none"> • Picnic facilities should be upgraded. • Additional picnic tables would be good. • The existing picnic table should remain at its present site with the accompanying barbecue pad. <p>Seating</p> <ul style="list-style-type: none"> • Upgrade seating. • New seats would be a nice addition, including some that captured views to the plains. • Consider the use of local stone for seating to give a sense of permanence. <p>Play Opportunities</p> <ul style="list-style-type: none"> • The proposed rock pile area (playground) would be a real plus. • The existing rock pile is not a play area and should not be developed as such. • A water feature for kids would be good. • Existing playground facilities should be upgraded. • Playground is liked just as it is. • Existing playground is only suitable for young children - those facilities are valued for young children. • Park has been sanitised with regard to play opportunities <ul style="list-style-type: none"> ○ Removal of gum tree with rope swing. ○ Removal of BMX cycle obstacles constructed by children. ○ Removal of fallen trees which children used to play on. ○ Removal of trees that children climbed. • Need areas where 5-15 year olds can amuse themselves as well as areas for young children. • There is a danger potential with the old diggers. • The large flat area of land near the playground would be ideal for a multi-purpose sports facility. • A safe, flat zone where children and adults could cycle would be appreciated. • A fun obstacle course would increase park usage. • The proposed upgrade to the playground is fine as long as it doesn't result in large groups congregating at night creating noise and rubbish. <p>Paths</p> <ul style="list-style-type: none"> • The opportunity the reserve provides to walk on grass rather than tar seal is good. • Additional and varied walking tracks and mountain bike tracks could be developed. • The pathway through the Clifton/Panorama corner is in urgent need of repair. • The main problem with the paths at present is that the fine crushed grit surface gets washed away during heavy rain. To be effective the grit needs to be bound into the top layer of soil. • The footpath going downhill in the middle of the reserve is very steep and slippery for buggy use; graduated steps could be introduced to aid this. • There is some lack of definition of walkways which is inviting now that difficulty of access from Clifton Terrace seems to have been solved. <p>Miscellaneous Comments</p> <ul style="list-style-type: none"> • The open easy care nature of the park is good for walkers, dog-walking and for informal play by children. • The reserve is an enticing deviation on hill walks, a recreation that is important for maturing citizens. • A water tap could be introduced for walkers. • An information point with some history and a contour legend could be introduced for walkers in the reserve. • A small enclosed dog exercise area would be good.

POLICY RECOMMENDATION: 4

9. New pathways will be created in accordance with the plan with easier grades for pedestrians, push chairs etc.

Traffic Issues
<p>Comments</p> <ul style="list-style-type: none"> • The speed of traffic on Clifton Terrace is a real worry for parents wanting to cross the road to access the reserve and playground - the introduction of judder bars may address this. • More residential development will tax Clifton Terrace and the roads through Redcliffs and Ferrymead. There is already an excessive volume of traffic using these roads. • How about cutting into the bank for car parking. • The park should not be used for access during the construction of any residential units - last year earth moving equipment used the park to access the developer's section of land. • There should be no vehicular use of the reserve for public or private traffic other than Council or their nominated companies for maintenance and upgrading work. • The Clifton /Panorama Corner is dangerous and should be re-aligned <ul style="list-style-type: none"> ○ There is concern about how access to the new subdivision can be made without creating a greater hazard. ○ Is there an opportunity for any car parking. ○ Where will cars park if non-residents are being attracted to the reserve. ○ With regard to any development work, it should be noted that Clifton Terrace is only suitable for smallish trucks - too many unsuitable vehicles use this road.

POLICY RECOMMENDATIONS: 5

10. Detailed designs are needed to be produced in consultation with Transport and City Streets Unit for all the reserves entrances. These designs should enhance pedestrian safety and provide better access.
11. Transport and City Streets have been asked to investigate both traffic speed and intersection safety on Clifton Terrace.

OPTIONS

10. From the information gathered through the technical assessments and community consultations three options relating to the proposed tree removal, replanting and general development of Brownlee Reserve were identified and are assessed. These are as follows:
- (a) Minimum pruning and replanting for safety of users and adjoining residents to Brownlee Reserve as required and upgrade the reserve when capital funds are available.
 - (b) Limit tree removal proposed in the plan to say a maximum of 15 per year, use reserve contributions to fund some development of the park.
 - (c) Allow removal of trees as shown on the Brownlee Reserve concept plan and replant with both exotic and native plants. Secure funds from Globe Holdings for felling/planting work and use reserve contributions for wider reserve development. (the preferred option).
 - (d) If funding from Globe Holdings Ltd and Reserve Contributions is not available, implement the Brownlee Reserve Concept Plan in accordance with the Council's current programme for enhancing reserves.

PREFERRED OPTION

11. Having assessed all the options it is recommended that option (c) be approved assuming that funding from Globe Holdings Ltd and Reserves Contributions are available. Allow removal of trees as shown on the Brownlee Reserve concept plan and replant with more sustainable native plants (the preferred option).

This would reduce the scale and cost to Council of a large scale replanting programme in the future when the stand of similar aged pine trees in Brownlee Reserve begin to die and need to be felled. The developer would fund the identified tree removal and replanting. The majority of submissions received supported some pine tree removal and native replanting and further enhancements on Brownlee Reserve.

ASSESSMENT OF OPTIONS**The Preferred Option (C)**

Allow removal of trees as shown on the Brownlee Reserve concept plan, incorporating immediate and potential health and safety risks of reserve users and adjoining residents and replanting with more sustainable native plants.

	Benefits (current and future)	Costs (current and future)
Social	Will reduce a health and safety risk posed by trees when they enter the rapid decline stage. Reclaims views from Brownlee Reserve.	Reduced amenity value and wind protection afforded by mature trees.
Cultural	No benefits identified.	No costs identified.
Environmental	Allows room and funding for native plants to be planted and enhancing opportunities for bird life by planting food producing species.	Loss of some large trees which provide habitat value for bird life (exotic). Removes wind protection provided by pine trees.
Economic	Removal of trees, including those that will pose a health and safety risk in the future, and replanting at no cost to Council.	Costs to Globe Holdings of \$98,000.

Extent to which community outcomes are achieved:

Primary alignment with community outcome: *"Our City's natural resources, biodiversity, landscapes, and ecosystem integrity are protected and enhanced."*

Also contributes to *"Our City's infrastructure and environment are managed effectively, are responsive to changing needs and focus on long-term sustainability"*.

Impact on Council's capacity and responsibilities:

Would reduce the scale and cost to Council of a large scale replanting programme in the future when the stand of similar aged pine trees in Brownlee Reserve begin to die and need to be felled and replaced, as the developer would fund the identified tree removal and replanting.

Effects on Maori:

No local Maori were identified as being affected by this proposal.

Consistency with existing Council policies:

Consistent with the Environmental Policy and specifically: *"Open Spaces and Planting - The Council will manage and maintain the open spaces of the City in ways that enhance amenity, avoid adverse effects and minimise maintenance requirements"*.

Consistent with the general policy on nuisance trees in the Christchurch City Council Parks Code of Practice.

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

Not supported by the Clifton Neighbourhood Committee. However this option was supported by approximately 70% of those households who returned submissions.

Other relevant matters:

Maintain The Status Quo

- (a) Minimum pruning and replanting for safety of users and adjoining residents to Brownlee Reserve as required and upgrade the reserve when capital funds are available.

	Benefits (current and future)	Costs (current and future)
Social	Trees continue to provide amenity value and wind protection to reserve users and viewers.	Trees will pose a health and safety risk in the future when they enter the rapid decline stage. No views regained from Brownlee Reserve.
Cultural	No benefits identified.	No costs identified.
Environmental	Some trees continue to provide habitat value to bird life.	No space or funding for mixed tree renewal plantings.
Economic	No benefits identified.	Will result in Council needed to budget for a large scale replanting programme in the future when the stand of similar aged pine trees in Brownlee Reserve begin to die and need to be felled and replaced.

Extent to which community outcomes are achieved:
Primary alignment with community outcome *“Our people enjoy and value our natural environment and take responsibility for protecting and restoring it.”*

Impact on Council’s capacity and responsibilities:
Will result in Council needed to budget for a large scale replanting programme in the future when the stand of similar aged pine trees in Brownlee Reserve begin to die and need to be felled and replaced.

Effects on Maori:
No local Maori were identified as being affected by this proposal.

Consistency with existing Council policies:
Consistent with the Environmental Policy and specifically: *“Open Spaces and Planting - The Council will manage and maintain the open spaces of the City in ways that enhance amenity, avoid adverse effects and minimise maintenance requirements”.*

Views and preferences of persons affected or likely to have an interest:
Was supported by the Clifton Neighbourhood Committee and approximately 25% of those households who returned submissions.

Other relevant matters:
Possibility of the Council facing legal action that may result in the removal of more trees from the reserve than stated in the current Globe Holdings application.

Option (b)

Limit tree removal proposed in the plan to say a maximum of 15 per year, use reserve contributions to fund some development of the park.

	Benefits (current and future)	Costs (current and future)
Social	Trees that will pose a health and safety risk in the future could be removed will remaining trees continue to provide amenity value to reserve users and viewers.	No views regained from Brownlee Reserve. Removes wind protection provided by pine trees and puts remaining pine trees more at risk of wind throw. May only occur over time as Council funding allows.
Cultural	No benefits identified.	No costs identified.
Environmental	Provides some space for native replanting via a staged replacement programme.	Loss of some trees which provide habitat value for bird life.
Economic	If adjoining residential development proceeds will allow for the removal of those trees that will pose a health and safety risk in the future and replanting at no cost to Council.	Developer may not proceed with residential developer or seek to not fund removal if less trees than requested are approved for removal, or staged, thereby generating less or no external funding for the tree removal or replanting.

Extent to which community outcomes are achieved:

Primary alignment with community outcome: *"Our City's natural resources, biodiversity, landscapes, and ecosystem integrity are protected and enhanced."*

Also contributes to *"Our City's infrastructure and environment are managed effectively, are responsive to changing needs and focus on long-term sustainability"*.

Impact on Council's capacity and responsibilities:

May have to be part of wholly funded by Council in stages through the LTCCP if agreement could not be reached with developer.

Effects on Maori:

No local Maori were identified as being affected by this proposal.

Consistency with existing Council policies:

Consistent with the Environmental Policy and specifically: *"Open Spaces and Planting - The Council will manage and maintain the open spaces of the City in ways that enhance amenity, avoid adverse effects and minimise maintenance requirements"*.

Consistent with the general policy on nuisance trees in the Christchurch City Council Parks Code of Practice.

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

May be a basis for further consultation with stakeholders and local residents. Was not presented as an option on the feedback form, but many people made reference to supporting limited tree removal, pruning thinning etc.

Other relevant matters:

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12. COMMUNITY BOARD PRINCIPAL ADVISER'S UPDATE

13. QUESTIONS FROM MEMBERS

14. RESOLUTION TO EXCLUDE THE PUBLIC