



Christchurch City Council

HAGLEY/FERRYMEAD COMMUNITY BOARD AGENDA

WEDNESDAY 20 FEBRUARY 2008

AT 3.00 PM

IN THE BOARDROOM
LINWOOD SERVICE CENTRE
180 SMITH ST, LINWOOD

Community Board: Bob Todd (Chairperson), Rod Cameron, Tim Carter, David Cox, John Freeman, Yani Johanson, Brenda Lowe-Johnson.

Community Board Adviser

Fiona Shand

Telephone: 941-6601

Fax: 941-6604

Email: fiona.shand@ccc.govt.nz

PART A - MATTERS REQUIRING A COUNCIL DECISION

PART B - REPORTS FOR INFORMATION

PART C - DELEGATED DECISIONS

INDEX PG NO

PART B	3	1.	APOLOGIES
PART C	3	2.	CONFIRMATION OF MEETING REPORTS 30 JANUARY 2008 AND 7 FEBRUARY 2008
PART B	52	3.	DEPUTATIONS BY APPOINTMENT
PART B	52	4.	PRESENTATION OF PETITIONS
PART B	52	5.	NOTICES OF MOTION
PART B	52	6.	CORRESPONDENCE
PART B	52	7.	BRIEFINGS
PART C	53	8.	MOA STREET PROPOSED RESIDENTS ONLY PARKING
PART C	56	9.	TRUSCOTTS ROAD – FERRYMEAD PARK DRIVE PROPOSED GIVE WAY CONTROL, BUS STOP AND NO STOPPING RESTRICTIONS
PART C	60	10.	FLINDERS ROAD - PROPOSED NO STOPPING RESTRICTION
PART C & A	63	11.	MOORHOUSE AVENUE – NO STOPPING (10PM TO 6AM) RESTRICTION
PART C	69	12.	56-58 LICHFIELD STREET – ASSIGNMENT OF AIRSPACE LEASE

PART C	71	13.	ANTIGUA BOATSHEDS – ASSIGNMENT OF SUBLEASE
PART A	73	14.	APPLICATION FOR CHANGE TO CITY PLAN – 8 MANNING PLACE
PART C	105	15.	MEMBERSHIP OF 2009 COMMUNITY BOARD CONFERENCE ORGANISING COMMITTEE
PART C	107	16.	ATTENDANCE AT LOCAL GOVERNMENT NEW ZEALAND WORKSHOP
PART C	108	17.	BOARD REPRESENTATION ON OUTSIDE ORGANISATIONS AND COMMITTEES
PART B	110	18.	COMMUNITY BOARD ADVISER’S UPDATE
PART B	110	19.	MEMBER’S QUESTIONS
PART C	110	20.	RESOLUTION TO EXCLUDE THE PUBLIC

20. 2. 2008

- 3 -

1. **APOLOGIES**

2. **CONFIRMATION OF MEETING REPORTS – 30 JANUARY 2008 AND 7 FEBRUARY 2008**

The report of the Hagley/Ferrymead Community Board's meeting of 30 January 2008 and the report of 7 February 2008 are **attached**.

13. 3. 2008

HAGLEY/FERRYMEAD COMMUNITY BOARD**A meeting of the Hagley/Ferrymead Community Board
was held on Wednesday 30 January 2008 at 3pm
in the Boardroom, Linwood Service Centre**

PRESENT: Bob Todd (Chairperson), John Freeman, Yani Johanson, David Cox, Tim Carter, and Rod Cameron

APOLOGIES: Tim Carter retired 5.35pm and was absent for clauses 10,11,13,14, 20 and 21.

Brenda Lowe-Johnson retired at 6.00pm and was absent for clauses 10, 11, 13, 14, 20 and 21.

Rod Cameron retired temporarily and was absent for clauses 1 and 17.

The Board reports that:

PART A – MATTERS REQUIRING A COUNCIL DECISION**1. COLOMBO STREET - PROPOSED BUS STOP AND NO STOPPING RESTRICTION**

General Manager responsible:	General Manager City Environment, DDI 941-8656
Officer responsible:	Transport and Green space Manager
Authors:	Steve Dejong/Barry Cook

PURPOSE OF REPORT

1. The purpose of this report is to seek the approval of the Council to remove the existing 'P5 at any time' located outside Smith City on Colombo Street and to relocate the bus stop further to the north to allow for better visibility of oncoming traffic to pedestrians using the crossing point between Smiths City and South City Mall.

EXECUTIVE SUMMARY

2. The Council has received a complaint concerning the lack of visibility pedestrians have of oncoming traffic at the crossing point from Smiths City to South City Mall on Colombo Street. This arose after a five year old boy was struck by an oncoming car while trying to cross the road as vision was obscured by the shuttle bus at the bus stop outside Smiths City.
3. Presently, this pedestrian crossing point is located at the mid-point along the frontage of the Smiths City building, between the bus stop to the south and the shuttle bus stop to the north. The crossing facility consists of a kerb build out on each side of Colombo Street and a narrow island in the centre of the road.
4. Pedestrians crossing from the east side to the west side of Colombo Street have their vision of oncoming traffic obscured when the shuttle bus is at the stop to the north of the crossing point. The shuttle is usually only at the stop for a short period. The length of time that it stops depends on the type of passengers boarding and alighting.
5. In the case of the accident involving the child, the mother with an infant in a pushchair and her five year old child were starting to cross the road and had moved out between the kerb build outs but could not see around the shuttle bus. She said to the boy "we will have to go back" but he misunderstood and went forward and ran into the side of an oncoming car breaking his leg.

1 Cont'd

6. This pedestrian crossing facility is not ideal, however, improvement options are limited by the requirements of the public transport system, the narrowness of the Colombo Street, intersecting streets and entry and exits to both the South City Mall and the Smiths City centre, the pedestrian crossing desire line and financial constraints.
7. Presently located at the rear of the shuttle bus stop is a nine metre long 'P5 at any time'. This 'P5 at any time' is, however, currently signed as a 'P5 Loading Zone'. This is because all the changes from the Central City Loading Zone Review approved by Council on 10 August 2006 have not been fully implemented. By removing the seldom used 'P5 at any time' immediately north of the shuttle bus stop and relocating the shuttle bus stop to the northern end of the Smiths City building, better visibility of oncoming traffic can be achieved for pedestrians using the crossing point.
8. It is proposed that the kerb build out on the eastern side of Colombo Street outside the Smiths City centre be redesigned and enlarged. This will discourage the shuttle bus from stopping forward of the stop. In the interim it is proposed that "No Stopping" lines be installed between the southern end of the bus stop and the existing kerb build out.
9. Consultation has been carried out with the management of the Smiths City Centre who have advised the 'P5 at any time' is no longer used and there is parking provided at the rear of its premise for customers. They are in support of the proposal to improve pedestrian safety outside its business.

FINANCIAL IMPLICATIONS

10. The estimated cost of this proposal is \$5,000.

Do the Recommendations of this Report Align with 2006-16 LTCCP budgets?

11. The installation of road markings, signs and a post is within the LTCCP Street and Transport Operational Budgets.

LEGAL CONSIDERATIONS

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

Have you considered the legal implications of the issue under consideration?

13. As noted in paragraph 12.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

14. Aligns with the Streets and Transport activities by contributing to the Council's Community outcomes – Safety.

Do the recommendations of this report support a level of service or project in the 2006-16 LTCCP?

15. This contributes to improve the level of service and safety.

ALIGNMENT WITH STRATEGIES

16. The recommendations align with the Council's Parking Strategy 2003.

Do the recommendations align with the Council's strategies?

17. As noted in paragraph 16.

1 Cont'd

CONSULTATION FULFILMENT

18. Both the 'P5 at any time' and the bus stop (for the shuttle bus) are located directly outside the Smith City centre. Smith City is, therefore, the only business directly affected by both the removal of the 'P5 at any time' and the relocation of the bus stop. The management of Smith City were contacted and they advised all loading is undertaken at the side or rear of the premises and they also have off-street parking provided for customers. They support both the proposed removal of the 'P5 at any time' and the relocation of the shuttle bus stop.

STAFF RECOMMENDATION

That the Board recommend to the Council that it approve the following:

- (a) That the bus stop on the eastern side of Colombo Street commencing at a point 44 metres north of its intersection with Dundas Street and extending in a northerly direction for a distance of 21 metres be revoked.
- (b) That the parking of vehicles presently restricted to a maximum of five minutes at any time on the eastern side of Colombo Street commencing at a point 65 metres north of its intersection with Dundas Street and extending in a northerly direction for a distance of nine metres be revoked.
- (c) That a bus stop be installed on the eastern side of Colombo Street commencing at a point 59 metres north of its intersection with Dundas Street and extending in a northerly direction for a distance of 15 metres.
- (d) That the stopping of vehicles be prohibited at any time on the east side of Colombo Street commencing at a point 44 metres north of its intersection with Dundas Street and extending in a northerly direction for a distance of 15 metres.

BOARD RECOMMENDATION

That the Council adopt the staff recommendation.

2. MADRAS STREET – PROPOSED MOTORCYCLE STAND RELOCATION

General Manager responsible:	General Manager City Environment, DDI 941-8656
Officer responsible:	Transport and Greenspace Manager
Authors:	Steve Dejong/Barry Cook

PURPOSE OF REPORT

1. The purpose of this report is to seek approval of the Council for the relocation of the present redundant motorcycle stand outside No. 216 Madras Street, one block north to outside No. 218 Madras Street.

EXECUTIVE SUMMARY

2. The Council has recently received a request from the owner of a new motorcycle accessory shop located at 218 Madras Street to have a motorcycle stand installed outside his shop. He has stated that customers often cannot find convenient on-street motorcycle parking due to all the 'pay and display' car parking spaces being occupied, motorcyclists are then forced to park on the footpath.
3. An investigation into this request revealed that outside number 216 Madras Street (one block south, due to strange street numbering) there is a redundant motorcycle stand that had been previously placed outside "Superior Motorcycles" which has since moved.

2 Cont'd

4. By relocating the motorcycle stand from outside number 216 Madras Street one block north to 218 Madras Street the number of on street 'pay and display' parking spaces within the two blocks would remain the same. The proposed change would give both the motorcycle and furniture shop additional on street customer parking and it would make for more efficient use of on street parking in this area.
5. The furniture shop proprietor has been consulted and supports the relocation of the redundant motorcycle stand.

FINANCIAL IMPLICATIONS

6. The estimated cost of this proposal is approximately \$1,000.00.

Do the Recommendations of this Report Align with 2006-16 LTCCP budgets?

7. The installation of road markings, signs and a post is within the LTCCP Street and Transport Operational Budgets.

LEGAL CONSIDERATIONS

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

Have you considered the legal implications of the issue under consideration?

9. As noted in paragraph 8.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

10. Aligns with the Streets and Transport activities by contributing to the Council's Community Outcomes-Safety.

Do the recommendations of this report support a level of service or project in the 2006-16 LTCCP?

11. This contributes to improve the level of service and safety.

ALIGNMENT WITH STRATEGIES

12. The recommendations align with the Council's Parking Strategy 2003.

Do the recommendations align with the Council's strategies?

13. As noted in paragraph 12.

CONSULTATION FULFILMENT

14. It was not considered necessary to consult with all businesses in the area because the number of on street parking spaces will not change within the two blocks. The proprietor of the furniture shop at 216 Madras Street was consulted and supports the proposal because it will give their customers the use of one additional space.

STAFF RECOMMENDATION

That the Board recommends that the Council approve the following:

- (a) That the motorcycle stand with a time limit of 60 minutes be revoked on the east side of Madras Street between Lichfield Street and Tuam Street commencing at a point 24.8 metres south of the Lichfield Street intersection, and extending in a southerly direction for 5.5 metres.

2 Cont'd

- (b) That the parking of vehicles in Madras Street presently controlled by 'Pay and Display' and limited to a maximum period of 120 minutes and operative 9am to 5pm, Monday through Thursday, 9am to 8.30pm Friday be revoked on the east side of Madras Street, between Lichfield Street and Cashel Street commencing at a point 37.5 metres north of the Lichfield Street intersection, and extending 4.8 metres in a northerly direction.
- (c) That a motorcycle stand with a time limit of 60 minutes be created on the east side of Madras Street commencing at a point 37.5 metres north of the Lichfield Street and extending in a northerly direction for a distance of 4.8 metres.
- (d) That the parking of vehicles to be controlled by 'Pay and Display' be created on the east side of Madras Street between Lichfield Street and Tuam Street commencing at a point 24.8 metres south of the Lichfield Street intersection, and extending in a southerly direction for 5.5 metres, limited to a maximum period of 120 minutes and operative 9am to 5pm, Monday through Thursday, 9am to 8.30pm Friday.

BOARD CONSIDERATION

Some members were concerned that matters as this needed to come back to the Board for a decision when, ideally, Council staff may be able to change the parking status of an area as business use changes.

BOARD RECOMMENDATION

- (a) That the staff recommendation be adopted.
- (b) That should the trading style of the property at 218 Madras Street change from motorcycle activities that the parking space immediately be changed to on-street vehicle parking.

3. LICHFIELD LANE, STRUTHERS LANE BOLLARD TRIAL

General Manager responsible:	General Manager City Environment DDI 941-8656
Officer responsible:	Transport and Greenspace
Author:	D A Pinkney

PURPOSE OF REPORT

1. The purpose of this report is to seek the approval of the Council (under section s342(1) and Schedule 10, clause 11(b) of the Local Government Act (LGA) 1974) to an experimental traffic diversion for a trial period to temporarily restrict the through movement of vehicle traffic in two of the lane re-developments, Struthers Lane and Lichfield Lanes (Poplar and Ash Streets).
2. The trial involves the use of signage and/or the use of retractable bollards which will be raised from a time no earlier than 6pm and lowered no later than 6am, for the purpose of restricting vehicle 'through' access during these hours. The trial will investigate whether these restrictions need to be in force seven days a week or just during the busier weekend periods. Effectively these areas will become 'pedestrian only malls' at night.

EXECUTIVE SUMMARY

3. In September 2006 the Council signed off on the draft Lanes Plan to allow consultation to proceed with affected property owners and developers, however, during that meeting the Council approved four specified projects for immediate construction. Struthers Lane, Poplar and Ash Street (The Lichfield Lanes), Kivers Lane and Westpac Lane. The first two of these lanes have since been re-developed in conjunction with local developers, Kivers and Westpac are still in the option development stage.

3 Cont'd

4. Struthers Lane and The Lichfield Lanes have, during this time, become very popular. So much so that safety concerns have been raised by businesses in these areas, and to a lesser extent the Police. The main concern relates to vehicle access through these areas after hours when the normal retail activities give way to more entertainment orientated activities. Traffic calming has been incorporated into both projects, along with proposed speed restrictions, however, there is still the possibility of pedestrian/vehicle conflict, and it is this issue that vehicle restrictions are intended to address.

FINANCIAL IMPLICATIONS

5. Cost of the signage and bollards including installation will be around \$7,500, two are required for Struthers Lane development and four are required for the Lichfield development. Funding for each will be met through their appropriate budgets within the Major Amenities Budget.

Do the Recommendations of this Report Align with 2006-16 LTCCP budgets?

6. Funding allocations have been made as part of the Central City Revitalisation Strategy and the Central City Transport Concept. These projects were approved by Council for construction in September 2006.

LEGAL CONSIDERATIONS

7. Section 342(1)(b) of the LGA provides that:
 1. *The council may, in the manner provided in Schedule 10 —*
 - (b) *Close any road to traffic or any specified type of traffic (including pedestrian traffic) on a temporary basis in accordance with that Schedule and impose or permit the imposition of charges as provided for in that Schedule.”*
8. Schedule 10, clause 11 states:
 11. *The council may, subject to such conditions as it thinks fit (including the imposition of a reasonable bond), and after consultation with the Police and the Ministry of Transport, close any road or part of a road to all traffic or any specified type of traffic (including pedestrian traffic)*
 - (b) *where, in order to resolve problems associated with traffic operations on a road network, experimental diversions of traffic are required; or...”*

Have you considered the legal implications of the issue under consideration?

9. Under Section 342(1)(b) of the LGA staff have sought approval for this course of action from both the Police and Ministry of Transport, both have responded without any objection to the proposed trial.
10. In order for staff to fully assess the impact of restricting vehicle access at night for a period of one year in each of these developments, it is proposed restrict vehicle 'through' traffic between defined hours and monitor pedestrian, and vehicle behaviour over this period. After this trial period has expired staff will report back to the Council on the trial, and either seek further permission from the Council under section 336 LGA to turn one or both areas into a permanent pedestrian only zone during defined periods of the day/night, or, keep the roads open and only use restrictions for special events such as the Buskers Festival or Jazz Alley, following the normal public notification periods.

3 Cont'd

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

11. Details are listed below.

Do the recommendations of this report support a level of service or project in the 2006-16 LTCCP?

12. Yes.

ALIGNMENT WITH STRATEGIES

13. **Christchurch City Plan**

Lanes redevelopment projects that improve pedestrian facilities and pedestrian safety are consistent with the transport and access provisions of the City Plan (see Objective 7.5, and Policy 7.5.1), and with objectives and policies for the Central City (see in particular, Policy 12.3.1 and 12.3.4).

Central City Revitalisation Strategy

Lanes redevelopment projects that improve the visual amenity, uniqueness, range of activities, and vitality of the Central City will enhance revitalisation objectives.

Central City Transport Concept

Lanes redevelopment projects that improve pedestrian activity and permeability (via mid-block linkages) will facilitate the implementation of the Central City Transport Concept.

Safer Christchurch Strategy

Lanes redevelopment projects that increase natural surveillance in lanes areas and incorporate principles of Crime Prevention through the Christchurch Safer Road Strategy. Environmental Design (CPTED) are consistent with the Safer Christchurch Strategy.

National Urban Design Protocol

Lanes redevelopment projects that improve quality and design of the urban environment and reflect urban sustainability principles will facilitate the implementation of the National Urban Design Protocol.

Do the recommendations align with the Council's strategies?

14. Yes.

CONSULTATION FULFILMENT

15. Initially consultation with the relevant community in 2007 on both proposals, included no mention of planter boxes or the proposal to install signage or retractable bollards to restrict vehicle access. These developments evolved due to a need to control traffic speeds through these areas as they became more popular and the risk of vehicle/pedestrian conflict increased.

Struthers Lane

16. In May 2007, 100 concept plans including the possible location of bollards and planter boxes were mailed out to property owners and the remainder were hand delivered to the properties within the block bounded by Tuam, Manchester, Colombo and Lichfield Streets. Staff received a total of 14 responses, two initial objectors and four seeking clarification to the proposal. These four were then either visited personally by staff or contact by phone.

17. The two objectors were contacted both by phone to discuss. Concerns either related to access to business premises out of hours for delivery purposes, and the ability to use a 'through route' from one end of the lane to the other.

3 Cont'd

18. A second letter was sent out in June 2007 explaining that as a result of the initial proposal a slight change would be made to the proposed location of the retractable bollards at the eastern end of the lane, but staff would be seeking Community Board and Council approval to restrict vehicle access. As a result of this letter staff received numerous e-mails and phone calls from the principle objector to this proposal culminating in a solicitor's letter objecting to any restriction of access through the lane.
19. As a result of this, the report was withdrawn from the Hagley/Ferrymead Community Board agenda pending an internal review of the proposal.
20. The review resulted in a proposal to seek the Council's approval for a 'trial period' during which time signage and/or retractable bollards would be utilised and data collected on their effectiveness in reducing vehicle pedestrian conflicts. This 'trial' would be for one calendar year, thus providing data in both the winter and busier summer months.
21. A further letter was sent out in August 2007 explaining that staff would seek Land Transport New Zealand and Police approval to trial a lane closure for one year prior to any final decision being made and that staff would seek Council approval for this.
22. This again prompted an objection. However, as this report will be heard first by the Hagley/Ferrymead Community Board and finally the Council, the principle objector to this proposal has the option to put his case to both the Community Board and ultimately the Council (which is the decision making authority for this proposal).

Poplar and Ash

23. Notification was submitted late February 2007, informing residents of the intended sequence of work for the upgrade of Poplar Street. In this letter it was suggested that planter boxes be used within the street as part of traffic calming to slow vehicle speeds down whilst passing through this area and also to define differing areas within the street.
24. In July 2007, a letter was sent out to all residents and property owners with a proposal to install bollards in addition to the road calming influence of planter boxes within the lane, this was at the request of businesses and property owners who saw an increase in vehicle numbers and perceived speed as a result of the upgrade works being completed. Consultation was opened from 3 to 17 August 2007. Comments received were all positive. Submissions mainly related to changes in the parking restrictions found within the lane which will form part of a separate report to the Hagley/Ferrymead Community Board early in 2008.
25. It is also intended in 2008, and as part of a city wide speed review, that the posted speed for both Poplar and Ash will be reduced to 10km/hr.

STAFF RECOMMENDATION

It is recommended that the Board recommend that the Council:

- (a) Approve the trial to restrict through vehicle access for a period of one year for both Struthers Lane and The Lichfield Lane (Poplar and Ash Streets), from a time no earlier than 6pm to a time no later than 6am. (See **attached** plans)
- (b) Note that after one year, staff will report back to the Council on the trial and will either seek Council approval to embark on the 'Special Consultative Procedure' under section 336 of the Local Government Act 1974 to turn one or both areas into a permanent part-time pedestrian mall, or, remove any restriction to vehicle movement during the hours of 6pm until 6am except in the case of holding street events, which may require traffic restrictions on safety grounds.

BOARD RECOMMENDATION

That the staff recommendation be adopted.

3 Cont'd

BACKGROUND (THE ISSUES)

26. A number of developers working in partnership closely with Council staff have looked to transform some of the back lanes and neglected streets within the centre of Christchurch. These have involved upgrading to the streetscape by using less traditional pavement finishes such as Timaru Blue stone, enhancement and upgrade to the street lighting, or the addition of planter boxes for street enhancement and to aid the reduction of vehicle speeds through narrowing of the streets in question.
27. Conflicts have been observed between adjacent property owners within Struthers Lane relating to access issues and the proposed part-time closure of the lane. This report seeks approval to trial a part-time road closure for a period of one year and assess the impact on safety and accessibility within the lane. This should yield enough information to accurately report back to the Council on the advantages and disadvantages of the proposal.
28. Numerous requests have been received from business owners to occupy legal road for the purpose of selling food and alcohol within defined areas. Consultation has been conducted internally between Council business units. As a result of this, Liquor Licensing, Property, Legal, the Asset Group and the Police have met and work is ongoing to develop a framework which is both manageable, enforceable, safe, but still maintains access through these areas for emergency vehicles or pedestrians just wishing to pass through. Restricting 'through' vehicle access by the use of appropriate signage or with retractable bollards will provide additional security during the evening and night hours for those using outdoor licensed areas, should space be granted within the road corridor, as they eliminate the potential for these vehicle /pedestrian conflicts.

THE OBJECTIVES

29. The key objective is to reduce the potential for a vehicle/pedestrian conflict within this enclosed area, especially as these areas are becoming very popular with individuals enjoying the numerous eating and drinking establishments found at these locations. Three areas are currently being considered for this treatment, Poplar and Ash Street, Struthers Lane and the Strip.
30. The Strip is being managed separately to the Poplar and Ash Street and Struthers Lane area, and a report will be submitted by the Network Operations Team of the City Environment Unit in due course.

THE OPTIONS

- Option 1** - Maintain the status quo.
- Option 2** - Install additional signage only, introducing a vehicle ban during night defined times.
- Option 3** - Install collapsible barriers and additional signage to prevent vehicle access during the night hours or during public events held in these areas.

ASSESSMENT OF OPTIONS**THE PREFERRED OPTION****OPTION 3**

31. The recommended option is to install collapsible bollards similar to those found in the square within the two zones Poplar and Ash Streets and Struthers Lane as shown on the **attached** plan. Approve additional signage to reinforce the restricted vehicle traffic through these areas.
32. Signage on its own (as can be demonstrated in numerous locations across the city) is not always adhered to and thus relies heavily on enforcement being in the right time at the right place and generally during unsociable hours. An example of this is illegal after hour parking in New Regents Street. A physical barrier, although severe, eliminates the need for enforcement officers to be present but gives the option to allow access when required.

3 Cont'd

33. It has been proposed that the City Cleaning contractors lower the bollards in the early morning hours which could tie in with their cleaning rounds. It is not proposed to allow businesses/property owners the right to raise/lower these bollards. An automated system was looked at but the procurement, installation and maintenance costs were prohibitive and thus rejected for the moment. Request for closure for special events will be administered through either the Events Team or the Transport and Greenspace Unit.
34. Traffic calming has already taken place using planter boxes to effectively narrow the street down to make it very uncomfortable to pass through these areas at any great speed.
35. Struthers Lane is already zoned for a maximum speed of 10km-h, and it is intended to report to Council in 2008 as part of a wider speed review to also make Polar and Ash Streets a 10Kmⁿ zone.

	Benefits (current and future)	Costs (current and future)
Social	Reduce the risk of vehicle/pedestrian conflict within these confined areas	Max \$2,500 in Struthers Lane Max \$5,000 in Lichfield Lanes (Poplar and Ash Streets)
Cultural	Provides the ability to utilise these areas for special events, Buskers festival etc	
Environment al	Encourages greater partnering between Council, Businesses and Developers through shared ownership and responsibility for these areas.	
Economic	Potential reduction on operational costs for cleaning and maintenance.	
<p>Extent to which community outcomes are achieved:</p> <p>A Safer Community.</p> <p>Impact on the Council's capacity and responsibilities:</p> <p>Effects on Maori:</p> <p>None.</p> <p>Consistency with existing Council policies:</p> <p>Views and preferences of persons affected or likely to have an interest:</p> <p>Through access for adjacent businesses has been compromised but not removed. Alternate access to parking and property is still available using different entrances to both areas.</p> <p>Other relevant matters:</p> <p>These areas form part of a network of lanes and back streets being currently developed as part of the Central City Lanes Walk plan, this has been specifically developed to encourage pedestrian movement and linkages through these areas and across the City.</p>		

Option 2

36. Option 2 - Install additional signage.
37. Although signage has been employed in numerous locations across the city it relies very heavily on enforcement to tackle any breeches of rules laid down. Other than access, which will still be available from alternate directions to parking etc, this will deter elements of society for which additional signage will be ignored. For this reason it is not recommended that this option proceed.

4. BRIDLE PATH ROAD AREA PLAN - OPTIONS FOR ZONING/DEVELOPMENT, HAZARD MITIGATION AND HAZARD MITIGATION FUNDING

General Manager responsible:	General Manager Strategy and Planning DDI 941-8177
Officer responsible:	Carolyn Ingles, Liveable City Programme Manager
Author:	Diana Plesovs, Senior Planner

PURPOSE OF REPORT

1. The purpose of this report is to request that the Council adopt the 'Development Option 2' in **attachment 3** as the preferred option for inclusion in the Draft Bridle Path Road Area Plan for public consultation. This report is complementary to the report to Council on the draft Bridle Path Road Area Plan. A locality map is included as **attachment 1**.

EXECUTIVE SUMMARY

2. Several submissions were lodged on the Proposed City Plan (notified in 1995), requesting that the Horticultural Sub Zone in Heathcote Valley be rezoned for residential purposes. The Council rejected those submissions and rezoned the area Rural 7. Appeals to the Environment Court against the Council decision followed and subsequent negotiations between the appellants and the Council led to a Consent Order being signed by the Environment Court, changing the zoning to Deferred Living Hills A.
3. The Consent Order required a number of issues to be addressed prior to residential zoning taking effect. The main issue was land stability, with the area being susceptible to rockfall, landslide and erosion hazards. Other issues identified by the Court as needing further consideration included matters relating to integration, reverse sensitivity, access and stormwater disposal.

Land Stability

4. A preliminary geotechnical study has identified the nature and distribution of geotechnical hazards in the area. Four hazard areas were identified. Based on a qualitative assessment of risk, these hazard areas provide a useful general guide to the likely location and significance of natural hazards present on this land, which in turn provide general guidance as to potential development constraints. Development options are also based on the assumption that protection would be provided further up the slope.
5. A second geotechnical study focused on mitigation options and strategies that might best achieve appropriate outcomes for the deferred Living Hills A (LHA) zone. Cost estimates for various options were also produced.
6. Using these studies and other background work (for example, a landscape study), options for residential development, hazard mitigation, and funding were presented to a Council seminar on 15 May 2007. These options were:
 - Option 1 - No further development in the Deferred LHA zone other than what is permitted under the underlying zoning of Rural 7.
 - Option 2 - Limiting development to the low hazard area, on the lower, gentler slopes.
 - Option 3 - Permitting development within both the low (gentle slopes) and minor (steeper slopes) hazard areas at a higher density than LHA.
 - Option 4 - Development within low (gentle slopes) and minor (steeper) hazard areas at a lower density to Option 3.
7. The options are mapped in **Attachment 2**, and a comparison made over a range of variables in **Attachment 3**. This analysis has excluded the upper moderate and high hazard areas from analysis as a development option, because of their much steeper slopes and increased hazard risk, mainly from erosion and rockfall. These slopes are therefore considered unsuitable for development.

4 Cont'd

8. The consensus emerging from the Council seminar on 15 May 2007 was that Option 2 was the preferred option for development; a higher density, would be entirely within the lowest risk hazard area and on the more gentle slopes. Further geotechnical analysis for this particular option would recommend bunding (an earth barrier) as an appropriate method of ensuring rockfall into the low hazard area does not cause significant property damage. Consequently, the extent of mitigation works and their costs for Option 2 are significantly less than development options three and four.
9. The costs of hazard mitigation works reduce substantially, by approximately half, for the less steep areas. Mitigation structures constructed on the upper slopes have been costed at around \$1 million + GST, reducing to around \$500,000 + GST on the lower slopes. The likely costs for a projected 100 households, therefore equates to around \$5,000 per lot. This minimises the financial risk to Council if unforeseen circumstances arise where it, rather than a developer, ends up funding the work and having to recover costs through financial contributions.
10. From a geotechnical perspective development is possible further up the slope, but a future developer will need to meet the costs of any additional mitigation and servicing requirements. Development is unlikely to be approved under Section 106 of the Resource Management Act 1991 (RMA) without hazard mitigation in place, and consequently the area above the low hazard zone is likely to remain unattractive for development on a cost/benefit basis and may therefore remain undeveloped. There is no onus on the Council to acquire this land but this is a matter for further consideration following further consultation with land owners.

Density and Reverse Sensitivity

11. Housing density is an issue closely associated with development options in the hazard areas. Density is affected by topography, Living Hills A (LHA) zoning rules, the location of hazard mitigation structures, and local amenity concerns. The LHA zone description allows for some flexibility in the way rules in the area are applied in order to achieve the outcomes for the semi-rural character. Compatibility with the existing living environment is a key principle, however, suggesting that the character should be more or less consistent with the pattern that exists elsewhere in the Heathcote Valley. Future development needs to be set back from transmission lines and the Aromaunga Flowers site.
12. Densities were discussed at length at the May 2007 seminar and the prevailing view was that 'higher densities' should be promoted along the Bridle Path Road frontage, and the overall density should be consistent with the Greater Christchurch Urban Development Strategy. Earlier Landscape and Urban Design assessments for the area, although not specifically addressing these options, suggest that higher density is inappropriate on the upper slopes, and that buildings should be kept on the lower valley slopes, reinforcing to some extent the Councillors' views.
13. The options set out in Attachment 3 provide some possibilities for development and hazard mitigation by way of comparison and are certainly not exhaustive. For example, with an overall density of around 15 households per hectare in Option 2, the number of lots may be similar to Option 4 but Option 4's lower density is spread over a greater area. Development in Option 4 would require more substantial and costly hazard mitigations structures. Although the low hazard area could theoretically accommodate around 135 households, this has been assessed more realistically at around 100 households. That number of lots will be still constrained by for example, topography, space for the required link/connecting road (servicing new lots), and waterway corridor, setbacks from transmission lines, provision of a local reserve, and the location of the hazard mitigation structure.

4 Cont'd

Access and Stormwater

14. Development will be subject to a comprehensive plan which will integrate staging and timing of development with hazard mitigation and servicing. Development may be able to be staged in two parts, with the southern part proceeding as Stage 1 in a south to north direction between Morgans Valley Road and the northern boundary of No 112 Bridle Path Road (this staging is illustrated in the Development Plan, Attachment 2 to the Council report on the draft Area Plan which follows). A requirement for a connecting road, from Morgans Valley Road and the subdivision to the south, through to Bridle Path Road north of Martindales Road, is designed to provide connectivity with adjoining areas. A new waterway is currently being planned along the alignment of the proposed road as part of a comprehensive stormwater upgrade for the whole of the Heathcote Valley. This upgrade is already committed and being implemented, with land purchase of the waterway corridor through the area currently being negotiated. This waterway upgrade will be carried out irrespective of whether or not the Area Plan is adopted and will be sized and routed to provide for much of the new area.
15. In summary, Option 2 is regarded as being the most appropriate development scenario for consultation, taking into account all of the above matters. Nevertheless, the Draft Area Plan acknowledges that variants of Options 3 and 4 may be achievable outcomes following a comprehensive Section 32 assessment under the RMA, and provided that the Council is satisfied over matters to do with legal liability and financial risk.

FINANCIAL IMPLICATIONS (SEE ALSO LEGAL CONSIDERATIONS BELOW)

16. **Attachment 4** sets out the options for funding the hazard mitigation work. The preferred option is that landowners or future developers will be responsible for funding of works needed to mitigate the rockfall hazard for any future development. On the basis of the geotechnical advice received, it is essential that mitigation is in place prior to subdivision and development approval. Although mitigation construction is a pre-requisite to development, this may be staged in two parts – the southern part and the northern part, both subject to on-site assessment.
17. There is a risk the costs to developers could prove too onerous, or there could be difficulties in getting consent from each of the landowners on whose land the hazard mitigation works will be located. In these situations the Council may be asked at some future date to fund some or all of the work and recoup its costs through financial contributions. The cost of mitigating these adverse effects on the environment is potentially recoverable from developers via financial contributions under the RMA, imposed as conditions of consent. A Plan Change would be required to the City Plan, as no provision for such financial contributions currently exists for this area. This expenditure would also have to be provided for in the LTCCP, which may lead to delays in getting the development underway.
18. Constructing rockfall mitigation for the benefit of a highly localised area is not a project that is compatible with the Development Contributions Policy adopted by the Council. It is not appropriate to recover the cost of such measures via development contributions under the Local Government Act 2002 (LGA), as these are limited to the cost of providing network and community infrastructural services and facilities, such as reserves, water supply, wastewater, surface water, transport and leisure facilities.
19. Ongoing costs associated with maintenance and repairing damage from falling rocks cannot realistically be passed on to future landowners. Past Council experience is that landowners are not diligent in voluntarily maintaining such structures and cleaning out the trough/drain uphill of the bund barrier. With the probability of a rock reaching the developed area estimated at one per year, these costs should not be significant, but some budget for Council maintenance will be required unless a different approach is taken, i.e. putting the onus on adjoining land owners to maintain the structure.
20. Stormwater disposal is a major infrastructure cost in the Bridle Path area, but there is already provision in the Capital Works Program for an integrated drainage scheme for the Heathcote Valley. Over half the drainage scheme has already been implemented, with the principle works so far being carried out within the Heathcote Valley floodplain.

4 Cont'd

21. Funding for the scheme was originally provided for by way of a formal cost share scheme with the Council responsible for a significant contribution, to provide for both 'retro fitting' existing development, and for the amenity value which would accrue with the proposed waterway improvements. With the recent adoption of the Development Contributions Policy, further funding will now come from a 'wider' pool throughout the Heathcote Catchment which includes the subject land, once that development proceeds. Annual funding for the ongoing projects that are still to be completed within the scheme will continue to come from the Transport and Greenspace Unit budget. Adoption of the Bridle Path Road Area Plan will result in future revenue from development contributions to help offset costs for which the Council is already committed.
22. The link between the south boundary of the Area Plan area and Morgans Valley Road has been purchased and the formation of this link, together with the internal road, will also need to be a developer responsibility.

DO THE RECOMMENDATIONS OF THIS REPORT ALIGN WITH 2006-16 LTCCP BUDGETS?

23. Currently, there are no anticipated changes needed to the LTCCP other than possibly some provision for operational funds for maintenance of hazard mitigation works. Adopting this Area Plan (refer to the following Council report on Bridle Path Road Area Plan), will result in future revenue from development contributions to help offset costs for which the Council is already committed.

LEGAL CONSIDERATIONS

24. There are three key legal issues:
- 1) Whether the Council is liable for damages due to a rock falling from Council-owned land above the proposed development.
 - 2) Whether the Council is liable for costs in mitigating this hazard in the context of future development.
 - 3) Whether the Council is liable to compensate land owners for "lost" development rights if a dispute arises over the costs or responsibilities of installing mitigation measures.

Is the Council liable for damages due to a rock falling from Council owned land above the development?

25. The Christchurch City Council has previously been found liable in Court actions based on negligence where a rock fall in the Port Hills area has caused damage to property, and the Council did not provide adequate advice to the landowners on the existence of the rock fall hazard¹. It should be noted that in the Grasmueck case, the Court awarded damages on the basis that the Council had a duty to disclose to the landowners the information it held about the rock fall hazard. The Court found that the Council was negligent in meeting that duty because it did not provide the advice in an accurate and adequate form. Provided the Council places adequate and accurate information in LIM reports, registers a notice against the title in terms of the Building Act 2004 and notes the existence of the natural hazard in the policies and objectives of any Plan Change made, it is unlikely a Court would find the Council liable for damages on the grounds of negligent advice as the Council will have fulfilled its duty to provide adequate advice.
26. A land owner could also bring a claim based on nuisance against the Council, on the basis that the rock fall event has interrupted their enjoyment of their land. In New Zealand, Councils to date have been generally successful in defending themselves against such claims, particularly where, as in this case, the location, nature, scale or effect of a rockfall event is unpredictable, and is therefore an unforeseeable event.

¹ (*Grasmueck v Christchurch City Council*, Judge Green, DC 6253/92)

4 Cont'd

Is the Council liable for costs in mitigating this hazard in the context of future development²?

27. There is an argument available to developers that the Council should be required to meet the full cost of installing the rock fall hazard mitigation as the Council owns the land from which the hazard originates.
28. The RMA does not create any legal duty to prevent the occurrence of a natural hazard³. The emphasis within the RMA is to avoid, remedy or mitigate the effects of a natural hazard. The need to mitigate that hazard by protecting future residents of the area arises from the increase in the scale and intensity of residential activity. As the effects of the natural hazard occur on the land which is to be developed, there is a reasonable argument that it is the developer's responsibility (not the Council's obligation) to provide the necessary mitigation.
29. Further, based on the geotechnical advice received, there is a logical connection, and a causal nexus between increasing residential development arising from subdivision activity and the requirement for mitigation from the rockfall hazard. This broad principle was recently applied by the Supreme Court⁴ and it is a principle that is now binding on the Environment Court in future cases. There are reasonable arguments that the Council can rely on this principle to require a developer to install the mitigation barrier, either by inserting a rule in the district plan, or alternatively by imposing a condition of consent requiring such works to be performed. It is therefore likely the Court could defend any legal challenge to the requirement for a developer to install rockfall hazard mitigation measures.

Is the Council liable to compensate land owners for "lost" development rights if a dispute arises over the costs or responsibilities of installing mitigation measures?

30. In general terms, the Council is not liable for compensation should development not proceed or be delayed. Further, no compensation is payable in circumstances where as a result of controls imposed by a district plan a developer's or landowners interests are affected⁵. The Council is performing a statutory function and achieving the purpose of the Act. It is not required to compensate parties for consequences of decisions made in the performance of a statutory function and the principles of administrative law were adhered to in the decision making process. Further, for any such claim for compensation to be successful it will be necessary for a person to demonstrate an actual financial loss caused by such restrictions, rather than a mere lost opportunity. Given that land owners have not had an actual right to develop land in accordance with the proposed Area Plan, it will be very difficult for a landowner to prove the existence of such a right and any losses which accrue.
31. However, it should be noted the Council may be in a situation where the landowners have a legitimate expectation to develop their properties. Such a claim is only available on a judicial review of the Council's decisions (or lack of decision). Broadly speaking, provided the Council can demonstrate that its decisions are reasonable and that progress continues to be made in finalising the proposed zone provisions. It is unlikely that a claim for compensation of this nature would be successful.

² Note: The focus of the legal advice provided is for the purpose of assessing the Council's liability for future development. This advice should not be relied on as an accurate statement of law as to the Council's exposure to liability for properties that already exist in this area. If that topic was of interest to Councillors, it would be necessary for advice to be provided in a separate report to the Council.

³ *Canterbury Regional Council v Christchurch City Council* (HC) [1995] NZRMA 452.

⁴ *Waitakere City Council v Estate Homes* [2006] NZSC 22

⁵ Section 85, Resource Management Act 1991

4 Cont'd

Other matters

32. If the preferred Option 2 for developing the lower slopes is adopted, then mitigation would be constructed on private land, approximately along the low hazard line as a bund, and would consequently be less expensive than fencing and planting on the higher slopes. This would result in some practical difficulties with the construction of the hazard mitigation, as each landowner would be required to give their consent for the rockfall mitigation barrier to be constructed. If one land owner did not provide consent, the barrier could only be partially constructed and would not provide effective mitigation. It is feasible for the developer to enter into side agreements to encourage landowners to give their consent, or to purchase a portion of land for the erection of the mitigation. However, this practical difficulty may result in constraining the immediacy of actual development occurring on the site while such negotiations are concluded.
33. Resolving the finer details of this practical issue can be deferred until the Plan Change process where it will be necessary to craft appropriate rules to ensure that the construction of the mitigation barrier by developers is contiguous with increasing the residential activity in this area. However, the law is not well developed on this point and care will need to be taken to address the precise wording of the proposed rules, or wording of consent conditions to ensure that they are valid, binding and reasonably capable of being defended if litigation should eventuate.
34. For completeness, it should also be noted that existing landowners may have grounds to apply for an enforcement order requiring the Council to construct hazard mitigation to protect the existing homes. However, it would be necessary for the landowners to have strong evidence that there was a real and substantial risk of a rock fall event occurring in the immediate future which would have an adverse effect on the environment. The Council's geotechnical advice to date would not support the Court granting orders requiring the Council to install mitigation. On that basis it is considered that the land owners would not succeed if such an application was made.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS**Do the recommendations of this report support a level of service or project in the 2006-16 LTCCP?**

35. The draft Area Plan will assist in achieving a number of community and Council outcomes under the LTCCP, in particular those concerning planning for the future growth of the city.
36. The waterway corridor and waterway formation works for this area are consistent with the adopted drainage scheme for the Heathcote Valley. The works are also necessary to meet Environment Canterbury's expected requirements for the renewal/replacement of the existing discharge consent for Morgans Valley. A catchment wide consent application is planned for 2008, which will supersede the Morgans Valley consent.

ALIGNMENT WITH STRATEGIES**Do the recommendations align with the Council's strategies?**

37. The relevant Council strategies are as follows:
- Greater Christchurch Urban Development Strategy - the Bridle Path Road Area Plan area can be regarded as a Greenfield area as it is largely undeveloped, but it is already recognised in Change No 1 to the Regional Policy statement as being within the urban limits.
 - City Plan – the Area Plan achieves a number of City Plan objectives and policies in relation to urban growth, diversity of living environments, rural amenity values, hazard mitigation, subdivision and development.
 - Heathcote River Floodplain Management Strategy – one of the main underlying objectives is to improve the functioning of the Heathcote River by reducing peak flood levels.

4 Cont'd

- Waterways and Wetlands Natural Asset Management Strategy 1999 - Heathcote Valley lies within the project area 1 A Port Hills. Amongst other strategies, the Area Plan will ensure the creation of linkages such as cycle ways, and walkways to the Port Hills, surrounding neighbourhoods and other green spaces using, where possible, waterway corridors in the area. A new waterway corridor will add to the linkage between the Port Hills, Morgans Valley, and the stormwater retention ponds / waterways and wetlands restoration on the valley floor.

CONSULTATION FULFILMENT

38. Council staff have maintained regular contact with landowners by letter, public meetings and telephone calls. The most recent meeting with landowners to discuss development options was held on 10 May 2007, followed by a Council seminar on 15 May 2007. Following this meeting of the Community Board, the report will be presented to the Council to adopt preferred development Option 2 and the draft Area Plan for public consultation to landowners and the wider community. A draft consultation process is attached as **Attachment 5**. This proposed consultation process should be effective in dealing with any issues regarding the Area Plan prior to the statutory timeframes imposed by the subsequent Plan Change process.

STAFF RECOMMENDATION

That the Hagley/Ferrymead Community Board recommends that the Council adopts development Option 2 as the preferred development option, incorporating the following key features, to be included in the Draft Area Plan for public consultation:

- Development is limited to the area referred to as the low hazard area in Attachment 2.
- The number of dwellings to be approximately 100 at Living 1 and/or Living Hills zone density.
- Inclusion of policies to ensure development occurs in an integrated manner and in accordance with a Development and Staging Plan, Attachment 2 to the Council report – Bridle Path Road Area Plan.
- These policies to be given effect through rules in the subsequent Plan Change.

BOARD RECOMMENDATION

That the staff recommendation be adopted.

(Note: Yani Johanson abstained from voting on this item.)

BACKGROUND**Introduction**

40. This report and the need for a decision on a preferred option for development arose from a Council seminar on 15 May 2007 on the Bridle Path Road Area Plan, Deferred Living Hills A zone, in the Heathcote Valley. The purpose of that seminar was to provide an understanding of the issues, priorities and implementation process; to seek feedback prior to finalising the draft Area Plan; and to ultimately progress a Plan Change to the City Plan to uplift the deferred notation for this zone.
41. The need for an Area Plan and consequently this decision, arose from submissions on the Proposed City Plan (notified in 1995), seeking to rezone the horticultural sub zone in Heathcote Valley for housing. The Council rejected those submissions and rezoned the area Rural 7.
42. Those residents making submissions lodged a reference to the Environment Court against the Council decision. Following negotiations between those referrers and the Council, a Consent Order (a negotiated agreement) was signed in the Environment Court recording the area zoned Rural 7 in Heathcote Valley be rezoned deferred Living Hills A. This signalled the intention to allow residential development.

4 Cont'd

43. The Bridle Path Road Area Plan (see Council report Bridle Path Road Area Plan which follows this report on the agenda) has been prepared to assist implementation of the Consent Order, subject to a comprehensive development plan addressing key issues, and with the provision that a Plan Change be prepared to remove the deferred status and enable the land to become available for subdivision.
44. The Living Hills A (LHA) zone in the City Plan includes areas where there is an existing residential settlement that has a predominantly low density or semi rural character. Development Options 2 and 3 in this report suggest alternatives to this density and if either one is adopted an alternative zoning may need to be considered.
45. The Proposed Area Plan is intended to provide a carefully researched and positive resource management framework to assist in promoting sustainable management, while accepting that an unavoidable presence of a natural hazard (and its consequent risks) exist.

Major Issues

46. The Consent Order listed a number of issues to be addressed prior to the deferment being removed. In particular, the issues requiring Council resolution are:

Land Stability, Hazard Mitigation, and the Related Issues of Building Density (lot areas, urban design, and landscape)

47. Two geotechnical reports were commissioned by the Council. The first, a geotechnical hazard assessment, identified active natural processes and established hazard areas creating levels of hazard associated with these active processes. These hazard areas, identified in Attachment 2, are indicative, providing guidance on determining areas more suitable for residential development and densities.
48. The low hazard area (9.41 ha), corresponding to Option 2, is more or less along the lower, gentler slope fronting Bridle Path Road. No significant geotechnical constraints for residential development are suggested and, with bunding in place, the likelihood of rocks rolling into this area and causing significant property damage has been assessed as low. As the slope angles progressively reduce south across the deferred LHA zone, the bunds may potentially move upslope, thereby creating more space for safe residential development in that area. According to the consultant's report, there would be no need to remove larger boulders on high rock strewn slopes of the Conservation 1 zone.
49. The minor hazard area (4.73 ha) has constraints that are generally erosion related, as well as a higher risk from rock fall. Geotechnical evidence suggests specific geotechnical investigation is required although residential development is possible. Rocks are more likely to enter this area than in the low hazard area without hazard mitigation.
50. The moderate hazard area (6.27 ha) is located on the upper slope and steeper sites than the low and minor hazard areas. General erosion and rockfall hazard here requires detailed specific investigation, such that only isolated areas are suitable for residential development.
51. The high hazard area (0.07 ha) is on the higher, steeper slopes of hillside, generally outside the Rural 7 deferred LHA Zone. This area includes greater hazards from rockfall, landslides and erosion making this area generally unsuitable for residential development.
52. While the first geotechnical report provided some guidance on how zoning densities may be approached, it was not considered detailed enough for the location and implementation of mitigation works. Consequently a second geotechnical report was commissioned, aimed at identifying in more detail the nature and distribution of geotechnical hazards in and above the deferred LHA zone, with particular emphasis on mitigation options and strategies that might best achieve appropriate outcomes for the deferred LHA zone.
53. In the course of investigating the matters that were the subject of the Environment Court Consent Order, a detailed subdivision plan was prepared for the Council. The purpose was to determine the feasibility of development, to identify practicable house sites, and to identify where further site assessment might be required while addressing the other issues raised in the Consent Order. This plan produced Option 4 in Attachment 2.

4 Cont'd

54. Other matters also need to be considered when choosing a development option. Amenity issues are important, particularly in a semi rural environment like the Heathcote Valley and, together with topography, will affect the density at which development is permitted to occur. In essence, there needs to be a balance between density, amenity and the economies of scale needed to generate a financially viable development.
55. The Living Hills A zone includes a range of areas where there is existing residential settlement that has a predominantly low density or semi rural character. The zone would appear to recognise flexibility in development patterns for particular locations. Therefore a higher density over a smaller area could be appropriate in terms of the zone description. Density may not necessarily be as much a determinant of maintaining visual amenity as a good comprehensive subdivision design.

Stormwater

56. A catchment plan for surface water management within Heathcote Valley has already been adopted by the Council and has been steadily implemented over the last six to seven years. Along with other significant works in the Heathcote Valley floodplain, that plan proposes the upgrading and diversion of the Heathcote Valley Drain, from its current alignment within the Morgans Valley development, across this area plan area, to connect into an upgraded waterway within Cooks Lane. Funding for the scheme was originally provided for by a formal cost share scheme set up under provisions within the Local Government Act. The Council was responsible for a significant contribution to the scheme to provide for both 'retro fitting' existing development and for the considerable amenity value which would result from the waterway improvements. With the recent adoption of the Development Contributions Policy, future contributions will now come from a wider 'pool' throughout the greater Heathcote catchment, as well as from this area, once development proceeds. Annual funding for the ongoing projects still to be completed within the scheme will continue from the Transport and Greenspace budget.

Roading, Connections and Access

57. Integrated development and road user safety are also integral to achieving a comprehensive plan sought through the Consent Order. Morgans Valley and the Bridle Path Road Area Plan are intended to be linked to provide connectivity for vehicles, pedestrians and cyclists. The link road which will achieve this, as well as other roading networks required to service the future subdivision, will be the responsibility of landowners/developers. While the land required for the link road and its connection to Morgans Valley Road have been identified, a further link road between the south boundary of the Area Plan area and Morgans Valley Road will need to be constructed by the developer.
58. It is desirable that the proposed link road be developed sequentially from Morgans Valley and Morgans Valley Road through to Bridle Path Road. This aims to achieve good development and is a requirement of the Consent Order. To safeguard its efficiency as a Minor Arterial Road, multiple accesses to Bridle Path Road are to be avoided. This can only be achieved through a binding development plan, as shown in Attachment 2 to the report on the Bridle Path Road Area Plan that follows.

Open Space and Recreation Links

59. The future of the undeveloped land in the minor, moderate and high hazard areas will require further analysis and assessment of options. The undeveloped upper slopes (moderate hazard area) may be taken in their entirety or in part as reserve contribution, or acquired by the Council through a sale and purchase agreement. The use of the Strategic Land Purchase Fund (if Council agrees) or environmental compensation may be other ways to acquire the land. The undeveloped minor hazard area could also be acquired by the Council or be attached to lots in the low hazard area, to be maintained by landowners, but with no building permitted. Experience does show however, that parts of lots excluded from building are not always well maintained by landowners. This is particularly significant as this land is likely to contain the bunding which requires ongoing maintenance.

4 Cont'd

60. Where the Council becomes owner of land unsuitable for development, that land could be combined with the Conservation 1 zone and the Port Hills recreation area for public use and pedestrian access to the Port Hills. The upper slopes might also be planted to provide further mitigation as well as amenity. However, there may be difficulties as the upper slopes become steeper. Availability of water and maintaining planting has historically been difficult.
61. A decision on this matter needs a comprehensive assessment of the costs and benefits at the time of the plan change or subdivision process.

Comprehensive Development and Integration with the Adjoining Morgans Valley Subdivision

62. Although this area is quite small at around 20 ha, the Consent Order recognised the success of development would benefit from a comprehensive plan and integrated infrastructure requirements. Council staff have extended this concept by creating a linkage with the adjoining subdivision to the south in Morgans Valley, mentioned under paragraph 57 above.
63. It would be preferable for at least two reasons for development to be staged from the south. Firstly, the waterway will be constructed from that direction, and the road can follow, incorporating the link with Morgans Valley. Secondly, a two stage implementation plan will enable the hazard mitigation to be broken down into two stages, thereby reducing up-front costs.

THE OBJECTIVES

64. The objectives are to meet the terms of the Consent Order, and facilitate a comprehensive development that achieves the objectives and policies of the Plan, and the purpose of the RMA.

THE OPTIONS - SUMMARY

65. Four options have been considered for hazard mitigation and subsequent development. In addition to hazard mitigation consideration has been given to the terms of the Consent Order, City Plan provisions, the Port Hills environment and landscape, existing overhead transmission lines, and infrastructure requirements particularly for stormwater management
66. Option 1 – maintains the existing level of development at 13 houses, and does not rezone land to Living Hills A (or any form of residential zoning). Hazard mitigation may still be required as there is a 1% probability of rocks falling into this area. Any mitigation is the responsibility of the landowner. On present information Option 1 is unlikely to meet the tests under Section 32 of the RMA. Both the Consent Order and geotechnical reports suggest some form of development is acceptable and adverse effects can be mitigated.
67. Option 2 – rezone and develop the low hazard area only, to a density higher than currently anticipated by the LHA Zone. The cost of rockfall hazard mitigation is approximately \$500,000 + GST) to be paid for by the developer. With the likely maximum development potential being approximately 100 households (having regard to UDS preferred Greenfield densities); the approximate cost per lot would be around \$5,000.
68. Option 3 – rezone and develop both the minor and low hazard areas, (but excluding the moderate and high hazard areas), to a density higher than currently anticipated by the LHA Zone. The total cost of rockfall hazard mitigation would be approximately \$1.04 million + GST. The development potential would be up to a maximum of approximately 200 households at a similar cost per lot to Option 2. This form of development could however have a significant visual impact.
69. Option 4 – rezone and develop both the minor and low hazard areas, (but excluding the moderate and high hazard areas), to a lower density. To ensure Consent Order matters could be met, and site limitations taken into account, a draft survey plan was prepared for the site. The aim was to achieve an LH density closer to Bridle Path Road, and an LHA density as the slope increased. This option achieved 116 lots, ranging in area between approximately 700 m² -1900 m². The cost of rockfall hazard mitigation would be the same as Option 3.

4 Cont'd

THE PREFERRED OPTION

70. Option 2 limits development to below the low hazard line on the more gentle slopes, subject to less severe rock roll and rockfall hazard. Consequently mitigation by bund construction is significantly less expensive than options three and four. In addition, more lots are provided for by allowing for a higher density than usually anticipated in LHA zones. This would provide a similar development potential to Option 4 which the landowners might have an expectation in achieving. This option allows for a similar number of lots to Option 4, however, Option 2 only requires bunding as mitigation, without the need to build more elaborate and expensive mitigation measures. Option 2 is also preferred to Option 3 which includes steeper slopes and would also require more elaborate and expensive mitigation measures.

ASSESSMENT OF OPTIONS**Option 2 Preferred option**

71. Allows for higher density development than otherwise provided for under the LHA zone, limited to below the low hazard line with a bund as rockfall mitigation at the developers responsibility and cost.

	Benefits (current and future)	Costs (current and future)
Social	Higher than LHA density provides more households within the city; increases housing supply; may contribute to more cohesive community in Heathcote Valley and make schools, businesses etc more viable.	Development costs for landowners and potential landowners may be higher eg foundations. Amount of development less than that on flat land with medium density development, given infrastructure requirements eg waterway, link road.
Cultural		Less opportunity for open space and amenity within subdivision although compensated for by upper slopes being free from development. Improved facilities may be required. Some facilities running at capacity eg St Mary's Church Hall.
Environmental	Provides housing in a rural area surrounded by varying residential development densities. Therefore higher density may not appear visually inconsistent. Less hazard mitigation work required. Bunding only required as opposed to fencing and planting as less probability of rockfall in this area, and rock fall slows further down slope. Balance land for visual, amenity and possible recreation purposes. Development kept off upper slopes, as more difficult to develop.	Development kept on the lower slopes thereby reducing opportunities for views.

4 Cont'd

Economic	<p>Higher development contributions for reserves and open space development on the Port Hills. More sustainable development eg more energy efficient in potential use of public transport, less car miles travelled than from outlying suburbs or Greenfield areas.</p> <p>Work such as waterway already planned and budgeted for and which can cope with forecast increase in households. Greater 'pool' of developments contributing to both the area's drainage scheme and rockfall mitigation.</p> <p>Cost of hazard mitigation approximately half that of other development options - three and four, although the cost per household not significantly different from other options.</p>	Some operational costs for on-going maintenance of mitigation works.
<p>Extent to which community outcomes are achieved: This option will contribute to the achievement of:</p> <ul style="list-style-type: none"> • A safe city, where risks from hazards are managed and mitigated. • A city of people who value and protect the natural environment, by actively working together to protect, enhance, and restore our environment for future generations. • A well governed city, where decision makers manage public funds responsibly, responding to current needs and planning for the future. • A healthy city in providing water quality, proposed cycleways, walkways and recreation areas, encouraging physical activity. • A city for recreation, fun, and creativity in providing proposed cycleways, walkways and recreation areas, encouraging physical activity. • An attractive and well designed city, through comprehensive planning, the provision of open space and recreation networks. <p>Impact on the Council's capacity and responsibilities: This option will increase the funding base for the Heathcote Valley drainage scheme with no significant increase in the scheme's cost, and bring about a scheme to better manage and mitigate the risk of flooding in the Heathcote Valley; risk and management of rockfall hazard from Council land.</p> <p>Primary alignment with Community Outcome, City Development, City Plan Urban Growth Objective 6.1. Aligns with Proposed Policy 2 of draft proposed Change No 1 to the Canterbury Regional Policy Statement. Refer to legal considerations section for analysis of these responsibilities.</p> <p>Effects on Maori: The Council aims to achieve the objectives of Iwi Management Plans in relation to water discharge and quality, particularly into and from natural waterways.</p> <p>No known recorded association of particular area with Ngai Tahu, although Heathcote Valley floor has areas of known archaeological association.</p> <p>Consistency with existing Council policies: Option specifically consistent with relevant Council policies:</p> <ul style="list-style-type: none"> • Greater Christchurch Urban Development Strategy - takes into account development options for Greenfield development areas and proposed change No.1 to the Regional Policy Statement. • Development Contributions Policy, in relation to providing reserves and network infrastructure to service growth; and, <p>Views and preferences of persons affected or likely to have an interest: Landowners have been regularly consulted by letter, newsletter, telephone and public meetings, most recently on 10 May 2007 particularly in regard to Option 4. Option 2 was raised at the Council seminar on 15 May however has not been specifically presented to landowners. This option will be made available to landowners when the draft Area Plan is made available for public comment.</p> <p>Other relevant matters: Purchase or vesting land for mitigation works, undeveloped land on upper slopes as reserve.</p>		

4 Cont'd

Option 1 - Maintain the Status Quo (if not preferred option)

72. No further development in the deferred LHA zone. Maintain existing 13 dwellings.

	Benefits (current and future)	Costs (current and future)
Social	Lifestyle choice retained.	Landowner expectations and Environment Court Consent Order conditions not met. Housing need of city not assisted in being met.
Cultural	None.	None.
Environmental	More visual open space on Port Hills, though in private use.	No direct costs.
Economic	Nothing specific.	Land not effectively or efficiently used. Work such as waterway already planned and budgeted for. Lower rating base to recover costs from.

Extent to which community outcomes are achieved:

This option will contribute less than Option 2 to the achievement of:

- A safe city, where risks from hazards are managed and mitigated.
- A city of people who value and protect the natural environment, by actively working together to protect, enhance, and restore our environment for future generations.
- A well governed city, where decision makers manage public funds responsibly, responding to current needs and planning for the future.
- A healthy city in providing water quality, proposed cycleways, walkways and recreation areas, encouraging physical activity.
- A city for recreation, fun, and creativity in providing proposed cycleways, walkways and recreation areas, encouraging physical activity.
- An attractive and well designed city, through comprehensive planning, the provision of open space and recreation networks.

Impact on the Council's capacity and responsibilities:

This option will increase the Council's share of the Heathcote Valley Drainage Scheme as there will be fewer Development Contributions.

Refer to legal considerations section for analysis of these responsibilities.

Effects on Maori:

The Council aims to achieve the objectives of Iwi Management Plans in relation to water discharge and quality, particularly into and from natural waterways.

No known recorded association of particular area with Ngai Tahu, although Heathcote Valley floor has sites of known archaeological association.

Consistency with existing Council policies:

Inconsistent with Greater Christchurch Urban Development Strategy (UDS), City Plan Urban Growth Objective 6.1, UDS and RPS Proposed Plan Change No. 1 in particular.

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

Landowners/developers unlikely to support this option as expectation for development through Consent Order and subsequent discussions by the Council with landowners. Landowners are likely to suffer a loss of public confidence in the planning process provided by the Council.

Other relevant matters:

Purchase or vest undeveloped land on upper slopes as reserve.

4 Cont'd

Option 3

73. Development within both minor and low hazard areas at higher density than usual LHA densities. Rockfall hazard mitigation by fencing and planting. Cost to developers approximately \$1.04 million + GST. No development in moderate or high hazard areas.

	Benefits (current and future)	Costs (current and future)
Social	Higher than LHA density provides more households within the city; increases housing supply; may contribute to more cohesive community in Heathcote Valley and make schools, businesses etc more viable.	Development and hazard mitigation costs increase on steeper land
Cultural	More people in Heathcote Valley supporting the valley's facilities.	Less opportunity for open space and amenity within subdivision although compensated for by upper slopes being free from development. Improved facilities may be required. Some facilities running at capacity eg St Mary's Church Hall.
Environmental		Loss of visual amenity and need for greater hazard mitigation eg higher retaining walls to protect development closer to rockfall hazard.
Economic	Higher development contributions for reserves and open space development on the Port Hills. More sustainable development eg more energy efficient in potential use of public transport, less car miles travelled than from outlying suburbs or Greenfield areas. Work such as waterway already planned and budgeted for and which can cope with forecast increase in households. Greater 'pool' of developments (than Options 2, 4), contributing to both the area's drainage scheme and rockfall mitigation.	Development and mitigation costs for developers higher than for Option 2, although lot yield higher than Option 4 therefore potentially lower cost per lot.
<p>Extent to which community outcomes are achieved: This option will contribute in part to the achievement of:</p> <ul style="list-style-type: none"> • A safe city, where risks from hazards are managed and mitigated. • A city of people who value and protect the natural environment, by actively working together to protect, enhance, and restore our environment for future generations. • A well governed city, where decision makers manage public funds responsibly, responding to current needs and planning for the future. • A healthy city in providing water quality, proposed cycleways, walkways and recreation areas, encouraging physical activity. • A city for recreation, fun, and creativity in providing proposed cycleways, walkways and recreation areas, encouraging physical activity. • An attractive and well designed city, through comprehensive planning, the provision of open space and recreation networks. 		

4 Cont'd

Impact on the Council's capacity and responsibilities:

Higher costs associated with development on land subject to higher risk from rockfall hazard and associated higher mitigation, and, ongoing maintenance costs.

This option will increase the funding base for the Heathcote Valley drainage scheme with no significant increase in the scheme's cost, and bring about a scheme to better manage and mitigate the risk of flooding in the Heathcote Valley; risk and management of rockfall hazard from Council land.

Refer to legal considerations section for analysis of these responsibilities.

Effects on Maori:

The Council aims to achieve the objectives of Iwi Management Plans in relation to water discharge and quality, particularly into and from natural waterways.

No known recorded association of particular area with Ngai Tahu, although Heathcote Valley floor has sites of known archaeological association.

Consistency with existing Council policies:

Supports the Council's City Plan Urban Growth Objective 6.1, the growth strategy for the Greater Christchurch Urban Development Strategy, and, the proposed Change No 1 to the Regional Policy Statement.

Supportive to a degree of Port Hills, Open Space policies, landscape and urban design principles.

Option more specifically consistent with relevant Council policies:

- Development Contributions Policy, in relation to providing reserves and network infrastructure to service growth

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

Landowners/ potential developers have not had this proposition of higher density put to them as it followed on from the Council Seminar, after the meeting with them. Likely to give some landowners a greater advantage than others, as the benefits of high density development will not be spread evenly across all landowners.

Other relevant matters:

Purchase or vest land for mitigation works, undeveloped land on upper slopes as reserve.

Option 4

74. Development within both Minor and Low hazard areas at lower density similar to Living Hills A zone hillslope densities. Mitigation costs of \$1.04 million + GST to be developers' expense.

	Benefits (current and future)	Costs (current and future)
Social	Higher than LHA density provides more households within the city; increases housing supply; may contribute to more cohesive community in Heathcote Valley and make schools, businesses etc more viable.	Development and hazard mitigation costs increase on steeper land.
Cultural	More people in Heathcote Valley supporting the valley's facilities.	Less opportunity for open space and amenity within subdivision although compensated for by upper slopes being free from development. Improved facilities may be required. Some facilities running at capacity eg St Mary's Church Hall.

4 Cont'd

Environmental	Some development contributions for reserves and open space development on the Port Hills.	Loss of visual amenity and need for greater hazard mitigation eg higher retaining walls to protect development closer to rockfall hazard.
Economic	More sustainable development – eg more energy efficient in potential use of public transport, less car miles travelled than from outlying suburbs or Greenfield areas. Work such as waterway already planned and budgeted for. Can cope with forecast increase.	Development costs per lot higher than Option 2 for developers. fewer lots than Option 3
<p>Extent to which community outcomes are achieved: Primary alignment with Community Outcome, City Development, City Plan Urban Growth Objective 6.1. Aligns with Proposed Policy 2 of draft proposed Change No. 1 to the Canterbury Regional Policy Statement.</p> <p>This option will contribute in part to the achievement of:</p> <ul style="list-style-type: none"> • A safe city, where risks from hazards are managed and mitigated. • A city of people who value and protect the natural environment, by actively working together to protect, enhance, and restore our environment for future generations. • A well governed city, where decision makers manage public funds responsibly, responding to current needs and planning for the future. • A healthy city in providing water quality, proposed cycleways, walkways and recreation areas, encouraging physical activity. • A city for recreation, fun, and creativity in providing proposed cycleways, walkways and recreation areas, encouraging physical activity. • An attractive and well designed city, through comprehensive planning, the provision of open space and recreation networks. <p>Impact on the Council's capacity and responsibilities: This option will increase the funding base for the Heathcote Valley drainage scheme with no significant increase in the scheme's cost, and bring about a scheme to better manage and mitigate the risk of flooding in the Heathcote Valley; risk and management of rockfall hazard from Council land.</p> <p>Refer to legal considerations section for analysis of these responsibilities.</p> <p>Effects on Maori: The Council aims to achieve the objectives of Iwi Management Plans in relation to water discharge and quality, particularly into and from natural waterways.</p> <p>No known recorded association of particular area with Ngai Tahu, although Heathcote Valley floor has sites of known archaeological association.</p> <p>Consistency with existing Council policies: Supports the Council's City Plan Urban Growth Objective 6.1, the growth strategy for the Greater Christchurch Urban Development Strategy, and, the proposed Change No 2 (Development of Greater Christchurch) to the Regional Policy Statement.</p> <p>Views and preferences of persons affected or likely to have an interest: Landowners familiar with this proposition or similar for some time.</p> <p>Other relevant matters: Purchase or vest land for mitigation works, and upper slopes as reserve.</p>		

5. BRIDLE PATH ROAD DRAFT AREA PLAN

General Manager responsible:	General Manager Strategy and Planning DDI 941-8177
Officer responsible:	Carolyn Ingles, Liveable City Programme Manager
Author:	Ivan Thomson, Principal Advisor Diana Plesovs, Senior Planner

PURPOSE OF REPORT

1. The purpose of this report is to request that the Council adopt the Draft Bridle Path Road Area Plan for public consultation. The area is identified in **Attachment 1**.

EXECUTIVE SUMMARY

2. The purpose of an Area Plan is to facilitate integrated land use planning. These plans assist in coordinated planning of Council managed services, enable the Council to anticipate and budget for infrastructure, provide a framework for development contributions assessments, and identify areas where land needs to be acquired.
3. An Area Plan also provides a basis for a subsequent Plan Change to the Christchurch City Plan incorporating, amongst other things, a comprehensive plan for a specific area. The process provides confidence that development is feasible, that the area is able to be serviced, and good quality development can be achieved. However, details need to be resolved through the Plan Change process particularly in the preparation of City Plan rules.
4. The Bridle Path Road Area Plan will facilitate the comprehensive and integrated planning for the deferred Living Hills A (LHA) zone. This zone, established as a result of a Consent Order through the Environment Court in 2000, required the resolution of several issues prior to the deferred zoning being uplifted. One of the key issues is how to mitigate against the risk of rockfall hazard. The preferred development option (Option 2), adopted by the Board in the previous report on the agenda, emanated mainly from the assessment of hazard mitigation options. A possible development proposal based on this option is identified in the draft Outline Development Plan in **Attachment 2**.
5. As a draft Area Plan, it is acknowledged that there are still outstanding matters that need finalising, including through consultation with affected parties and the public before the Plan Change process commences. The benefits of this consultation is to gain general consensus and as much resolution as possible on the issues prior to statutory time frames commencing. A consultation plan has been prepared and proposes the following steps:
 - Letter and copy of Draft Area Plan sent to directly affected parties and residents association.
 - Copy of draft Area Plan available via usual Council channels: Services Centres, Website, Have your Say.
 - Meeting involving directly affected parties and residents association.
 - Summary report on the consultation feedback.

FINANCIAL IMPLICATIONS

6. These were dealt with fully in the previous item: Bridle Path Road – Options for Zoning / Hazard Mitigation and Hazard Mitigation Funding (the previous report on this agenda).

Do the Recommendations of this Report Align with 2006-16 LTCCP Budgets?

7. Currently there are no anticipated changes needed to the LTCCP other than provision for some operation funding for maintenance of hazard mitigation works.

LEGAL CONSIDERATIONS

8. The Area Plan is a non statutory document. However, much of its implementation will have statutory effect through the City Plan, via the Plan Change process.

5 Cont'd

Have you considered the Legal Implications of the Issue Under Consideration?

9. Yes, see above. Refer also to previous item: Bridle Path Road – Options for Zoning, Hazard Mitigation and Hazard Mitigation Funding.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

Do the recommendations of this report support a level of service or project in the 2006-16 LTCCP

10. Community Outcome, City Development, covers relevant matters for the Area Plan, such as Urban Design "... maintaining the attractiveness of the city; Safety "...by developing the urban environment in a way that ...promotes safety"; Environment "...by planning for the sustainable use and protection of the city's natural and physical resources" (Refer to previous report: Bridle Path Road – Options for Zoning/Development, Hazard Mitigation and Hazard Mitigation Funding).
11. No provision has been made for any potential cost of hazard mitigation works and/or land acquisition to accommodate it.

ALIGNMENT WITH STRATEGIES

Do the recommendations align with the Council's strategies?

12. The relevant Council strategies are as follows:
- Greater Christchurch Urban Development Strategy (UDS) - Bridle Path Road Area Plan is within the proposed urban limits delineated in Change 1 to the Regional Policy Statement (RPS). Residential development in this area is compatible with both the UDS and the RPS.
 - City Plan – the Area Plan achieves a number of City Plan objectives and policies in relation to urban growth, diversity of living environments, rural amenity values, environmental effects, subdivision and development, natural features, amenity value, significant trees, roading and access, water supply, sewage disposal, financial contributions, and the natural environment.
 - Heathcote River Floodplain Management Strategy – one of the main underlying objectives is to improve the functioning of the Heathcote River by reducing peak flood levels as a result of upgrades to the stormwater system.
 - Waterways and Wetlands Natural Asset Management Strategy 1999 - Heathcote Valley lies within the 'Project Area 1A' Port Hills. A new waterway corridor will add to the linkage between the Port Hills, Morgans Valley, and the stormwater retention ponds/waterways and wetlands restoration on the valley floor.
13. Amongst other strategies, the Area plan will ensure the creation of linkages such as cycleways, and walkways to the Port Hills, to surrounding neighbourhoods and other green spaces, using where possible waterway corridors within the Area Plan.

CONSULTATION FULFILMENT

14. Council staff have maintained regular contact with landowners by letter, public meetings and telephone calls. The most recent meeting with landowners to discuss development options was held on 10 May 2007. In the Council seminar that followed on 15 May 2007, the matter of higher densities, to be consistent with the Greater Christchurch UDS, was raised. However, this has not been discussed with landowners. That will happen when the draft Area Plan is released for public comment.

5 Cont'd

15. Following this meeting of the Board, the report will be presented to the Council to adopt preferred development Option 2 and the draft Area Plan made available for public consultation with landowners and the wider community. A plan will be developed that is likely to involve the following steps:

- Letter and copy of Draft Area Plan sent to directly affected parties and residents association.
- Copy of draft Area Plan available via usual Council channels: Services Centres, Website, Have your Say.
- Meeting involving directly affected parties and residents association.
- Summary report on the consultation feedback.

This process should be effective in clarifying any issues regarding the Area Plan prior to the statutory timeframes imposed by the subsequent Plan Change process.

STAFF RECOMMENDATION

That the Hagley/Ferrymead Community Board recommends that the Council adopts the Draft Bridle Path Road Area Plan for public consultation.

BOARD RECOMMENDATION

That the staff recommendation be adopted.

PART B - REPORTS FOR INFORMATION

6. DEPUTATIONS BY APPOINTMENT

6.1 DAVE ALEXANDER OF ALEXANDER'S ON MOORHOUSE

Mr Alexander spoke about the on-going issues of vandalism, including graffiti, broken glass, and the cost of damage to property and vehicles in car yards occurring in Moorhouse Avenue. Mr Alexander expressed some frustration that this was a problem that had been ongoing and there was concern at the perceived lack of action by the Council.

Mr Alexander suggested making Moorhouse Avenue between Colombo Street and Hagley Avenue a 'no stopping' zone between 10 pm and 6 am.

In responding to questions from the Board, Mr Alexander indicated that he understood that the Police would be favour of his suggested no stopping zone. He said that private security options had been explored and trialled but had not been successful.

The Chairman thanked Mr Alexander for his submission.

Barry Cook, Traffic Network Operations and Traffic Systems Team Leader, responded to questions from the Board. He advised that while there were transport options the problem was not solely a transport one, noting that the Board had asked for a strategy for dealing with the issue which might include transport solutions. As such, other units within the Council needed to be involved.

The Board considered making a decision on the deputation but chose not to proceed at this time without a staff report before them on a deputation which had not appeared on the agenda. As a way forward the Community Board Adviser suggested that the earlier report the Board had considered could be brought back to its February meeting, or, the Board could consider revoking its earlier decision on the matter and staff would come back to the Board with advice in due course.

6 Cont'd

6.2 **BRUCE WILLIAMSON ACCOMPANIED BY MATTHEW GLANVILLE**

Mr Bruce Williamson outlined his concerns and his objection to the proposal to run a one year trial to close Struthers and Lichfield Lanes to vehicular traffic between the hours of 6.00 pm and 6.00 am. (see clause 3 refers) item 3).

Mr Williamson felt that treating all lanes in the area in the same way was inappropriate, there was a long history of access to the lanes for business purposes. His objection included that the lanes would then be used for private purposes, it would affect his business operation, and that this situation where there was a perception and not fact. Mr Williamson also mentioned the behaviour of another operation within the Lanes.

As a part of his presentation Mr Williamson provided video clips of incidents between pedestrians in the lane, and instances of traffic safely moving through the lane while there were a number of pedestrians.

Mr Glanville addressed the Board on his own behalf.

Mr Glanville believed continued access was necessary for the safety of under age patrons attending youth events at locations within the lane. In addition, services for youth, for example support vehicles taking intoxicated youth out of the lane to safe site required access to the lane.

In responding to questions from members both Messrs Williamson and Glanville advised that they were unaware of any actual vehicle/pedestrian conflicts in the lane.

The Chairman thanked Mr Williamson and Mr Glanville for their submission.

6.3 **MR DAVE HENDERSON**

Mr Dave Henderson responded to some of the issues raised by Mr Williamson. Mr Henderson confirmed that there had been some issues around security staff stopping underage patrons from entering the lane. He assured the Board that this had been addressed and staff were no longer doing this (other than in lanes which were private property).

Mr Henderson advised that businesses had alternative access routes and that the lanes were 'no stopping' lanes for business in the lane were pointed out. He said the lanes were part of a unique environment and could be used for events like the Buskers Festival and Jazz Festival.

The Chairman thanked Mr Henderson for his submission.

7. PRESENTATION OF PETITIONS

Nil.

8. NOTICE OF MOTION

The following notice of motion was moved by Yani Johanson, pursuant to Standing Order 2.16.1 and seconded by Brenda Lowe-Johnson:

"Recognising the proactive, positive, and successful approach in engaging with local Maori that the Hagley/Ferrymead Community Board has undertaken, and;

given that the Hagley/Ferrymead ward's population has a relatively high percentage of Maori, Pacific Island and Asian people compared to other wards, that

the Hagley/Ferrymead Community Board resolves to:

- *hold a hui with the local Maori community to introduce the role of the community board and to discuss local community needs and issues*

8 Cont'd

- *hold a fono with the local Pacific Island community to introduce the role of the community board and to discuss local community needs and issues*
- *hold a meeting with the local Asian community to introduce the role of the community board and to discuss local community needs and issues*
- *develop action plans to involve and engage Maori, Pacific Island and Asian people in local government through the Community Board to address concerns/issues"*

After a full discussion of the motion Bob Todd moved by way of amendment:

"That the Hagley/Ferrymead Community Board meet with appropriate Council staff to discuss with them the process and methodology to proceed on this matter".

The amendment when put to the meeting was then declared **carried** as the substantive motion.

The meeting **resolved**:

That the Board meet with the appropriate Council staff to discuss with them the process and methodology to proceed to:

- hold a hui with the local Maori community to introduce the role of the community board and to discuss local community needs and issues
- hold a fono with the local Pacific Island community to introduce the role of the community board and to discuss local community needs and issues
- hold a meeting with the local Asian community to introduce the role of the community board and to discuss local community needs and issues
- develop action plans to involve and engage Maori, Pacific Island and Asian and other people in local government through the Community Board to address concerns/issues.

9. CORRESPONDENCE

A letter was **received** from Gavin Bain of Fazzazz and was considered as part of the discussion on item 3, Struthers Lane, Lichfield Land Bollard Trial.

10. BRIEFINGS

Nil.

11. MEMBERS QUESTIONS

Nil.

12. COMMUNITY DEVELOPMENT ADVISER'S UPDATE

The Community Development Adviser gave an oral update on items of interest to the Board.

13. COMMUNITY BOARD ADVISER'S UPDATE

The Board **received** information from the Community Board Adviser covering upcoming meetings and events and reporting back on the outcome of investigation into concerns raised by the deputation of the Sumner Resident's Group at the 12 December 2007 Board meeting.

14. MEMBER'S QUESTIONS

Nil.

PART C – DELEGATED DECISIONS TAKEN BY THE BOARD

15. CONFIRMATION OF MEETING REPORT - 12 DECEMBER 2007

The Board **resolved** to confirm the report of its ordinary meeting of 12 December 2007.

16. RECESS COMMITTEE MEETING REPORT - 21 DECEMBER 2007

The Board **received** the report of the Recess Committee meeting of 21 December 2007.

17. FLINDERS ROAD – PROPOSED NO STOPPING RESTRICTIONS

The Board considered a report seeking approval to install a 'no stopping' restriction on a blind corner in Flinders Road.

The Board **resolved** to defer consideration of the report until its next meeting to allow time for staff to provide evidence that the local resident's association had been consulted on the matter.

18. FERRY ROAD - PROPOSED 10 MINUTE PARKING RESTRICTION

The Board considered a report on the installation of a 10 minute parking restriction on the south side of Ferry Road between Lancaster Street and Fitzgerald Avenue outside Stu's Café and Takeaway Bar.

The Board **resolved** to approve, subject to consultation by staff with business owners on the both sides of the road:

- (a) That the parking of vehicles restricted to a maximum period of 30 minutes on the south side of Ferry Road commencing at a point 125 metres west of its intersection with Lancaster Street and extending in a westerly direction for 15 metres be revoked.
- (b) That the parking of vehicles be restricted to a maximum period of 10 minutes on the south side of Ferry Road commencing at a point 125 metres west of its intersection with Lancaster Street and extending in a westerly direction for 15 metres.

19. LAING RESERVE - EASEMENT OVER

The Board considered a report seeking approval to grant a stormwater easement in gross over Laing Reserve for the benefit of AFD Limited, an adjoining subdividing land owner.

The Board **resolved** to:

1. Approve an Easement in Gross to convey water over Lot 8 DP 52894 known as Laing Reserve, subject to the following conditions:
 - (a) The applicant being responsible for all costs associated with the easement (processing, valuation, survey, legal and registration) and installation of the requisite services, including all Council related costs.
 - (b) The applicant pay a performance bond of \$2,000 to the Council (fully refundable less Council costs incurred in relation to the work undertaken on site) and sign a temporary access licence before any construction work commences on site.

19 Cont'd

- (c) The applicant provide to the Council a surveyed easement plan on which the proposed easement in gross is shown, within three months of completion of the work.
- (d) The consent of the Department of Conservation being sought by the Council.
2. Authorise the Unit Manager Corporate Support, to finalise and conclude any compensation transaction.

20. COUNCIL FARMS – GRAZING LICENCE TO TUSSOCK HILLS FARM LIMITED

The Board considered a report to ratify an existing arrangement by issuing a licence to Tussock Hills Farm Limited over those areas of reserve land contained within the Council's farm portfolio for up to two years.

The Board **resolved** to approve the granting of a licence for grazing or other similar purposes over those reserve lands described and marked Ψ in the first schedule for a term of two years less one day effective from 1 December 2007 at a rental as submitted as part of the RFP process comprising both freehold and reserve lands of \$25,000 per annum plus GST.

(Note Yani Johanson advised he was unable to support the motion and voted against it.)

SCHEDULE ONE

Note: The land identified with a "Ψ" symbol indicates land held by the Council as a reserve pursuant to the Reserves Act 1977.

SCHEDULE OF PROPERTIES

Name	Plan Reference	Location	Legal Description	CT Reference	Approximate Area (ha)
Bexley	Plan 1	Dyers Road/ Breezes Road Intersection	Lot 2 DP 48246	40A/81 Ψ	83.5
			Lot 4 DP 5306	40A/82	
		Dyers Road/ Breezes Road Intersection	Lot 3 DP 48246	40A/81 Ψ	
			Part Lot 3 DP 5306	40A/82	
		Breezes Road/ Bexley Road Intersection	Part Lot 1 DP 48246	40A/81 Ψ	
			Part Lot 5 DP 48246	40A/81 Ψ	
			Part RS 41458 (SO 14803)	40A/86	
			Part RS 6356 (BM 318)	40A/85	
			Part RS 5839 (BM 318)	40A/83	
			Part RS 5854 (BM 318)		
			Lot 4 DP 48246	40A/81 Ψ	
			Part Lot 1 DP 994	192/211	
		Part Section 1 SO 307757	Gazette 2002 at page 4055		
		Part Lot 1 DP 994	712/11		
Part Lot 1 DP 18712	680/78				
Part Lot 3 DP 2787	12B/958				
Cuthberts Paddocks	Plan 2	Cuthberts Road	Part Lot 1 DP 53704	31F/439	25
			Lot 2 DP 28471	32B/102	
			Part Lot 2 DP 8686	32B/102	
			Part Lot 3 DP 21264	32B/102	
Linwood	Plan 3	Bordered by Dyers Road/ Linwood Avenue	Part Lot 1 DP 9714	6D/180	81
			Part Lot 2 DP 9714	6D/180	
			Part Lot 3 DP 9714	9F/947	
			Part Lot 4 DP 9714	9F/947	
			Part Lot 5 DP 20628	?	
			Part Lot 1 DP 20628	40A/82	
			Part Lot 2 DP 20628	2B/871	
Part Lot 3 DP 20628	40A/82				

20 Cont'd

Name	Plan Reference	Location	Legal Description	CT Reference	Approximate Area (ha)
Queen Elizabeth II	Plan 4	QEII Drive	Section 1 SO 333506	Identifier 170303 Ψ	11.7
			Section 2 SO 333506	Identifier 170304 Ψ	
			Section 3 SO 333506	Identifier 170305	
			Section 4 SO 333506	Identifier 170306	
Ruru Paddocks	Plan 5	Dyers Road	Part Lot 5 DP 8686	2F/382	6
Styx Conservation Reserve	Plan 6		Lot 6 DP 29040	11A/954 Ψ	18.2
			Lot 7 DP 29040	11A/955 Ψ	
			Part Lot 18 DP 50763	59/138 Ψ	
			Part RS 243	34B/654	
			Part Lot 1 DP 46233	34B/654	
Travis Wetland Paddocks	Plan 7		Part Lot 1 DP 75093	42A/516	42
			Part Lot 2 DP 73239	42B/138 Ψ	
			Part Section 3 SO 19465	42B/138 Ψ	
			Part Lot 1 DP 75091	42A/518	
			Lot 1 DP 75092	42A/517	
			Part Lot 2 DP 9176	17B/977	
			Part Lot 1 DP 45936	GNA470289.1 Ψ	
			Part Lot 1 DP 73239	42B/138 Ψ	
			Part Section 1 SO 18724	42B/138 Ψ	
				TOTAL AREA	267.4 ha

21. BOARD REPRESENTATION ON OUTSIDE ORGANISATIONS AND COMMITTEES

The Board considered a report on appointment of Board members to outside organisations.

The Board **resolved** to appoint Rod Cameron to Christchurch Streets and Garden Awards Committee, and defer to a later meeting the appointments for the Christchurch Estuary Association, Keep Christchurch Beautiful, and Neighbourhood Support Canterbury.

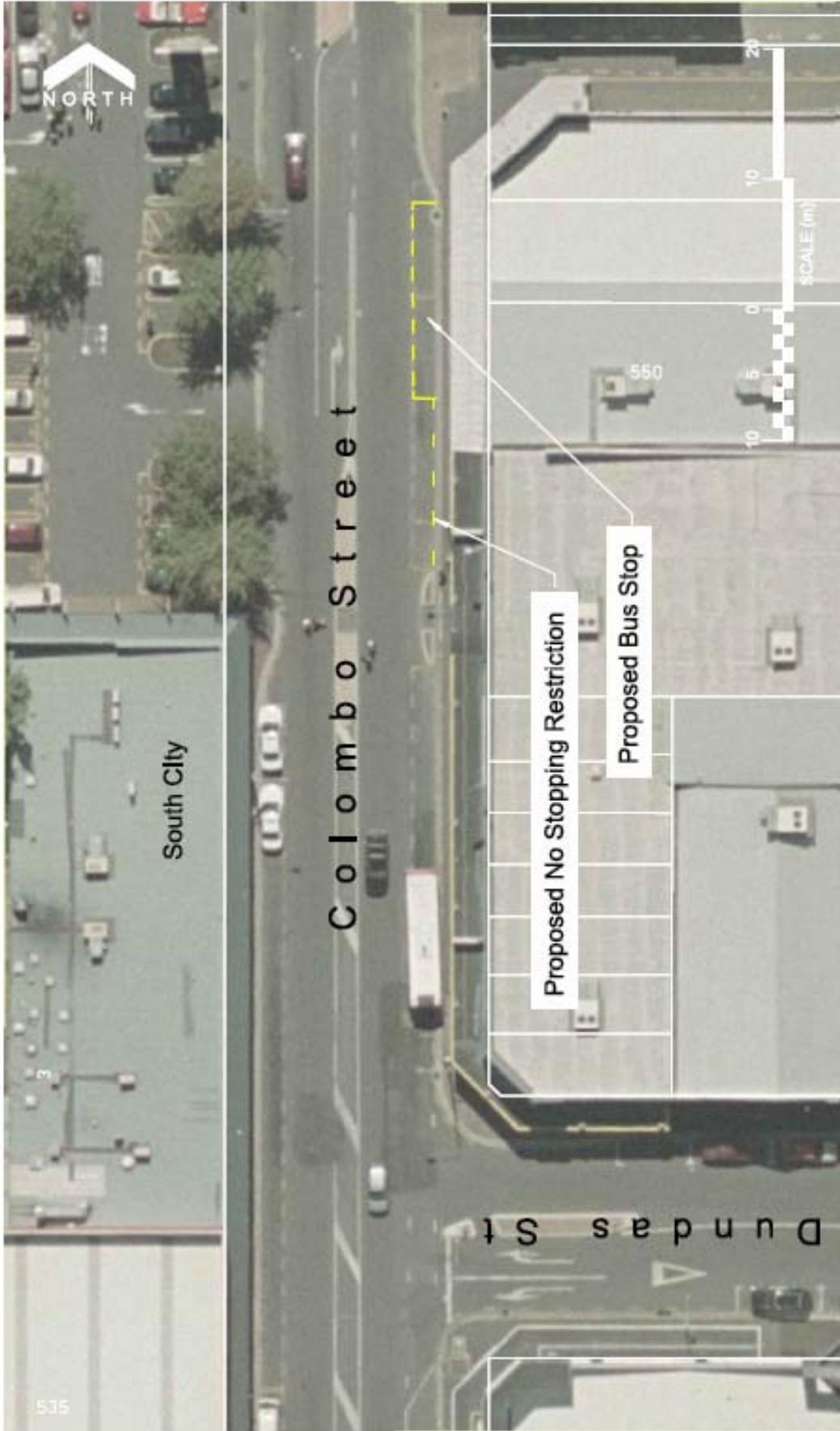
22. ADJOURNMENT OF MEETING

At 4.50pm the Board **resolved** that the meeting stand adjourned and resume at 5.10pm.

The meeting concluded at 6.35pm.

CONFIRMED THIS 20TH DAY OF FEBRUARY 2008

**BOB TODD
CHAIRPERSON**



Original Plan Size: A4
 ISSUE.1 29/11/07
 TP301612 MJR

Colombo Street
 Proposed Bus Stop & No Stopping Restriction
 For Board Approval





© Copyright Christchurch City Council. All Rights Reserved. Aerial Photography Copyright Lenslink International Ltd

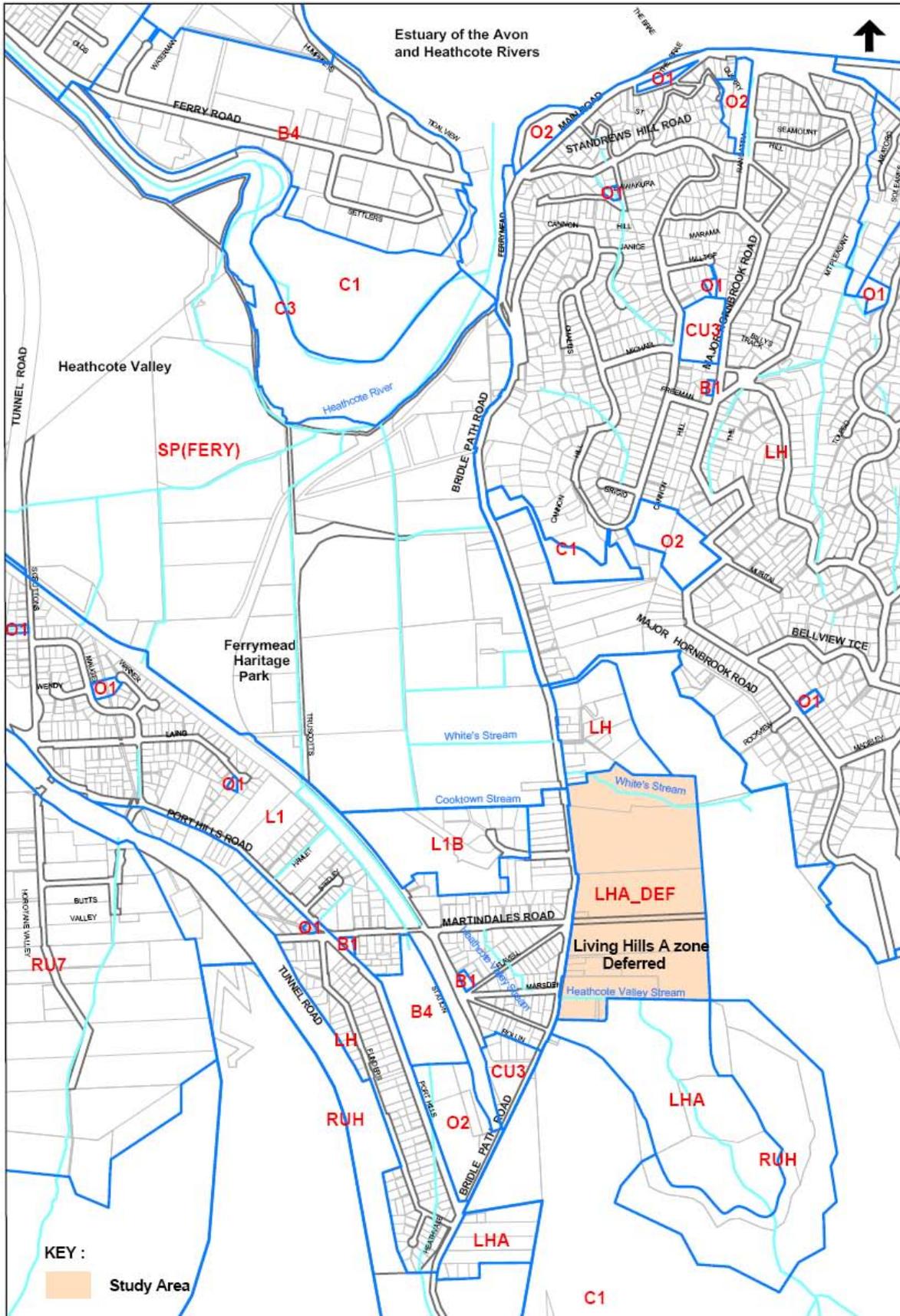
Original Plan Size: A4

ISSUE.1 14/11/07

TP301603 MJR

Madras Street
Proposed Motorcycle Stand Relocation
For Board Approval





Geodata Services
Christchurch City Council

Map: ap001707.gws
Date: 25/07/03

Deferred Living Hills A Zone, Bridle Path Road Locality and Zoning Map

OPTIONS FOR DEVELOPMENT & HAZARD MITIGATION

Refer also to Attachment 2.

Development Options	Development Potential	Risk factor	Mitigation	Cost Estimates	Comments
<p>Option 1:</p> <p>No further development in deferred LHA zone</p> <p>Area = 20 ha approx.</p>	<p>Maintains existing rural zoning;</p> <p>Very limited rural subdivision potential as few lots over 2 ha, min. subdivision area.</p> <p>13 existing houses.</p>	<p>Modelling shows rocks can enter this area, and recent experience (Jan 2006) shows this can happen, when a rock rolled into the back of glasshouses only 30-50m above the Low Hazard area</p>	<p>With any new building, mitigation would be done by owners as part of their new building consents.</p> <p>Work required for each new house likely to be minor i.e. bund or relatively cheap low energy fence.</p>	<p>Cost likely to be around \$5,000 - 10,000 per lot.</p>	<p>Removes deferred LHA zoning which would be unpopular as expectation by landowners that land would be developed.</p>
<p>Option 2:</p> <p>Development within the Low Hazard area only</p> <p>Total Area = 9.41 ha approx.</p>	<p>Suggest higher density than LHA eg medium density could be feasible as area has;</p> <p>-a gentle slope, but limitations to development as is bisected by a waterway, road corridor, and transmission lines.</p> <p>-northern part of area unlikely to develop in short term because of glasshouse operation and drainage issues on northern most property.</p> <p>Area could potentially provide for around 100 households.</p>	<p>Recent experience (in Jan. '06) of rock rolling into back of glasshouses, only 30-50m above the Low Hazard area.</p> <p>Only reasonably reliable estimate of potential triggering events is earthquake shaking.</p> <p>Probability assessment modelled - 98% of rocks or better would be stopped by bund barrier.</p> <p>Therefore extremely low risk of rock intrusion with mitigation.</p>	<p>If development only in Low Hazard area, extent of works reduces substantially, and likely to be feasible with a (relatively cheap) earth bund.</p>	<p>Approx. 50% reduction of the estimated cost of Options 3 & 4. ie estimated cost approximately \$500,000 + GST. Removal or stabilisation of rocks in Conservation 1 zone (Council land), unnecessary.</p> <p>Cost likely to be around \$5,000 per lot.</p>	<p>Two geotechnical studies and modelling for Option 2 by geotechnical Consultant, inform Council of potential risk.</p> <p>Councillors have indicated that mitigation measures should not be Council responsibility.</p>
<p>Option 3:</p> <p>Development within Low (9.41 ha) and Minor Hazard areas (4.73 ha),</p> <p>Total Area = 14.14 ha</p>	<p>Suggest higher density to LHA eg medium density because of- gentle slope in low hazard area, however, limitations to development as area bisected by a waterway and road corridor, and transmission lines.</p> <p>-glasshouses over northern part of area (unlikely to develop in short term).</p> <p>Area could potentially provide for around 200 households.</p>		<p>This most intensive option may require higher rated catch fences in at least some areas than would otherwise be required.</p>	<p>Cost estimate \$700,000 - \$1.04 million +GST for rockfall hazard mitigation by fencing and bunding.</p> <p>Cost likely to be around\$ \$5,000 per lot.</p>	<p>Major departure from current zoning. Likely to have significant affect on local amenity. little vegetation, loss of views.</p>
<p>Option 4:</p> <p>Development within Low and Minor hazard</p>	<p>Approximately 116 sections feasible from subdivision design, with variable density</p>	<p>A 1000 kJ fence would stop 90% of rocks up to 2 tonnes - (the modal size for even the</p>	<p>Catch fencing and planting across most of Deferred LHA zone; bunding at southern end of</p>	<p>Cost estimate \$700,000 - \$1.04 million plus GST for rockfall hazard mitigation by</p>	<p>Still allows for development potential "conceded" by not developing to upper</p>

20. 2. 2008

- 44 -

Development Options	Development Potential	Risk factor	Mitigation	Cost Estimates	Comments
<p>areas.</p> <p>Total area = 14,41 ha,</p>	<p>because of existing site constraints such as transmission lines, waterway, link road and topography.</p>	<p>worst upslope areas but not the largest rocks in each area), and probably a considerably higher proportion than 90% of rocks once rock shape and true source point origin are allowed for.</p> <p>With the 1000 kJ fence some work is still required on the relatively few rocks above the fence that are loose and exceed the modal size.</p> <p>A 500 kJ fence may also be feasible here after proportionally more work on the rock slopes, because the cost difference over the distance involved (400m) is so large.</p>	<p>the area AND re-grading lower access track, AND planting nominal area.</p> <p>The catch fences would be EITHER:</p> <p>400m of 1000 kJ catch fence, AND relatively minor rock pinning, blasting etc of larger rocks above catchfence area. By using the 1000 kJ capacity of catch fence the disturbance to the Quarry Park area is kept to the minimum),</p> <p>OR</p> <p>400m of lower rated 500 kJ catch fence</p> <p>however, this would require considerably more work on the potential rock sources in the Quarry Park.</p>	<p>fencing and bunding.</p> <p>Likely cost per lot Approximately \$8,000.</p>	<p>edge of zone.</p> <p>Higher mitigation costs than Option 2.</p>
<p>Upper slopes moderate hazard areas.</p>	<p>Very upper slopes not considered suitable for development because of steepness for site development and access.</p>				

FUNDING OPTIONS FOR HAZARD MITIGATION

1. Developer / landowner	Meets all costs	Mitigation undertaken by developer prior to subdivision. Council has ongoing maintenance costs.
2. Council / landowner	Council pays costs ahead of development	Financial contribution. Council recovers costs from developer / landowners. Council has ongoing maintenance costs.
3. Council	Shares costs with developer / landowners	Arranged through negotiated agreement with developer / landowner. Council has ongoing maintenance costs.
4. Council	Meets all costs	Mitigation constructed ahead of subdivision and development; Council has ongoing maintenance costs.

Proposed Consultation Process

Background

In order for houses to be developed in the Bridle Path Area, a plan change is required. As part of an ongoing consultation process begun in 1995, Diana Plesovs, Senior Planner, has been working with affected parties to develop a concept plan for the area.

This concept plan is now ready to go to the Community Board and Council, and if adopted, out for public consultation and adoption in the first half of 2008.

Following consultation, and once the final concept plan has been adopted by Council, a plan change from 'Living HA Deferred' to 'Living HA' under Resource Management Act 1991 (RMA) will require statutory notification, allowing further public input.

Public Affairs objectives

- To effectively inform and engage with stakeholders about the Bridle Path Concept Plan in a timely manner.

Stakeholders – to be confirmed

External

- 9 Bridle Path area landowners, including developer (directly affected parties)
- Local residents association
- Mahaanui Kurataiao Limited (MKT)
- Wider Ferrymead residents.

Internal

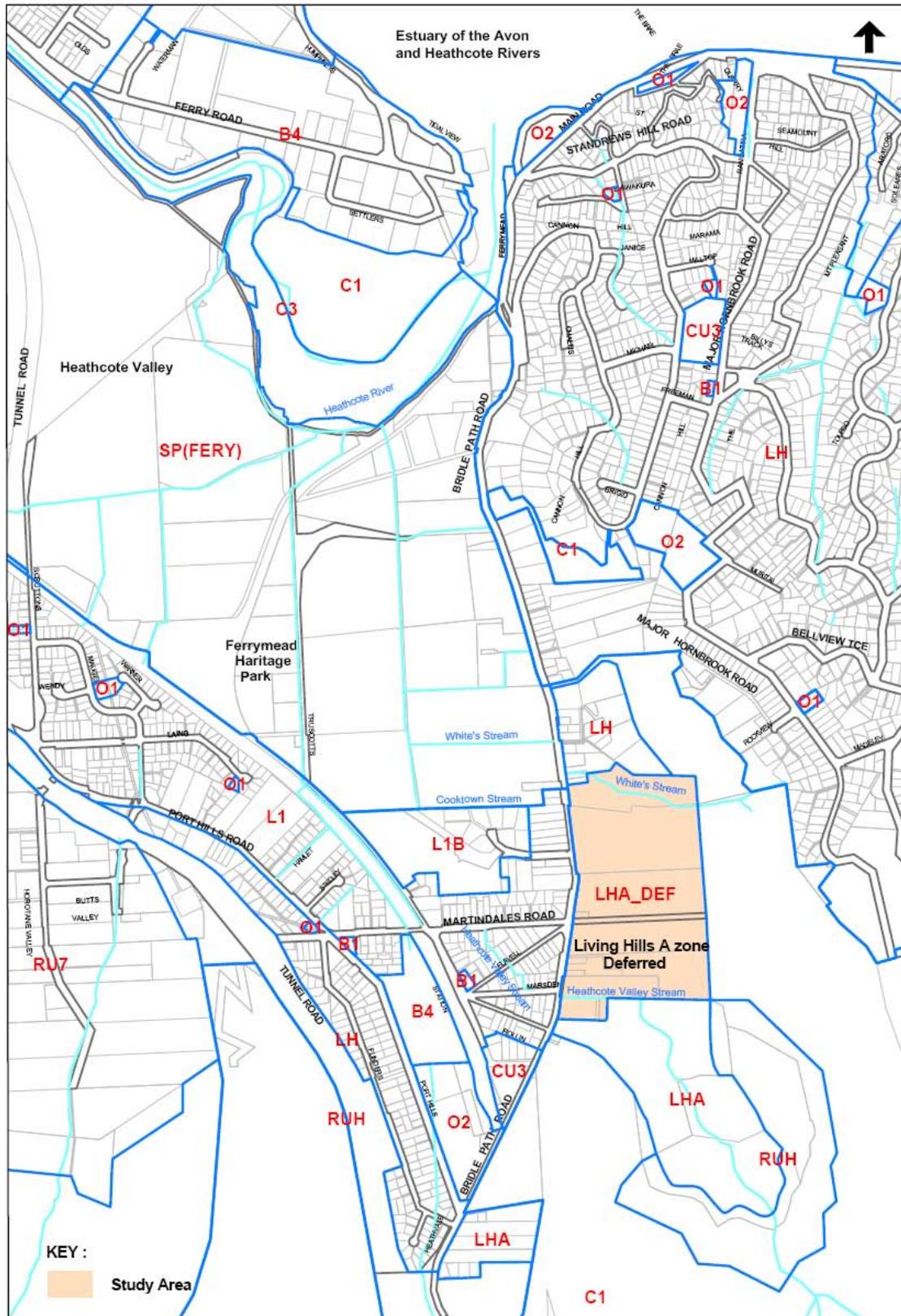
- Hagley Ferrymead Community Board
- Councillors
- Hagley Ferrymead Engagement Advisor
- Relevant CCC staff and consultants.

Deliverables/Channels

- Draft Concept Plan designed and printed (c 80 copies), sent to all directly affected parties and Resident Association, and available at Linwood Service Centre.
- Letters to directly affected parties and residents association re a) public consultation, and b) outcome of this consultation.
- Display advertisements for community newspaper/ residents association newsletter?
- Media releases re a) consultation and b) outcome of consultation.
- Web page and Have Your Say.
- Public meeting with directly affected parties.
- Final Concept Plan designed and printed (c 50 copies?).

Timeline

1. Two reports and Draft Concept Plan (Word version) to Community Board meeting 30 January 2008, then to Council .
2. Late February-March: public consultation on Draft Concept Plan (designed).
3. April-May: summary information on outcome of consultation.
4. May: Final Concept Plan (designed) to Council for adoption.
(Plan change notified by June then allow six months to go through.)



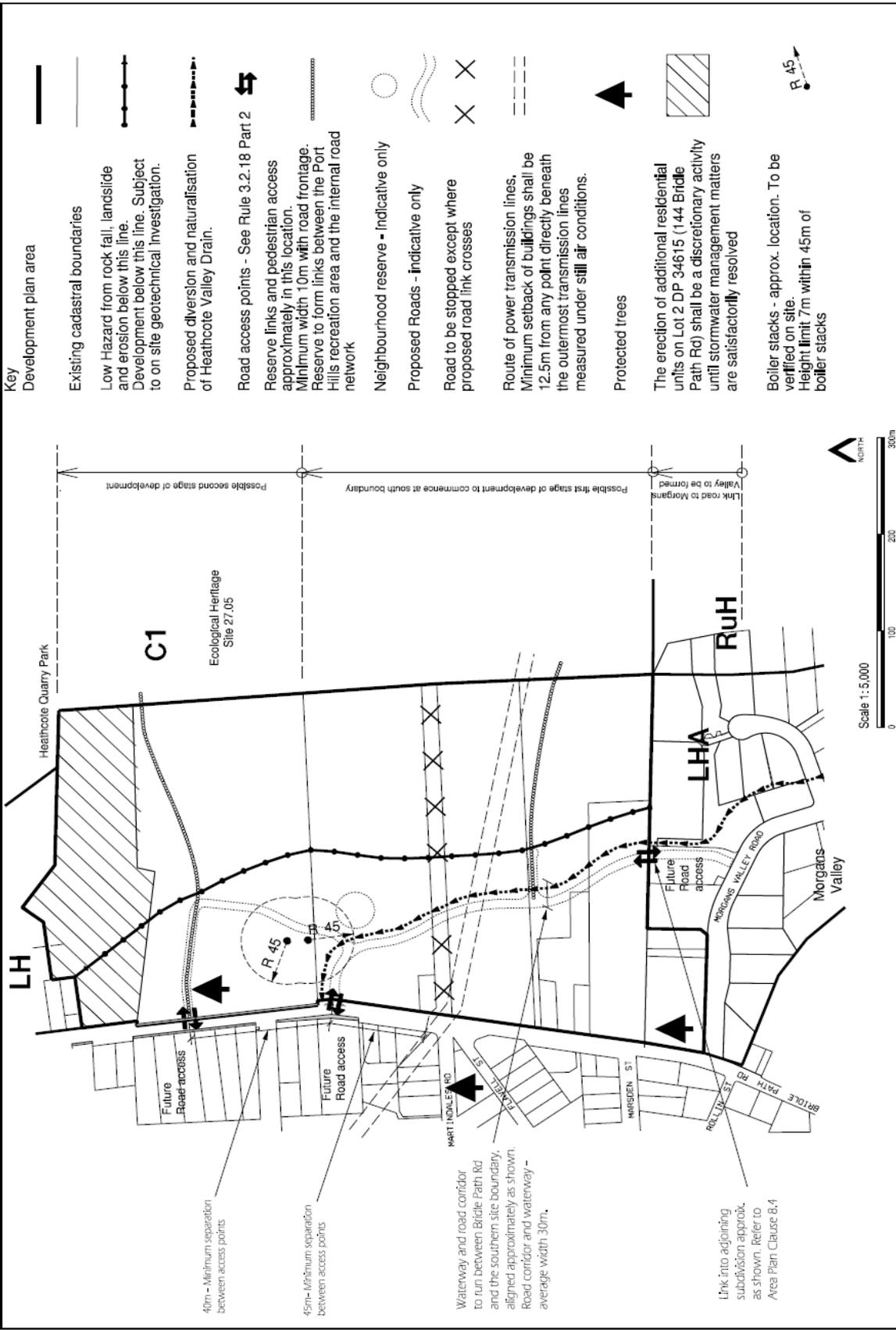
Geodata Services
Christchurch City Council

Map: ap001707.gws
Date: 25/07/03

Deferred Living Hills A Zone, Bridle Path Road Locality and Zoning Map

Draft Development Plan

Appendix X. Development plan (Bridle Path Road, former Deferred LHA Zone)



Draft. Bridle Path Road, former Deferred LHA Zone

IT Services
Christchurch City Council

13. 3. 2008

**HAGLEY/FERRYMEAD COMMUNITY BOARD
7 FEBRUARY 2008**

**A meeting of the Hagley/Ferrymead Community Board
was held on 7 February at 3.00 pm**

PRESENT: Bob Todd (Chairperson), Brenda Lowe-Johnson, John Freeman, Yani Johanson, David Cox, Rod Cameron

APOLOGIES: An apology for absence was received from Tim Carter. An apology for lateness was received from Yani Johanson, who arrived at 3.05pm, and who was present for all clauses. It was resolved that the apologies be accepted.

The Board reports that:

PART B – REPORTS FOR INFORMATION

1. DEPUTATIONS BY APPOINTMENT

1.1 MR GUY EVANS

Mr Guy Evans, accompanied by Deborah Westlake and Mr Arthur Simmons (boat builder), outlined a proposal to reinstate a ferry at Ferrymead. Ms Westlake provided an outline of history of the ferry service.

In responding to questions from members it was acknowledged that the proposal was in its infancy. The currently estimated cost for the ferry and associated work to make it operational is \$250,000. If there is support for the proposal consideration will be given to establishing a trust or incorporated society to carry the project forward, including seeking funding.

The Chairperson thanked Messrs Evans and Simmons and Ms Westlake for their submission.

The Board **agreed** to refer the matter to appropriate staff for a report on the feasibility of the proposed project.

1.2 DIANNE MONK

Ms Dianne Monk outlined her youth development proposal, for youth, by youth which would be centred around an area of Council land at Dyers Road. Ms Monk also expressed concern at the current use of the windsurfing area particularly around the car park and toilets. Ms Monk advised that she had spoken to Council staff member, Lewis Burn, about the proposal.

The Chairperson thanked Ms Monk for her submission.

The Community Board Adviser informed the members that the area which Ms Monk referred to was part of the Estuary Green Edge review and a report would be coming to the Board in May or June 2008 about it.

The Board **agreed** to ask for an update from Council staff about the proposal.

1.3 **SUMNER-REDCLIFFS HISTORICAL SOCIETY**

Mrs Topsy Rule, on behalf of the Sumner-Redcliffs Historical Society, expressed concern about the length of time it has taken to have action taken on two requests, the renaming of the Sumner Coronation Reserve and the placement of two plaques at Peacock's Gallop.

The Chairperson thanked Mrs Rule for her submission.

The Board **agreed** to seek an immediate update from appropriate staff on their return to work, and that Board members be supplied with that information before the next Board meeting.

1.4 **REDCLIFFS RESIDENTS' ASSOCIATION**

Mrs Topsy Rule, on behalf of the Redcliffs Residents' Association, expressed concern at the boundaries of the Redcliffs Residents' Association as shown on a Council map in 2006 which did not include two areas. Mrs Rule tabled a copy of a map from 1994 which showed that these areas were included within the Association's boundaries.

The Chairperson thanked Mrs Rule for her submission.

The Board **agreed** that the appropriate staff be asked to correct the map showing that the streets (being the waterfront properties on Beachville Road and Main Road) are within the Redcliffs Residents' Association boundary recognised by the Board.

1.5 **MR BRIAN LINTOTT, FERRYMEAD HISTORIC PARK**

Mr Brian Lintott of Ferrymead Historic Park raised three issues with the Board.

Mr Lintott was seeking support for a proposal to have changes made to the number 35 bus service, seeking to have it used as a shuttle service for the park and other businesses in the area, perhaps having a themed bus service highlighting points and areas of interest. He acknowledged that this was a matter for ECAN, which had suggested seeking Board support for the idea as a part of progressing the matter with them.

Mr Lintott raised concerns about the level of vandalism and the activity of boy racers in and around Ferrymead Historic Park. He asked that the gate at the entrance be locked between 11.00 pm and 7.00 am to help restrict access.

The Chairperson thanked Mr Lintott for his submission.

The Board **agreed** to support the proposal with respect to the number 35 bus route.

The Board **agreed** to support the locking of the gates to address concerns about vandalism.

1.6 **MR RICHARD DUDDING,**

Mr Richard Dudding, from Chester Street East, outlined issues around the unique housing in Chester Street East and the current parking in front of the houses. He advised that there were issues about the maintenance of the grass verge, mowing the area was often a problem as cars parked over it made mowing difficult.

Mr Dudding asked whether it might be possible to have the car parks removed and the area grassed over, or alternatively, have bollards installed to stop cars parking over the edge of the grassed area.

The Chairperson thanked Mr Dudding for his submission.

The Board **agreed** to request a report from staff regarding the options, costs, and maintenance of placement of bollards, or the removal of the six car parks and the possibility of grass being planted.

CONFIRMED THIS 20TH DAY OF FEBRUARY 2008

**BOB TODD
CHAIRPERSON**

3. DEPUTATIONS BY APPOINTMENT
4. PRESENTATION OF PETITIONS
5. NOTICE OF MOTION
6. CORRESPONDENCE
7. BRIEFINGS

8. MOA STREET PROPOSED RESIDENTS ONLY PARKING

General Manager responsible:	General Manager City Environment, DDI 941-8656
Officer responsible:	Transport and Greenspace Manager
Author:	Steve Dejong/Barry Cook, Network Operations and Traffic Systems

PURPOSE OF REPORT

1. The purpose of this report is to seek the Hagley/Ferrymead Community Board's approval for the installation of a resident's parking space on the south side of Moa Place outside 6 Moa Place.

EXECUTIVE SUMMARY

2. The Council has received several requests from the occupier of 6 Moa Place for a "resident only" parking outside of her property. Moa Place is a small cul-de-sac approximately four blocks north of the central business district. There are currently no on-street parking restrictions in this street, therefore, the street is usually occupied by commuter vehicles from Monday to Saturday during working hours. Ms Thomas' concern is that when she returns home during the day, she cannot find a park anywhere near her own home.
3. Ms Thomas' home is a historic workers cottage, located three metres from the street frontage and takes up the whole 10 metre frontage of her section, making it impossible for her to provide off-street parking. The demand for long term residential parking cannot be adequately or practicably met on site. The proximity of the site to surrounding businesses and the city and historical parking shortfalls on that part of Moa Place effectively means that the residential function of the on-street parking provision is not able to be fulfilled without some form of parking restriction being put in place.
4. The installation of a restricted "resident's only" park is considered the most cost effective and practical solution to the problem.

FINANCIAL IMPLICATIONS

5. The estimated cost of this work is \$500.

Do the Recommendations of this Report Align with 2006-16 LTCCP budgets?

6. The installation of parking signs and road markings is within the LTCCP Streets and Transport Operational Budgets.

LEGAL CONSIDERATIONS

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

Have you considered the legal implications of the issue under consideration?

8. As above.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

9. Aligns with the Streets and Transport activities by contributing to the Council's Community Outcomes – Safety and Community.

Do the recommendations of this report support a level of service or project in the 2006-16 LTCCP?

10. This contributes to improve the level of service for parking.

ALIGNMENT WITH STRATEGIES

11. The recommendations align with the Council's Parking Strategy 2003.

Do the recommendations align with the Council's strategies?

12. As noted in paragraph 11.

8. Cont'd

CONSULTATION FULFILMENT

12. The only affected party other than the commuting public will be Ms Thomas, who has requested that the resident's only park be located directly outside her property. The Moa Place Neighbourhood Committee has been consulted and gave its unanimous support to the proposal, citing the importance of preserving the heritage of the area by discouraging any attempt to create on-site parking by demolishing an interesting old building and requesting that we convey this to the Board.

STAFF RECOMMENDATION

It is recommended that the Hagley/Ferrymead Community Board approve:

That the parking be restricted to "vehicles displaying residents' permits only at any time" on the south side of Moa Place commencing at a point 23.7 metres east of Madras Street and extending in an easterly direction for a distance of 5.5 metres.

CHAIRPERSON'S RECOMMENDATION

That the staff recommendation be adopted.



MOA PLACE
Proposed Residents Only Parking

9. TRUSCOTTS ROAD – FERRYMEAD PARK DRIVE PROPOSED GIVE WAY CONTROL, BUS STOP AND NO STOPPING RESTRICTIONS

General Manager responsible:	General Manager City Environment, DDI 941-8656
Officer responsible:	Transport and Greenspace Manager
Author:	Steve Dejong/Barry Cook

PURPOSE OF REPORT

1. The purpose of this report is to seek the Hagley/Ferrymead Community Board's approval to install a "Give Way" control on the southern approach of Truscotts Road at the intersection of Ferrymead Park Drive and to re-establish the existing "No Stopping" restriction and Bus Stop at the entrance to Ferrymead Heritage Park.

EXECUTIVE SUMMARY

2. The resource consent process for the establishment of the Ferrymead Golf facility at the northern end of Truscotts Road has highlighted traffic operation and safety issues at the Truscotts Road/Ferrymead Park Drive intersection. The following proposal is the result of a meeting with the directors of Ferrymead Golf, Tamaki Heritage Village, Ferrymead Heritage Park and Council staff.
3. Ferrymead Park Drive is a relatively new road which was constructed as part of the Ferrymead Heritage Park entrance relocation. More recently the Tamaki Heritage Village and Ferrymead Golf have been established.
4. Ferrymead Park Drive commences at the intersection with Bridle Path Road and extends to the west then sweeps around to the south and continues into Truscotts Road. The entrance to Ferrymead Heritage Park is on the west side of this sweeping bend and the Park visitors' car park is on the east side. To the immediate north of the Ferrymead Heritage Park entrance is the continuation of Truscotts Road and the entrance to Ferrymead Golf.
5. The continuation of Ferrymead Park Drive onto Truscotts Road south instead of bringing these roads to a defined junction has highlighted some unforeseen problems. It has created an alternate route between Bridle Path Road and Port Hills Road via Martindales Road. Although not necessarily a short cut, vehicles are travelling at higher speeds as they sweep around the bend between the entrance to Ferrymead Heritage Park and the visitors' car park due to the rural nature of the road environment. This poses a danger for visitors to the Heritage Park who must cross the road on this bend from the car park to the parks entrance. Visitors are often escorting children with the existing visibility at the crossing point less than desirable. (There is a future proposal to stop the southern end of Truscotts Road removing the through access to Martindales Road altogether.)
6. The more recent application to create a golfing facility on Truscotts Road north of the intersection with Ferrymead Park Drive has created further issues at this junction. The resource consent for the golf facility required a splitter island to be placed at the intersection of the northern leg of Truscotts Road where it meets Ferrymead Park Drive on the sweeping bend to the immediate north of the Heritage Park entrance. This consent condition did not take into consideration that the Ferrymead Heritage Park operates trolley buses along the roads around the Parks perimeter. The trolley buses are electricity powered via an overhead wire system similar to the tram, however, unlike the tram the trolley buses do not run on tracks. Due to the lack of power steering in the trolley buses, it would make it extremely difficult for them to negotiate this corner if a splitter island was installed.

9. Cont'd

7. Currently there is a Give Way control against the northern leg of Truscotts Road at the intersection of Ferrymead Park Drive. By revoking this Give Way control and placing it, as proposed, against the southern leg of Truscotts Road at the same intersection multiple benefits would be achieved. They are:
- (a) The proposal would negate the need for the construction of a splitter island.
 - (b) The proposal would slow east bound traffic past the entrance to the Heritage Park by requiring it to Give Way.
 - (c) It would also slow south bound traffic as they would have to negotiate the new alignment.
 - (d) The proposal would have a further added benefit of creating a safer environment for visitors to the Heritage Park enabling them to cross Truscotts Road from the car park to the parks entrance without the fear of vehicles sweeping around the bend at high speed.
 - (e) This proposal provides a more logical layout which makes signage of the various activities within Ferrymead Park easier and more understandable for visitors.
 - (f) This proposal will tie in well with the final roading layout when the "Road Stopping" has been completed.
8. Located directly outside the entrance to the Ferrymead Heritage Park is an existing Bus Stop, used by the Heritage Parks trolley buses and buses delivering school and organised group functions. Along the frontage of the Heritage Parks entrance is a length of existing "No Stopping" lines that were installed to stop vehicles parking near the entrance of the bend. Because of some initial confusion over the ownership of part of Ferrymead Park Drive it is believed that the Bus Stop and "No Stopping" lines may not have been formally approved. It is therefore considered prudent to re-establish them at this time.
9. The Heathcote Valley Residents Association has been contacted and agree with this proposal. The property owners and businesses in the area have been consulted and are all in favour of the proposal.

FINANCIAL IMPLICATIONS

10. An estimated cost for this work is \$5,000.00.

Do the Recommendations of this Report Align with 2006-16 LTCCP budgets?

11. The minor physical works and the installation of Give Way controls and road markings with within existing LTCCP operational budgets.

LEGAL CONSIDERATIONS

12. The Land Transport Rules provide for the installation of Give Way controls and road markings.

Have you considered the legal implications of the issue under consideration?

13. As above.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

14. Aligns with the Streets and Transport activities by contributing to the Council's Community outcomes – Safety.

Do the recommendations of this report support a level of service or project in the 2006-16 LTCCP?

15. This contributes to improve the level of service for safety.

9. Cont'd

ALIGNMENT WITH STRATEGIES

16. This proposal aligns with the Christchurch Road Safety Strategy.

Do the recommendations align with the Council's strategies?

17. As above.

CONSULTATION FULFILMENT

18. As this location is semi rural and there are no residential properties in the immediate area, residents were not consulted. However, the land owners and businesses directly affected were consulted. There are four land owners and businesses in this area, being: The Ferrymead Heritage Park, The Tamaki Heritage Village, Ferrymead Golf and the Christchurch City Council. All four are in favour of the proposal. The Heathcote Valley Residents Association was contacted and agree with this proposal.

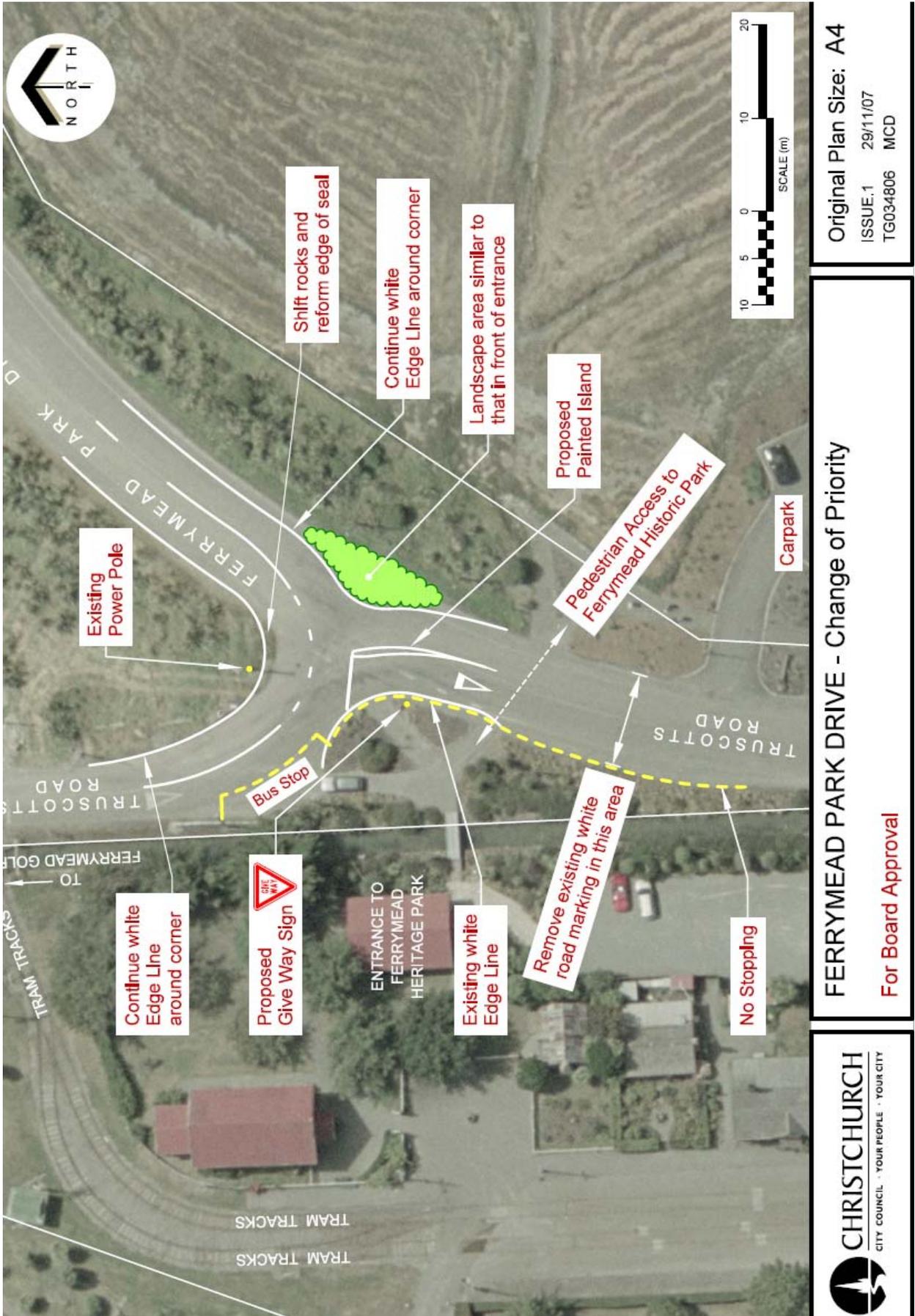
STAFF RECOMMENDATION

It is recommended that the Hagley/Ferrymead Community Board approve:

- (a) That the Give Way control presently placed against Truscotts Road (northern approach) at its intersection with Ferrymead Park Drive be revoked.
- (b) That a "Give Way" control be placed against the Truscotts Road (southern approach) at its intersection with Ferrymead Park Drive.
- (c) That a Bus Stop be installed on the west side of Truscotts Road commencing at a point eight metres west of its intersection with Ferrymead Park Drive and extending in a north-westerly direction around the bend in a semicircle for a distance of 13 metres.
- (d) That the stopping of vehicles be prohibited at any time on the southwest side of Truscotts Road (northern approach) commencing at its intersection with Ferrymead Park Drive and extending in a westerly direction for a distance of eight metres.
- (e) That the stopping of vehicles be prohibited at any time on the west side of Truscotts Road (southern approach) commencing at its intersection with Truscotts Road (northern approach) and extending in a southerly direction for a distance of 27 metres.

CHAIRPERSON'S RECOMMENDATION

That the staff recommendation be adopted.



10. FLINDERS ROAD - PROPOSED NO STOPPING RESTRICTION

General Manager responsible:	General Manager City Environment, DDI 941-8656
Officer responsible:	Transport and Greenspace Manager
Authors:	Steve Dejong/Barry Cook, Network Operations and Transport Systems

PURPOSE OF REPORT

1. The purpose of this report is to seek the Hagley/Ferrymead Community Board's approval to install a "No Stopping" restriction on Flinders Road.

EXECUTIVE SUMMARY

2. The Council has received a request from eight residents of Flinders Road asking for "No Stopping" lines to be installed on a section of Flinders Road that is narrow and situated on a blind bend. The residents state that when vehicles are parked on the bend, traffic travelling down hill has to cross the centre line to pass the parked vehicle, but in doing so cannot see vehicles approaching up hill in the opposite direction and can find that they are in a head-on situation.
3. An investigation confirmed this and by simply removing two parking spaces and installing "No Stopping" lines between several vehicle entranceways on this bend the problem could be rectified. This will make the road much safer by removing the necessity for traffic to have to cross the centre line on the blind bend.
4. All residents directly affected by the removal of the two on-street parking spaces were spoken to and support the installation of the proposed "No Stopping" lines.

FINANCIAL IMPLICATIONS

5. The cost of this proposal is estimated to be \$150.

Do the Recommendations of this Report Align with 2006-16 LTCCP budgets?

6. The installation of road markings is within the LTCCP Street and Transport operational budgets.

LEGAL CONSIDERATIONS

7. The Transport Rules provide for the installation of parking restrictions including broken yellow ("No Stopping") lines.

Have you considered the legal implications of the issue under consideration?

8. As above.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

9. Aligns with the Streets and Transport activities by contributing to the Council's community outcomes safety.

Do the recommendations of this report support a level of service or project in the 2006-16 LTCCP?

10. This contributes to improve the level of service and safety.

ALIGNMENT WITH STRATEGIES

11. The recommendations align with the Council's Parking Strategy 2003.

Do the recommendations align with the Council's strategies?

12. As above.

10. Cont'd

CONSULTATION FULFILMENT

13. This report is a direct result of the request of eight residents of this area made to the Council. They are all in favour of the removal of the two parking spaces by the installation of the proposed "No Stopping" lines. On 10 October 2007 staff spoke to the remaining three residents, which were not of the initial eight, that may be affected by the removal of the two on street parking spaces. All three residents also support the proposal.

STAFF RECOMMENDATION

It is recommended that the Hagley/Ferrymead Community Board approve:

That the stopping of vehicles be prohibited at any time on the west side of Flinders Road commencing at a point 122 metres south of its intersection with Martindales Road and extending in a south-easterly direction for a distance of 30.5 metres.

CHAIRPERSON'S RECOMMENDATION

That the staff recommendation be adopted.



Original Plan Size: A4
ISSUE.1 14/11/07
TP301602 MJR

FLINDERS ROAD
Proposed No Stopping
For Board Approval



11. MOORHOUSE AVENUE – NO STOPPING (10PM TO 6AM) RESTRICTION

General Manager responsible:	General Manager City Environment, DDI 941-8656
Officer responsible:	Transport and Greenspace Manager
Authors:	Jeff Owen/Barry Cook, Network Operations and Transport Systems

PURPOSE OF REPORT

1. The purpose of this report is to seek the Hagley/Ferrymead Community Board's approval, and the Board's recommendation to Council, to install a 'No Stopping' (10pm to 6am) restriction on both sides of Moorhouse Avenue from Hagley Avenue to Colombo Street. The report also seeks the Board's approval to install a 'No Stopping' (10pm to 6am) restriction under the Moorhouse Avenue overbridge.
2. A report has also been prepared for consideration by the Spreydon/Heathcote Community Board as the south side of Moorhouse Avenue between Antigua Street and Hagley Avenue is in its Board area.

EXECUTIVE SUMMARY

3. The Board may recall the deputation from Mr Dave Alexander of 'Alexanders on Moorhouse' car yard to its 30 January 2008 Board meeting. Mr Alexander updated the Board and once again expressed concerns relating to the ongoing late night antics of groups of youths in Moorhouse Avenue outside and in his car yard. He stated that vandalism and general antisocial behaviour was destroying his and other businesses in Moorhouse Avenue. Other businesses in Moorhouse Avenue share the same concerns.
4. Recently, the Council also had the owner's representative from Harvey Norman Centre express concern over ongoing vandalism issues caused by people congregating under the Moorhouse Avenue overbridge.
5. Initially, Mr Alexander and Mr MacKey from Firestone on the corner of Moorhouse Avenue and Selwyn Street had addressed the Hagley/Ferrymead Community on 26 September 2007 concerning the conduct of motorists and associated antisocial behaviour on Moorhouse Avenue over long weekends. They advocated a bylaw to enable enforcement agencies to control the unlawful activities. Senior Sergeant Gordon Spite from the Police also attended and spoke about related issues.
6. It is proposed that a 'No Stopping' parking restriction be applied between the hours of 10pm and 6am in the two areas under the overbridge located at the intersection of Moorhouse Avenue and Colombo Street (see **attachment 1**) and over the whole length of Moorhouse Avenue between Colombo Street and Hagley Avenue. Currently, the area allows unrestricted parking at night. The proposal is expected to discourage 'boy racers' from the area in an attempt to reduce the current levels of vandalism.
7. The current issues on Moorhouse Avenue are not purely a 'hoon' problem or transport issue. The problem is more likely to be an alcohol related issue where young people park in Moorhouse Avenue just outside the City's alcohol ban area before going to the Inner City night clubs. The proposal is seen as an interim measure until such time that a strategy on how to deal with anti social behaviour can be developed. The strategy has been requested at a higher level through the General Manager for Strategy and Planning.
8. There is no residents association in this area as the area is commercial. It is unknown if there is of any business group covering this area although this request has come from businesses in the area. A leaflet detailing the proposal has been distributed to all affected businesses and stakeholders on Moorhouse Avenue. The outcome of this consultation will be presented at the Board meeting.
9. It is noted that Cass Street and parts of Colombo Street in Sydenham have the same 'No Stopping' restrictions to help curb vandalism which has proved successful.

FINANCIAL IMPLICATIONS

10. The total cost of this proposal is estimated to be \$5,000.

11. Cont'd

Do the Recommendations of this Report Align with 2006-16 LTCCP budgets?

11. The installation and removal of road markings and signs is within the LTCCP Street and Transport Operational Budgets.

LEGAL CONSIDERATIONS

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

Have you considered the legal implications of the issue under consideration?

13. As above.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

14. Aligns with the Streets and Transport activities by contributing to the Council's Community outcomes - Community and Safety.

Do the recommendations of this report support a level of service or project in the 2006-16 LTCCP?

15. This contributes to improve the level of service for safety.

ALIGNMENT WITH STRATEGIES

16. The recommendations align with the Council's Parking Strategy 2003.

Do the recommendations align with the Council's strategies?

17. As above.

CONSULTATION FULFILMENT

18. Consultation has been carried out with all the businesses or stakeholders in Moorhouse Avenue. A leaflet (**attached**) detailing the proposal has been distributed to all affected businesses and stakeholders on Moorhouse Avenue. The outcome of this consultation will be presented at the Board meeting.

STAFF RECOMMENDATION

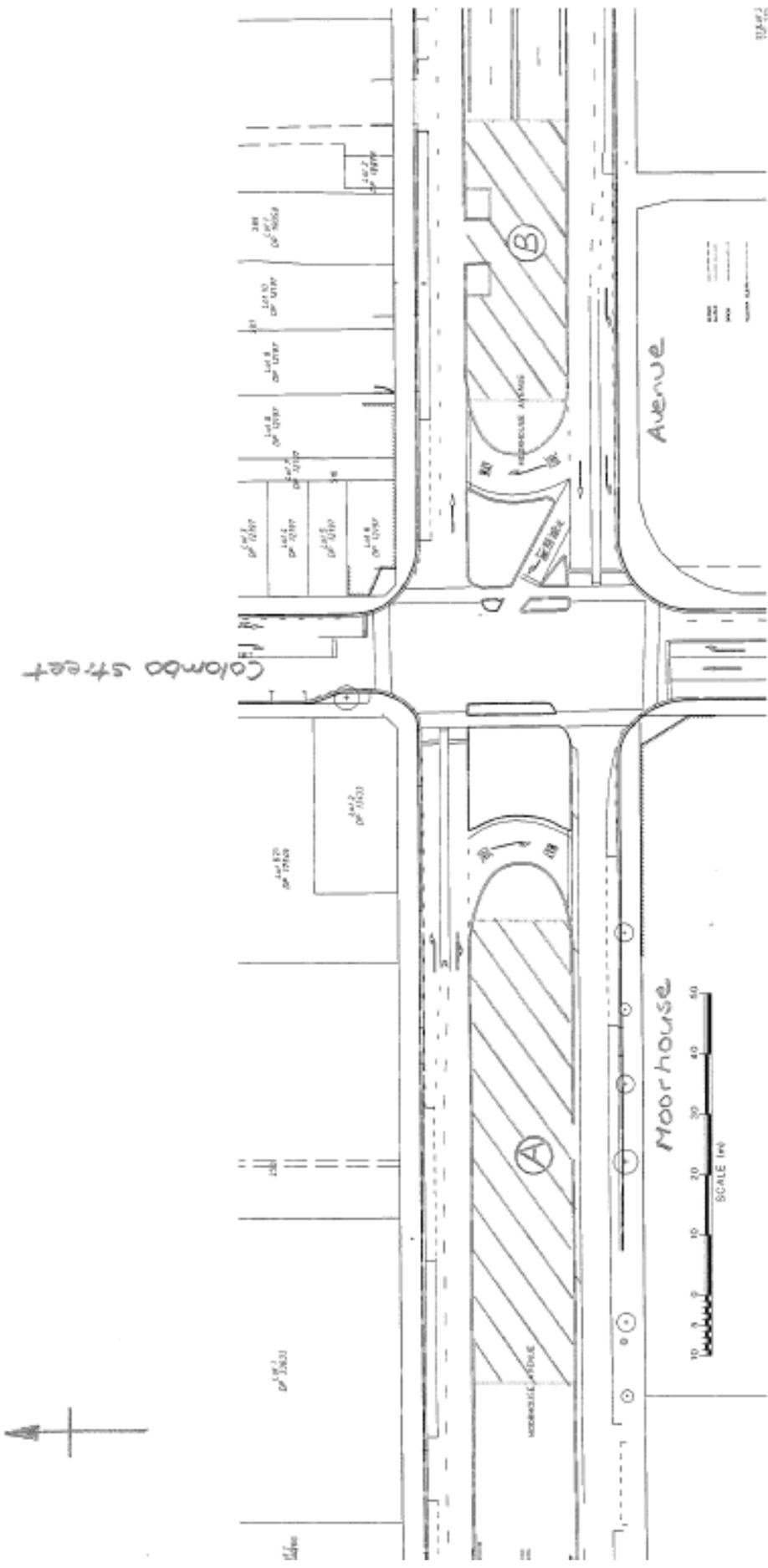
1. It is recommended that the Board approve subject to the Spreydon/Heathcote Community Board approval on this related matter:
 - (a) That the stopping of vehicles be prohibited between the hours of 10pm and 6am commencing at a point 36.5 metres from the Colombo Street intersection and extending in a westerly direction for a distance of 76.5 metres being under the Moorhouse Avenue bridge marked Section A on attachment 1.
 - (b) That the stopping of vehicles be prohibited between the hours of 10pm and 6am commencing at a point 35.5 metres from the Colombo Street intersection and extending in an easterly direction for a distance of 46 metres being under the Moorhouse Avenue bridge marked Section B on attachment 1.
 - (c) That the stopping of vehicles be prohibited between the hours of 10pm and 6am on the south side of Moorhouse Avenue commencing at a point 54 metres from the Colombo Street intersection and extending in a westerly direction for a distance of 66 metres.
 - (d) That the stopping of vehicles be prohibited between the hours of 10pm and 6am on the south side of Moorhouse Avenue commencing at a point 139 metres from the Colombo Street intersection and extending in a westerly direction for a distance of 45 metres.
 - (e) That the stopping of vehicles be prohibited between the hours of 10pm and 6am on the south side of Moorhouse Avenue commencing at a point 15 metres from the Durham Street intersection and extending in a westerly direction for a distance of 17 metres.

11. Cont'd

- (f) That the stopping of vehicles be prohibited between the hours of 10pm and 6am on the south side of Moorhouse Avenue commencing at a point 68 metres from the Durham Street intersection and extending in a westerly direction for a distance of 31 metres.
 - (g) That the stopping of vehicles be prohibited between the hours of 10pm and 6am on the south side of Moorhouse Avenue commencing at a point 8 metres from the Orbell Street intersection and extending in a westerly direction for a distance of 56 metres.
 - (h) That the stopping of vehicles be prohibited between the hours of 10pm and 6am on the south side of Moorhouse Avenue commencing at a point 33 metres from the Montreal Street intersection and extending in a westerly direction for a distance of 114 metres.
 - (i) That the stopping of vehicles be prohibited between the hours of 10pm and 6am on the north side of Moorhouse Avenue commencing at a point 50 metres from the Montreal Street intersection and extending in a westerly direction for a distance of 55 metres.
 - (j) That the stopping of vehicles be prohibited between the hours of 10pm and 6am on the north side of Moorhouse Avenue commencing at a point 21 metres from the St David Street intersection and extending in a westerly direction for a distance of 46.5 metres.
 - (k) That the stopping of vehicles be prohibited between the hours of 10pm and 6am on the north side of Moorhouse Avenue commencing at a point 43 metres from the Antigua Street intersection and extending in a westerly direction for a distance of 168.5 metres.
 - (l) That the stopping of vehicles be prohibited between the hours of 10pm and 6am on the north side of Moorhouse Avenue commencing at a point 223.5 metres from the Antigua Street intersection and extending in a westerly direction for a distance of 16 metres.
 - (m) That the stopping of vehicles be prohibited between the hours of 10pm and 6am on the north side of Moorhouse Avenue commencing at a point 5.5 metres from the Stewart Street intersection and extending in a westerly direction for a distance of 34.5 metres.
 - (n) That the stopping of vehicles be prohibited between the hours of 10pm and 6am on the north side of Moorhouse Avenue commencing at a point 18.5 metres from the Waller Terrace intersection and extending in a westerly direction for a distance of 93 metres.
 - (o) That the stopping of vehicles be prohibited between the hours of 10pm and 6am on the north side of Moorhouse Avenue commencing at a point 35 metres from the Selwyn Street intersection and extending in a westerly direction for a distance of 186.5 metres.
2. That the Board recommends that the Council approve, subject to the Spreydon/Heathcote Community Board approval, on this related matter:
- (a) That the stopping of vehicles be prohibited between the hours of 10pm and 6am on the north side of Moorhouse Avenue commencing at a point 93 metres from the Colombo Street intersection and extending in a westerly direction for a distance of 30 metres.
 - (b) That the stopping of vehicles be prohibited between the hours of 10pm and 6am on the north side of Moorhouse Avenue commencing at a point 166 metres from the Colombo Street intersection and extending in a westerly direction for a distance of 55.5 metres.
 - (c) That the stopping of vehicles be prohibited between the hours of 10pm and 6am on the north side of Moorhouse Avenue commencing at a point 13 metres from the Durham Street intersection and extending in a westerly direction for a distance of 8 metres.
 - (d) That the stopping of vehicles be prohibited between the hours of 10pm and 6am on the north side of Moorhouse Avenue commencing at a point 36 metres from the Durham Street intersection and extending in a westerly direction for a distance of 17 metres.
 - (e) That the stopping of vehicles be prohibited between the hours of 10pm and 6am on the north side of Moorhouse Avenue commencing at a point 99 metres from the Durham Street intersection and extending in a westerly direction for a distance of 74 metres.

CHAIRPERSON'S RECOMMENDATION

For discussion.



Attachment 1

Level 6, Link Centre, 152 Hereford Street
PO Box 22 458, Christchurch 8142, New Zealand
T: 03 366 7605 F: 03 366 7603 E: info@viastrada.co.nz



4 February 2008

Dear Business Operator/Owner

MOORHOUSE AVENUE – PROPOSED NO STOPPING (10PM TO 6AM)

ViaStrada has been contracted by the Christchurch City Council to seek your views on a proposal to install a No Stopping restriction (10pm to 6am) on Moorhouse Avenue between Colombo Street and Hagley Avenue. The restriction will also apply to the two presently unrestricted parking areas under the Moorhouse Avenue Overbridge.

It is proposed to install the No Stopping restriction on both sides of Moorhouse Avenue to help curb anti social behaviour and vandalism along the avenue. The restriction will give the Police the powers to enforce the stopping of vehicles so these activities can not take place.

The proposal is shown on the plan overleaf.

Your views are important to the Council on this matter. The Community Board will make a decision based on the feedback that is received over this proposal.

Please reply by phone, email or text no later than 15 February 2008 to:

Jeff Owen
VIASTRADA
T: 343 8227
M: 027 491 2026
E: jeff@viastrada.co.nz
www.viastrada.co.nz

Yours sincerely

Jeff Owen
Traffic Engineer

File: Publicity letter

www.viastrada.co.nz





Moorhouse Avenue – Proposed No Stopping (10pm to 6am)

12. 56-58 LICHFIELD STREET – ASSIGNMENT OF AIRSPACE LEASE

General Manager responsible:	City Environment, DDI 8656
Officer responsible:	Transport and Greenspace Unit, DDI 941 8656
Author:	Lewis Burn, Property Consultant , DDI 941 8522

PURPOSE OF REPORT

1. The purpose of this report is to obtain the approval of the Hagley/Ferrymead Community Board under delegated authority of the Council to the assignment of an air space lease above footpath in Lichfield Street.

EXECUTIVE SUMMARY

2. In 1989 the then owner of 56-58 Lichfield Street was given dispensation by the Council to erect a building projection forward of the road boundary. This approval was given subject to a temporary building agreement secured by a caveat against the title and a lease being entered into of the 22.16m² floor space over the road.
3. An application has been received from the solicitor acting for the present owner / occupier to transfer the air space lease to the purchaser of the land and buildings, Prem Properties Limited, a family company registered at Christchurch who are to operate a restaurant from the building. Settlement of the property transfer has taken place and consent of the Council under delegation has been given as caveator without prejudice to the Council's consent to the assignment of the air space lease currently in the name of Grand Café Group Limited.
4. Staff can see no reason to with hold this consent.

FINANCIAL IMPLICATIONS

5. There are no financial implications for the Council with this transaction. The costs of the assignment are between the assignor and the assignee.

Do the Recommendations of this Report Align with 2006-16 LTCCP budgets?

6. Not applicable.

LEGAL CONSIDERATIONS

7. The lease permits assignment in conjunction with and to the transferee under a transfer of the property adjacent and with the prior written consent of Council, the Board has the power to approve the assignment under the delegated authority of Council.

Have you considered the legal implications of the issue under consideration?

8. Yes, as above.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

9. Not applicable.

Do the recommendations of this report support a level of service or project in the 2006-16 LTCCP?

10. Not applicable.

ALIGNMENT WITH STRATEGIES

11. Not applicable.

Do the recommendations align with the Council's strategies?

12. Not applicable.

12. Cont'd

CONSULTATION FULFILMENT

13. Not applicable.

STAFF RECOMMENDATION

It is recommended that the Hagley/Ferrymead Community Board grant the consent of the Council as lessor to the assignment of the air space lease dated 22 December 1989 in the name of Grand Café Group Limited to Prem Properties Limited.

CHAIRPERSON'S RECOMMENDATION

That the staff recommendation be adopted.

13. ANTIGUA BOATSHEDS – ASSIGNMENT OF SUBLEASE

General Manager responsible:	City Environment Michael Aitken DDI 941 8656
Officer Responsible:	Transport & Greenspace Unit , DDI 941 8656
Author:	Lewis Burn DDI 941 8522

PURPOSE OF REPORT

1. The purpose of this report is to obtain the approval of the Hagley/Ferrymead Community Board under delegated authority of the Council to the assignment of the sublease of part of Antigua Boatsheds from which the punting hire operation is based.

EXECUTIVE SUMMARY

2. The Antigua Boatsheds site is leased to Michael and Sally Jones as a partnership for the purposes of hiring boats, canoes and punts to the public and the operation of a café. The lease which is issued under Section 54 (1) (d) of the Reserves Act 1977, is for a term which runs to 31 March 2036 if all renewals are taken up.
3. One full bay together with the decking and the use of common areas is sublet to Mr Wesley Golledge, under a company, Punting on the Park, the original owner/operator of the punts from the Boatsheds. A new company has been formed and registered as Punting on the Avon Limited to operate both the boatsheds punting operation and the other existing punting operation on the Avon on similar terms. The shareholding is held equally by Mr Golledge and The Wood Scenic Line (operators of the tram and Gondola). Mr Golledge has applied to assign the sublease to the new company. The assignment does not involve any change in the present operation based from the Boatsheds.

FINANCIAL IMPLICATIONS

4. There are no financial implications for the Council with this transaction. The costs of the assignment are between the assignor and the assignee.

Do the Recommendations of this Report Align with 2006-16 LTCCP budgets?

5. Not applicable.

LEGAL CONSIDERATIONS

6. The sublease permits assignment subject to consent of both the Lessee and the Council. The Lessee has given consent and the punting operation is effectively operating under the new structure. The Board has the power to approve the assignment under the delegated authority of the Council.

Have you considered the legal implications of the issue under consideration?

7. Yes , as above.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

8. Not applicable.

Do the recommendations of this report support a level of service or project in the 2006-16 LTCCP?

9. Not applicable.

ALIGNMENT WITH STRATEGIES

10. Not applicable.

Do the recommendations align with the Council's strategies?

11. Not applicable.

13. Cont'd

CONSULTATION FULFILMENT

12. Not applicable.

STAFF RECOMMENDATION

It is recommended that the Board grant the consent of Council as head lessor to the assignment of the sublease dated 12 March 2007 in the name of Wesley Golledge to Punting on the Avon Limited.

CHAIRPERSON'S RECOMMENDATION

That the staff recommendation be adopted.

14. APPLICATION FOR CHANGE TO CITY PLAN – 8 MANNING PLACE

General Manager responsible:	General Manager Strategy and Planning, DDI 941-8177
Officer responsible:	Team Leader City Plan
Author:	Anita Hansbury, Planning Officer, City Plan & Consultant Planners, Boffa Miskell Ltd

PURPOSE OF REPORT

1. This report describes an application to the Council for a change to the City Plan and recommends the process for dealing with the application in terms of the provisions of the Resource Management Act 1991 (RMA).

EXECUTIVE SUMMARY

2. The application is to rezone 8 Manning Place in Woolston from Living 2 to Business 1. No changes are proposed to any of the Business 1 zone standards.
3. The purpose of this report is not to consider the requested plan change on its merits. Rather, it is to recommend which of several options under the RMA is to be used in processing the application. The consideration of the merits of the application will occur after submissions have closed, if the decision on this report is to select one of the process options that lead to public notification.
4. The process options available to the Council are to accept the request as a private plan change and publicly notifying it for submissions and a hearing at the cost of the applicant, to adopt the change as the Council's own change and accept the responsibility and costs of processing it, to treat it as a resource consent application, or to reject the request due to it falling within one of the limited grounds set out in the Act. The Council is obliged to consider this request under the due process set out in the RMA.

FINANCIAL IMPLICATIONS

5. The financial considerations will differ depending on how the Council chooses to handle this application. Should it reject the application or decide that it should be treated as a resource consent, it is possible that the applicant would challenge this decision in the Environment Court, which would be a costly process for the Council regardless of the outcome. Costs cannot be predicted accurately, but could be in the vicinity of \$20,000 for this preliminary step.
6. Should the Council accept and notify the change at the expense of the applicant there will be a no direct costs to the Council as the Council's costs would be recovered. However, there would be an impost on staff time.
7. Should the Council adopt the change as its own then the Council will need to absorb all the costs, likely to run to at least \$15,000.

Do the Recommendations of this Report Align with 2006-16 LTCCP Budgets?

8. Yes.

LEGAL CONSIDERATIONS**Have you considered the legal implications of the issue under consideration?**

9. There is a legal process set out in the RMA which must be followed. It includes initial consideration of what process to follow, then notification, submissions, reporting, hearings, decisions and possible appeals. It is a process which is very familiar to Council and should create no particular risks or liabilities if followed correctly.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

10. City Development - ongoing programme of improvements (page 145 of the LTCCP) to enhance the planning documents of the City, to ensure an attractive built environment and minimise adverse effects on the environment.

14. Cont'd

Do the recommendations of this report support a level of service or project in the 2006-16 LTCCP?

11. Yes.

ALIGNMENT WITH STRATEGIES

12. Yes.

Do the recommendations align with the Council's strategies?

13. Yes.

CONSULTATION FULFILMENT

14. The applicant is currently in the process of undertaking public consultation with neighbours to the subject site in 8 Manning Place, Woolston. The results of that consultation are still to be reported to Council. Statutory Council process will apply at later stages if the plan change is accepted for public notification.

STAFF RECOMMENDATION

It is recommended that the Community Board **recommends to the Council's Planning and Regulatory Committee** to:

Agree to accept the plan change pursuant to Clause 25 of the 1st Schedule to the Resource Management Act 1991 and publicly notify it accordingly.

CHAIRPERSON'S RECOMMENDATION

For discussion.

14. Cont'd

BACKGROUND AND DISCUSSION**The Application**

15. The application seeks to rezone a property at 8 Manning Place in Woolston from Living 2 to Business 1. The subject site is 629m² and is currently occupied by a single storey dwelling, approximately 50 to 60 years old and in a relatively poor condition of repair. The application states that this dwelling is occupied on a rental basis.
16. The Living 2 Zone encompasses the inner suburban living environments of the City and principally provides for low to medium density residential accommodation. It is anticipated that there is potential for infill and redevelopment within this zone at a higher density than the Living 1 Zone.
17. The Business 1 Zone is intended to provide for local shops and services activities. Many Business 1 Zoned sites are dominated by small scale retail shops, often in a "strip" immediately adjoining the road frontage. The zone provides for local employment and convenient access to goods and services.
18. A copy of the application is **attached**⁵.

RMA Timeframes

19. The application was formally received on 2 November 2007. Consultant planners from Boffa Miskell Ltd are reviewing and processing the application on behalf of the Council. Further information was requested on 27 November 2007 on traffic related matters. That further information was received on the 20 December 2007⁶. The next step in the process is for Council to make a decision in accordance with Clause 25 of the First Schedule of the RMA whether to accept, adopt or reject the application or to treat it as if it were a resource consent. The statutory time limits require this decision to be made by 22 February 2008. Due to the timing of the Community Board, Planning and Regulatory Committee and Council meeting dates this deadline is unrealistic and an extension has been made until the 1 April 2008. The applicant is required to be notified of the Council decision within 10 days.

Description of Proposal and Site

20. The subject site is located in Manning Place which is a local road running between Ferry Road and Wildberry Street to the south. The Manning Place/Ferry Road intersection is approximately 120 metres east of the major intersection of Ferry, Ensors and Aldwins Roads.
21. This section of Ferry Road is classified as a Minor Arterial Road in the City Plan, however, surveys undertaken in 2006 indicate that the road volumes are more characteristic of an Arterial Road with approximately 21,115 vehicles counted. A survey in 2003 indicated that Manning Place had a daily vehicle trip count of 609.
22. The subject site is located two properties depth back from the Ferry Road/Manning Place intersection. It is adjoined on two sides (north and west) by Business 1 zoned land and to the south it is adjoined by the Living 2 Zone.
23. The adjoining Business 1 zoned sites are part of a row of properties which all front Ferry Road for the entire length of the block from Hart Street to Manning Place. This shopping strip is used for a number of take-away food premises as well as a variety of retail activities, for example. Super Cheap Auto, a pharmacy and hairdresser. The adjoining Living 2 Zone to the south is occupied by a dwelling.
24. Across Manning Place the site also faces Living 2 zoned sites occupied by houses of mixed age and condition. There is a small commercial premise on the opposite (eastern) corner of Manning Place and Ferry Road (also Living 2) selling Polynesian food and products.

⁵ Pages 1-8 and appendix one and two of the application are attached as appendix one, a full copy of the application will be available at the meeting.

⁶ The further information is attached as appendix three.

14. Cont'd

25. The private plan change application seeks to rezone the property from Living 2 to Business 1. The application notes that the subject site is unusual in that it is adjoined on two sides by the Business 1 Zone. The Planning Map shows that the Business 1 Zone boundary is not straight or regularised and dog-legs around 8 Manning Place. The applicant has raised concerns about the continued efficient use of the sites and reduced amenity for living purposes as a consequence of the property being adjoined predominantly by the Business 1 Zone.
26. The application does not seek to amend or add to any of the existing Business 1 Zone rules to accommodate any unusual features of the site. Accordingly, the existing provisions and controls of the Business 1 Zone would be applied to any future redevelopment or activities on the site. It is noted that the Business 1 Zone Statement acknowledges that the standards of the zone already control the effects of activities to a level that does not unduly impact on the amenities of adjoining living zones. The application therefore considers that no adverse development scenarios are created by the rezoning.

Description of Issues

27. The Section 32 assessment accompanying the application has identified a number of potential development scenarios for permitted commercial activities on the site. These include the possibility that 8 Manning Place could be redeveloped in conjunction with other sites in the Business 1 Zone to the north.
28. The traffic implications of these scenarios have been assessed⁷. Although the traffic volumes associated with a business activity are likely to be greater than from a residential activity on the site, the overall impact on Ferry Road volumes, safety and efficiency have been assessed as minor. It is acknowledged that the City Plan already has in place a standard limiting vehicle movements to 250 per day. Any increase in traffic as a result of rezoning that exceeds this standard would trigger a resource consent, ensuring that the traffic impacts of a specific development proposal would be subject to a detailed assessment. The proposal for rezoning to a Business 1 Zone does not therefore result in any loss in the ability to address any new access arrangements or the effects of any increase in traffic volume.
29. The Section 32 assessment also identified the main differences in effects between the current Living 2 Zone standards and the Business 1 Zone. In summary, the comparison indicates that the maximum density of development likely under a Business zoning is not significantly greater than in the Living 2 Zone, taking into account the rules for setbacks, recession planes, car parking and landscape treatment. The maximum building height is 8 metres for both the Living 2 and Business 1 Zone, while a greater building setback from neighbours and landscape treatment are required for a building used for Business 1 activities than residential activities. A Business 1 Zone will enable a wider range of activities, however, the combined package of Business 1 Zone rules has been developed to specifically manage effects at the Business 1 – Living zone interface, reflecting the suburban setting of the Business 1 Zone.
30. The proposal for rezoning will shorten the Living/Business interface in this locality and will generate more options for efficient use of 8 Manning Place.

Processing of Private Plan Changes

31. The processing of private plan changes is set out in Clauses 21 -29 of the 1st Schedule to the RMA. In summary these provide the following:
 - Clause 21 allows any person to make an application for a change to an operative district plan. The City Plan is operative.
 - Clause 22 requires the request for a plan change to be made in writing with reasons and to be accompanied by an assessment of environmental effects and an assessment under Section 32 of the RMA.
 - Clause 23 enables the Council to seek further information upon receiving the application (further information was requested for this application).
 - Clause 24 allows the Council to modify a proposal, but only with the consent of the applicant.

⁷ Pages 1-6 of the Transportation Assessment are attached as appendix two, a full copy of the assessment will be available at the meeting.

14. Cont'd

- Clause 25 requires the Council to consider the request and make a decision to either
 - “accept” it and proceed to public notification, or
 - “adopt” it as if it were its own proposal, and publicly notify it, or
 - treat it as if it were a resource consent, or “reject” it if it falls within one of the limited grounds specified.
- Clause 26 requires the Council to publicly notify the proposed Plan Change within four months.
- Clause 27 sets out the circumstances where an applicant can appeal a Council’s decision to adopt, accept in part only or reject a Plan Change request.
- Clause 28 provides for the withdrawal of a request.
- Clause 29 sets out the procedures for processing of the request including the following steps: public notification, submission, further submission, hearing, decision, and appeal (if any).

OPTIONS

32. The Council’s options are:

- a. Reject the application;
- b. Accept the application, proceed to publicly notify and decide the application at the expense of the applicant;
- c. Adopt the change at its own and assume the responsibility for putting it through the process outlined in the RMA including all costs; or
- d. Treat the application as a resource consent application.

There is no status quo, do nothing option. The application must be considered and either accepted, adopted, rejected, or treated as a resource consent.

33. There are very narrow grounds in the Act for rejecting an application. In short they are that the requested change is frivolous or vexatious, that the issue has been dealt with in the last two years or the Plan has been operative for less than two years, or that it is not in accord with sound resource management practice or would make the Plan inconsistent with the purpose of the Act. The change is not frivolous or vexatious and the relevant part of the Plan has been operative for two years. The legal advice we have received in respect of the matters of consistency with the purpose of the Act and sound resource management practice, is that those grounds could only be used for rejecting the application if there was no, or very little, merit in considering such a change to the Plan. The advice indicates that there is a presumption in the Act in favour of accepting plan change requests and testing them through the submission and hearing process. In this case grounds have been raised in the reasons given for the change, as outlined earlier, that at least merit consideration of the change.
34. There is a significant difference between “accepting” and “adopting” the application. If the application is accepted, the Council retains its independence and is able to consider it impartially at a hearing later in the process, rather like a resource consent process. The plan change remains a private change and the entire cost of the process can be charged to the applicant. If it adopts the application, the Council would be effectively promoting the application as if it had decided to propose the change itself and the Council would be unable to charge the applicant for the costs.
35. The subject of the plan change is not a matter the Council has identified as a priority it wishes to pursue for itself. The Council has an adopted City Plan programme and this item is not on it. There is no apparent reason for the Council to adopt this plan change as its own priority.
36. The applicant is not seeking consent for one particular development but is seeking a rezoning to allow a range of potential uses of the site, therefore, it would be difficult to deal with the application as a resource consent. To be able to grant such resource consent would require a set of conditions that mirrored the rules applying to the Business 1 zone, effectively re-zoning the site.

PREFERRED OPTION

37. The preferred option is Option b. - accept the application and proceed to publicly notify it. There are no reasons to reject the application. Accordingly, the application should be accepted and considered on its merits, following public notification and the hearing of submissions.

Application for a Private Plan Change

Rezone 8 Manning Place,
Woolston
from Living 2 to Business 1

Prepared by Jonathan Cleese

November 2007



Contents

	Page
1.0 Purpose	2
2.0 Reasons for the Plan Change	2
3.0 Proposed Plan Amendments	3
4.0 Consultation	3
5.0 Site Description	3
6.0 Section 32 Analysis	4
Relevant Objectives & Policies	5
Efficiency & Effectiveness	16
Evaluation of Benefits & Costs	20
7.0 Conclusion	25

List of Appendices

Appendix 1	Proposed City Plan amendment
Appendix 2	Aerial Location Map
Appendix 3	Site Photographs
Appendix 4	Certificate of Title

**REQUEST PURSUANT TO CLAUSES 21 & 22 OF THE FIRST SCHEDULE
OF THE RESOURCE MANAGEMENT ACT 1991**

**CHRISTCHURCH CITY COUNCIL
PROPOSED PLAN CHANGE**

1.0 PURPOSE

- 1.1 The purpose of the Proposed Plan Change is to rezone 8 Manning Place ("the subject site") from Living 2 (Inner suburban) to Business 1 (Local Centre/District Centre Fringe).

2.0 REASONS FOR THE PLAN CHANGE

- 2.1 The proposed change in zoning will enable the boundary of the existing B1 zone to be 'squared up' and align with the current B1 zoning to the west (and indeed the existing B4 zone on the western side of Hart Street), making a more logical split between residential and business activity than the current zone pattern. The change will help to reduce any tension along the B1-L2 zone interface by reducing the extent of that interface. The proposed zoning will enable the owners of the subject site and the adjoining business zoned site the flexibility and opportunity to comprehensively redevelop this Business 1 zoned centre and will thereby help people and communities to meet some of their social and economic needs. It will enable the potential for improved car parking for visitors to the site, and therefore improved traffic and pedestrian safety.

3.0 PROPOSED AMENDMENTS TO THE PLAN

- 3.1 Amend Planning Map 47A by rezoning 8 Manning Place from Living 2 to Business 1 as shown in "Appendix 1".

4.0 CONSULTATION

- 4.1 No consultation has been undertaken to date. It is anticipated that neighbouring property owners and any other interested parties will be able to put forward their views through the statutory public notification process.

5.0 SITE DESCRIPTION

- 5.1 The site is currently zoned Living 2 in the Christchurch City Plan ("the Plan"). The site's legal description is Lot 1 DP12884. A location plan is attached as "Appendix 2" and photographs of the site and immediately surrounding area are attached as "Appendix 3". The area of the subject site is 629m². The site currently contains a single residential rental property in relatively poor condition.
- 5.2 The site is bounded by a Living 2 zone and associated dwelling to the south (10 Manning Place), with residential dwellings opposite the site to the east (3, 5, 7, 9 Manning Place). The site immediately adjoins an existing Business 1 zone to the north and west, with this B1 zone having frontage to Manning Place, Ferry Road, and Hart Street. The proposed Plan Change will therefore effectively expand

the business centre of this location and 'square up' the current zone boundary. The applicant also owns 390 Ferry Road which is the 1011m² B1 site immediately to the west of 8 Manning Place. This adjoining western site is currently undeveloped apart from a small shop on the Ferry Road frontage that currently contains a bakery. The existing Business 1 zoned land to the immediate north of the site is occupied by a building currently used for storage, with a fish and chip shop, pharmacy, hairdresser, and Chinese takeaway making up the balance of the B1-zoned retail shops fronting onto Ferry Road to the north of the site. The western half of the B1 zone on the Ferry Road/ Hart Street corner (384 Ferry Road) has recently been redeveloped and is occupied by a relatively new building containing retail activities and associated on-site carparking fronting Ferry Road, with storage fronting Hart Street. The western building's tenants are currently Super Cheap Auto, Hell's Pizza, and a vacant shop. On the eastern side of the Manning Place/ Ferry Road intersection there is an existing L2-zoned 'corner dairy' style shop and attached dwelling specialising in Polynesian food and products (398 Ferry Rd).

6.0 SECTION 32 ANALYSIS

6.1 Before a plan change is publicly notified, Section 32 of the Resource Management Act requires an evaluation that must examine:

- the extent to which each objective is the most appropriate way to achieve the purpose of the Act; and
- whether, having regard to their efficiency and effectiveness, the policies, rules, or other methods are the most appropriate method for achieving the objectives.

The evaluation must take into account:

- the benefits and costs of policies, rules, or other methods; and
- the risk of acting or not acting if there is uncertain or insufficient information about the subject matter of the policies, rules, or other methods.

6.2 The proposed plan change does not alter the objectives, policies or rules of the Plan. The following assessment therefore considers the extent to which the proposed B1 zoning is a more efficient and effective method for achieving the objectives of the Plan than the existing L2 zoning, with this assessment informed by an evaluation of the associated benefits and costs of the proposed zone change.

Relevant objectives and policies:

6.3 The relevant objectives contained within Volume 2 of the Plan are those found within the Urban Growth (Section 6), Transportation (Section 7), Living (Section 11) and Business (Section 12) sections. These and their associated policies are discussed in the following paragraphs.

Urban Growth

6.4 The Plan seeks to accommodate urban growth with a primary emphasis on consolidation (**objective 6.1**). This objective is to be achieved in already developed parts of the City through **policy 6.1.2** relating to redevelopment and infill which seeks "to promote development of vacant land, redevelopment and more intensive use of the urban area as a whole, in a manner consistent with

maintaining and improving the character and amenity value of neighbourhoods, and the quality of the built environment”.

6.5 The second **objective 6.2** of the Urban Growth section promotes patterns of land use that promote and reinforce a close proximity and good accessibility between living, business and other employment areas. The Plan (Reasons for Objective 6.2) notes that the way in which business activities are distributed within Christchurch has a major influence on travel demand and energy consumption. It notes that, while it is unrealistic to expect all people to use facilities nearest to their homes, there are good reasons why the opportunities should at least be made available. These include:

- enabling people with limited private transport to have convenient access to shops and other facilities;
- enabling people to have a choice as to whether they use a car, walk or cycle, or use public transport; and
- enabling those who do rely on car travel, to be able to reduce trip lengths to access services, recreation and employment.

6.6 Associated **policy 6.2.2** relating to suburban centres seeks to encourage a continuing distribution of compact suburban centres that provide for the needs of the City and its communities in a manner that minimises adverse effects on the transport network and the amenities of living environments. The Plan states that the expansion of existing centres should occur in locations and on routes that are conveniently located, minimise adverse effects on amenity, are served by public transport, and where the level of demand on the road network can be accommodated.

Appendix 1

Amendment to City Plan Map 47A

Change Zoning from Living 2 (L2) to Business 1 (B1)



8 Manning Place



Scale: 1:1000
50 metres



Transportation Assessment

Rezoning of Living 2 Zoned Land as Business 1

8 Manning Place

Prepared by Sam Hewellen



Contents

	Page
1.0 Introduction	3
2.0 Road Hierarchy	4
3.0 Bus Network	4
4.0 Cycle Network	5
5.0 Roading Projects and Planned Works	5
6.0 Current Car Parking Situation	5
7.0 Potential Car Parking Situation	6
8.0 Trip Generation	10
9.0 Conclusion	20

List of Appendices

Appendix 1	Aerial Location Map
Appendix 2	Site Photos
Appendix 3	Concept Development Plan – 390 Ferry Road
Appendix 4	Concept Development Plan – 8 Manning Place
Appendix 5	Concept Development Plan – Combined Sites
Appendix 6	CCC Designation Plan

1.0 Introduction

- 1.1 It is proposed to rezone 8 Manning Place ("the subject site") from Living 2 (inner suburban) to Business 1 (Local Centre/District Centre Fringe) zoning. An aerial location map is contained within **Appendix 1**.
- 1.2 The subject site immediately adjoins existing Business 1 zoned land located in the block fronting Ferry Road between Manning Place and Hart Street. The proposed change in zoning will enable the existing B1 zone to be 'squared up' and align with the current B1 zoning to the west (and indeed the existing B4 zone on the western side of Hart Street). The proposed zoning will also enable the owners of the subject site and the adjoining business zoned site the flexibility and opportunity to comprehensively redevelop this Business 1 zoned centre. It will also enable the potential for improved car parking for visitors to the site, and therefore improved traffic and pedestrian safety.
- 1.3 Number 8 Manning Place being 429m², is owned by the applicant and currently comprises a single residential dwelling. In addition to this land, the applicant also owns the adjoining Business 1 zoned land located at 380 Ferry Road being immediately west of 8 Manning Place. This land is 1011m² and is presently undeveloped apart from a small shop on the Ferry Road frontage that currently contains a bakery.
- 1.4 The existing Business 1 zoned land to the immediate north of the site (not owned by the applicant or part of this Plan Change) is occupied by a building currently used for storage, with a fish and chip shop, pharmacy, hairdresser, and Chinese takeaway making up the balance of the retail shops to the north of the B1 zone fronting onto Ferry Road.
- 1.5 The western half of the B1 zone on the Ferry Road/Hart Street corner (384 Ferry Road) has recently been redeveloped and is occupied by a relatively new building containing retail activities and associated on-site carparking fronting Ferry Road, with storage fronting Hart Street. The western building's tenants are currently Super Cheap Auto, Hell's Pizza, and a vacant shop.

- 1.6 On the eastern side of the Manning Place/Ferry Road intersection there is an existing Living 2-zoned 'corner dairy' style shop and attached dwelling specialising in Polynesian food and products (398 Ferry Rd).
- 1.7 The site is bounded by a Living 2 zone and associated dwelling to the south (10 Manning Place), with residential dwellings opposite the site to the east (3, 5, 7, 9 Manning Place). The site immediately adjoins an existing Business 1 zone to the north and west, with this B1 zone having frontage to Manning Place, Ferry Road, and Hart Street.

2.0 Road Hierarchy

- 2.1 This section of Ferry Road is classified a Minor Arterial (3,000-15,000 vehicles per day) in the Christchurch City Plan. Survey data from Christchurch City Council (CCC) records shows that for the most recent survey undertaken in 2006, there were 21,115 vehicle trips per day along this section of Ferry Road, being much higher flows than the City Plan classification would suggest. Ferry Road acts as an arterial route from the city centre to the eastern suburbs of Christchurch e.g. Linwood, Ferymead, Sumner.
- 2.2 Manning Place is classified a local road with the most recent CCC survey data, being from 2003, showing a daily trip count of 609.
- 2.3 In addition, to the above information, this site is located in close proximity (approx 120m) to the intersection of Ferry Road and Ensors/Aldwins Road. Ensors/Aldwins Road is a major arterial road and the most recent surveys for both these roads shows around 22000 trips per day. Therefore, this intersection is considered exceptionally busy.

3.0 Bus network

- 3.1 There is one bus route that runs down this section of Ferry Road. This is the number 3 which runs from Sumner to Avonhead Mall via the city centre bus exchange. There are 2 bus stops in close proximity to the site (see attached photos

contained in Appendix 2). In addition, the Orbiter (Bus route 0) runs along Ensors/Aldwins Road.

4.0 Cycle network

4.1 Ferry Road is part of the CCC cycle network as shown on the cycle network map in the City Plan. This will remain unaffected by the proposed Plan Change. There are cycle lanes present along Ferry Road (see attached photos contained in Appendix 2).

5.0 Roading Projects and Planned Works

5.1 I note that there are no designations for the CCC for Ferry Road immediately adjacent to this site. However, there is a small designation opposite the Hart St intersection on the northern side of the road, which appears to be provision for road widening for the Ferry Rd/Ensors Rd intersection in the future. It is noted that four-laning of Ferry Road north of the Ensors Road intersection is proposed for the future by the CCC. A copy of the designation plan from the City Plan is contained within Appendix 4.

6.0 Current Car Parking Situation

6.1 There is roadside parking at present along both sides of Ferry Road adjacent to the B1 zone. On-site parking is possible on the adjoining B1 site to the west of 8 Manning Place. However, given that there is currently a bakery operating from this site and that the access to the rear of the site is visually difficult to see from Ferry Road, it would be expected that in reality visitors to the bakery would park in the roadside spaces in front of the bakery and other shops along this frontage.

6.2 It is noted that the adjoining shops to the west, comprising a Hells Pizza and Super Cheap Auto were granted consent (RMA920019400) with a shortfall of 18 car parking spaces. This car parking, provided to the front of these shops, would occasionally be used by bakery customers as well, particularly when roadside parking is unavailable. At the time of my site visit (approximately 12:00 midday), I

noted that this car parking area was around 50% occupied and the roadside spaces were generally vacant.

4.3 Overall, it is considered that the current car parking situation with a number of existing Business 1 zoned shops relying on roadside parking on a busy arterial road and being relatively close to a busy intersection is undesirable. The ability for on-site parking to be provided for any future redevelopment of 390 Ferry Road and potential development of 8 Manning Place is therefore considered essential.

7.0 Potential Car Parking Situation

City Plan Car Parking Standards

7.1 The relevant parking standards from the City Plan are shown in Table 1 below.

Table 1 - Relevant Car Parking Standards from the City Plan				
Activity	Customer/visitor	Staff	Cycle	Loading/unloading
Offices Generally	5% of staff requirement (1 space minimum)	2.5 spaces/100m ² GFA	1 space/200m ² GFA	1 HV car bay/800m ² GFA or part thereof + 1 HV bay/800m ² GFA for to 1 000m ² GFA, 1 HV bay/2000m ² GFA after 1 000m ² GFA
Food and beverage outlets	4 spaces/100m ² PFA for the first 100m ² PFA, 14 spaces/100m ² PFA thereafter	1 space/100m ² PFA (2 spaces minimum)	1 space/100m ² PFA	1 HV bay/100m ² PFA
Retail activities and commercial services	If GFA less than 700m ² then 4 spaces/100m ² GFA, otherwise 4.5 spaces/100m ² GFA for the first 2000m ²	0.8 spaces/100m ²	1 space/200m ²	1 HV bay/1000m ² GFA for the first 600m ² GFA

18 December

RECEIVED
20 DEC 2007

Anita Hansbury
 Planning Officer – City Plan
 Christchurch City Council
 PO Box 237
CHRISTCHURCH

Dear Anita

Private Plan Change 34 – 8 Manning Place

Further to your letter dated 26 November 2007, I write to provide comment on the matters for which further information has been requested. No consultation with neighbours had been undertaken prior to submitting the plan change application as it had been understood from earlier private plan change applications that the City Plan team wished to review the S.32 material and resolve any information gaps prior to consultation taking place. Given that Nicola Rykers did not raise any issues regarding the planning component of the S.32 report, we will look to consult with nearby landowners early in the new year and will keep you informed of any feedback received. Whilst no matters relating directly to planning have been raised, a detailed RFI on traffic matters was received from Andrew Milne. I have discussed these traffic-related matters with Sam Flewelling who prepared the S.32 Transportation Assessment. Mr Flewelling has addressed each of the matters raised by Mr Milne as follows:

Calculation of Traffic Movements

With regard to the percentage split of development traffic flows, Mr Milne has considered that where statistical data is not available, that diverted trips are also to be counted as primary trips (or new trips solely to this site). I do not consider that this is necessarily an accurate reflection of the predictive traffic environment as the nature of the activity that is eventually established on the site(s) will ultimately determine the amount of new trips. However, for the sake of a robust assessment, diverted trips have been assumed to be zero in line with Mr Milne's comments, and new trips are now assumed to be 55%, which for this site/location is in my opinion unusually high. Table 8 within the S.32 Transportation Assessment

will therefore be amended accordingly. In addition, to apply these percentages to the peak hour traffic associated with the potential total site redevelopment as requested by Mr Milne, this table would read as follows:

	Percentage of Increased Trips	Total vph
Pass By trips	40%	71
Diverted Trips	NIL	NIL
Linked trips	5%	9
New Trips	55%	98
Total	100%	178

It is considered that the difference in this amount of traffic, as pointed out by Mr Milne in his letter, will be negligible but I am happy to include the table in this format if this is preferable.

Queuing and Intersection Capacity Analysis

Mr Milne has observed queuing along Ferry Road and considers that a SIDRA analysis of the Ferry Road/Manning Place junction and access to 390 Ferry Road access is required in order to determine the extent of queuing and operation of these junctions.

I do not consider that need for such an analysis is justified in this case for the following reasons. First, the access to 390 Ferry Road is existing and can, as of right, have two way access flow for up to 250 vehicle movements per day, therefore the Plan anticipates up to this level of traffic for this site that is already zoned Business 1. Any proposal that resulted in more than 250 trips per day would require resource consent and at this resource consent stage (should it ever occur) it may then be appropriate to undertake a SIDRA analysis. Secondly, with regard to the potential access onto Manning Place, as stated in the transportation assessment, the permitted difference between the existing Living 2 zoning for 8 Manning Place and the proposed Business 1 zoning would equate to a potential increase of 218 trips per day (250 trips minus 32 trips) as shown in the table below which forms part of the S.32 report.

Table 11 - Permitted Maximum Vehicle Trips per day			
	8 Manning Place	390 Ferry Road	Total
Existing zoning - individual sites	32 trips	250 trips	282 trips
Plan change zoning – individual sites	250 trips	250 trips	500 trips
Permitted level – total site redevelopment	250 trips combined	250 trips combined	250 trips combined

This is the worst case scenario that could occur at 8 Manning Place as of right and it is considered that this additional 218 trips from the Manning St site over a day would be negligible and would not warrant a SIDRA analysis.

I note that as this is a Plan Change rather than a resource consent application, no specific development is actually proposed. The concept development scenarios included within the Plan Change are simply that, concepts only, to demonstrate what potentially could occur on this site. The S.32 transportation assessment showed potential scenarios for both individual site redevelopments and a total site redevelopment. What these concepts demonstrated was that there are realistic, plausible scenarios available that will not generate above 250 trips per day e.g. redevelopment of 8 Manning Place individually. Therefore, any assessment above 250 vehicles trips per day cannot be considered for the purposes of this process, as a resource consent would be required for such a proposal, and it is at resource consent stage that any effects of traffic over 250 trips would be assessed against a specific proposal.

To put this another way, the Business 1 zone rules for example allow a maximum plot ratio of 1.0. It is therefore appropriate as part of a S.32 assessment to consider the potential effects of development up to a plot ratio of 1.0. It is not however appropriate as part of the S.32 process to speculate that future developers might wish to construct a building with a plot ratio exceeding 1.0 and thereby require analysis of the potential effects of hypothetical developments that exceed the zone rules. The effects of any future development that exceeds the permitted standards is subject to the resource consent process whereby the potential effects of a specific proposal can be fully considered. It is therefore likewise not appropriate to assume that traffic will breach the high traffic generator rule and require analysis at the S.32 stage, especially when there are plausible scenarios that demonstrate that there are realistic development options that would fully comply with the high traffic generator rule e.g. redevelopment of 8 Manning Place only if it is developed separately.

To conclude on this matter, it is not considered justifiable to require a S.32 report to include a SIDRA analysis of hypothetical traffic effects over and above that which would be permitted

as of right through the change in zoning. I note that this same issue was discussed with the City Plan team regarding another recent Plan Change of a similar scale for a B1 rezoning on the corner of Cranford Street and Innes Road (Plan Change 20). It was accepted by the Council that it would be unreasonable to request a full intersection analysis when the type of development that may occur on the site was not known and where there were plausible development scenarios that would not breach the high traffic generator rule. You may wish to discuss this matter with David Campbell, Transport Planner in the Strategy and Planning Unit, who was involved in the Cranford Street Plan Change. I have sent David a copy of this letter for his reference.

Peak Trip Generation

Mr Milne has made comments regarding the peak hour flows used in the Plan Change. Mr Milne has suggested that peak hour flows tend to equate to 10% of the total daily flows rather than 25% as used in the Plan Change.

The 25% allocation was used to provide a robust 'worst case' assessment for activities that could result in very 'peaky' use e.g. office activities, but it is acknowledged that in reality activities on this site are unlikely to ever be this 'peaky'. If a 10% peak figure were to be used then the impacts of any development would be substantially lower during these busier times than that assessed in the S.32 transportation assessment e.g. Scenario 3 of Mr Milne's report would result in peak flows of 23 trips (12 cars), as opposed to 57 trips that would result under a 25% allocation.

Consideration of Crash Statistics

Mr Milne has raised the issue of the current safety record associated with the Ferry Road access and the intersection of Ferry Road/Manning Place. I consider that the request for this information is justified and have obtained this data from the Land Transport Safety Authority for the area in and around the site of the proposed Plan Change. I have attached this data to this letter for reference.

In relation to the access for 390 Ferry Road and the junction of Ferry Road and Manning Place, there are 4 recorded incidents within the immediate vicinity of this area. The details of these four crashes are as follows:

- LTSA Crash number 2521931 – (25 May 2005) Ferry Road - Intersection with Hart St – Cyclist failed to give way when turning.
- LTSA Crash number 2523290 – (30 November 2005) Ferry Road - 10m east of Manning Place Intersection – Car failed to give way to non-turning traffic.
- LTSA Crash Number – 2221401 – (21 March 2002) – Ferry Road – 5m west of Manning Place – Pedestrian hit by car after pedestrian stepped out from behind a parked vehicle.
- LTSA Crash Number – 2223479 – (28 Sept 2002) – Ferry Road – 10m west of Manning Place – Head on car collision – one car too far left/right.

Of these 4 crashes, there is no clear pattern to suggest a fundamental design fault with the access at 390 Ferry Road or the Ferry Road/Manning Place intersection. In addition, it is noted that there is no indication that right turning traffic (using the painted median) from Ferry Road into Manning Place has ever been a contributory factor in any crashes in this area.

Access to 390 Ferry Road

As discussed in the S.32 transportation assessment the access to 390 Ferry Road is currently entry only, but this has been done so at the owners own choice. In reality, a complying two way access could be established at this location and used for up to 250 trips per day as of right. It is however unlikely that this would ever be undertaken given that the owner has obviously realised that in reality an entry-only access would tend to work better.

It is noted however that if a development were to occur whereby the amount of trips generated from either 390 Ferry Road or both sites combined were to exceed 250 trips per day, then a resource consent would be required at which time it may then be appropriate to apply mitigation measures such as formally limiting the access for 390 Ferry Road to entry only. However, until a development is formally proposed, the nature of any traffic effects will not be known and as such, it is not considered appropriate to apply any controls on access.

I trust that this addresses all of the matters raised in Mr Milne's report. If you have any queries, please do not hesitate to contact me on 964-4630.

Yours faithfully



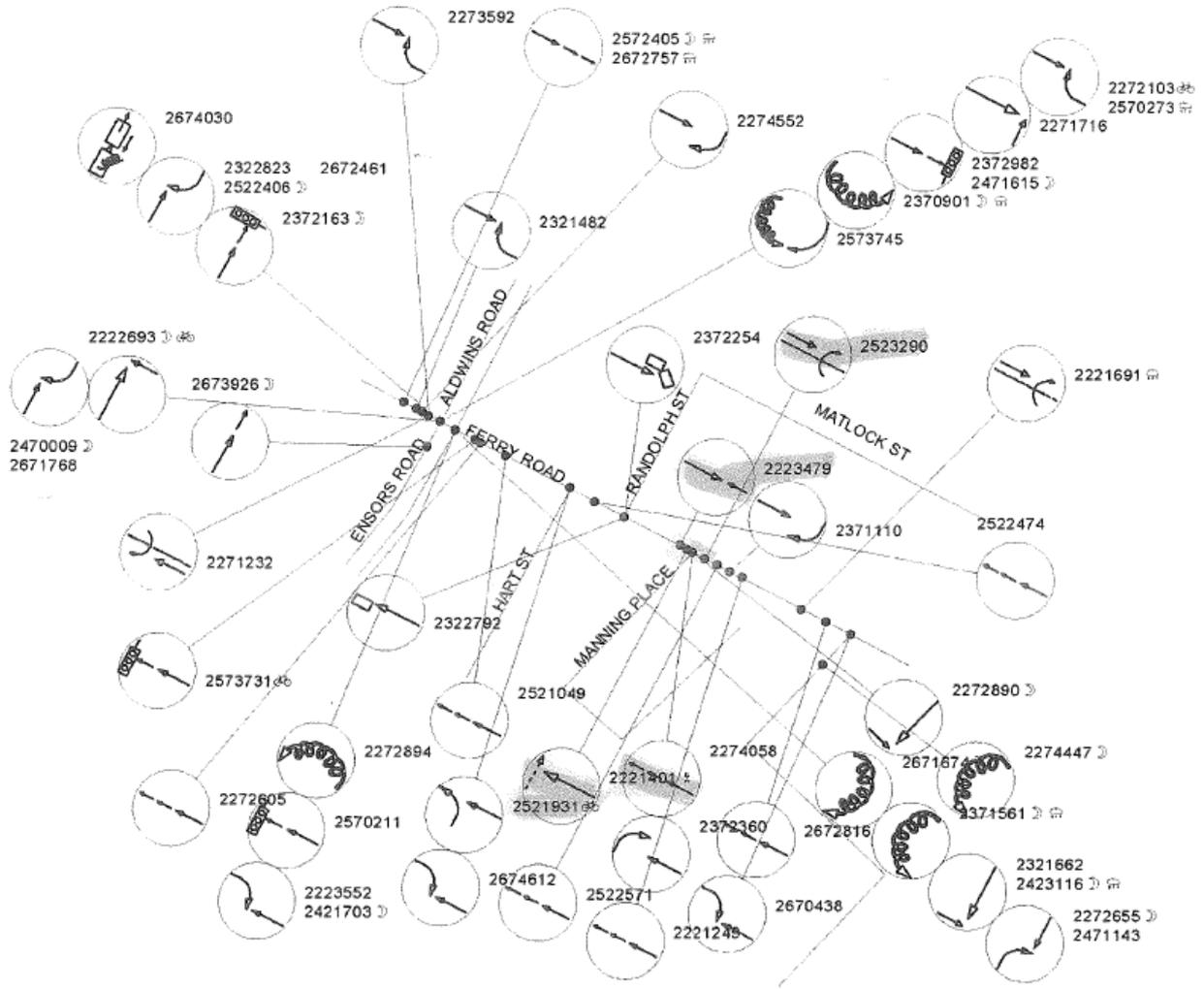
Jonathan Clease

Senior Planner

PLANIT R W BATTY & ASSOCIATES LTD

cc: David Campbell

Our ref.: 8 Manning Place



Floor Street	ID - Second Street or Landmark	Crash Number	Date	Day Time	Description of Events	Crash Factors	Road	Natural Light	Weather	Junction	Ctrl	Tot Ds)
	Distance		OR/MM/YYYY	DD HHMM		(RV - Environmental factors)		Light				F S M A E I T R E
Injury crashes												
ALDWINE ROAD	FERRY ROAD	2423116	09/12/2004	Sun 0130	CAR1 SED on ALDWINE ROAD hit CAR2 crossing at right angle from right	CAR1 alcohol test result unknown, did not stop at steady red light	Wet	Dark	Light Rain	X Type Junction	Traffic Signal	2
ALDWINE ROAD	FERRY ROAD	2321662	17/03/2003	Mon 1455	CAR1 SED on ALDWINE ROAD hit CAR2 crossing at right angle from right	CAR2 did not stop at steady red light, emergency vehicle attending	Dry	Bright	Fine	X Type Junction	Traffic Signal	1
ENSORS ROAD	FERRY ROAD	2522006	23/07/2005	Sat 2120	CAR2 turning right hit by oncoming MOTOR CYCLE1 NED on ENSORS ROAD	CAR2 failed to give way when turning to non-turning traffic, didnt see/look when visibility obstructed by other vehicles	Dry	Dark	Fine	X Type Junction	Traffic Signal	1
ENSORS ROAD	FERRY ROAD	2322823	12/09/2003	Fri 1650	CAR2 turning right hit by oncoming CAR1 NED on ENSORS ROAD	CAR1 did not stop at steady amber light CAR2 failed to give way when turning to non-turning traffic, misjudged intentions of another party	Dry	Bright	Fine	X Type Junction	Traffic Signal	1
FERRY ROAD	406 ALDWINE ROAD	2521049	21/01/2005	Fri 1550	CAR1 NED on FERRY ROAD hit rear end of VAN2 stop/slow for queue	CAR1 following too closely, failed to notice car slowing, attention diverted VAN2 following too closely	Dry	Bright	Fine	Unknown	N/A	1
FERRY ROAD	206 ALDWINE ROAD	2521462	15/01/2003	Wed 1530	CAR2 turning right hit by oncoming CAR1 SED on FERRY ROAD	CAR1 alcohol suspected, failed to give way when turning to non-turning traffic, didnt see/look when required to give way to traffic from another direction BMW: entering or leaving service station	Dry	Bright	Fine	Drive-way	NUL	1
FERRY ROAD	FERRY ROAD	2222693	24/09/2002	Tue 0020	CAR1 NED on ALDWINE ROAD hit CYCLE1ST (Mps 15) crossing at right angle from right	CYCLE1ST2 on incorrect side of the island or median, did not stop at steady red light	Dry	Dark	Fine	X Type Junction	Traffic Signal	1
FERRY ROAD	406 DANFIER ST	2221691	28/04/2002	Sun 1045	CAR1 SED on FERRY ROAD hit TAXI2 U-turning from opposite direction of travel	CAR1 alcohol test above limit or test refused, too fast on straight	Wet	Overcast	Light Rain	Unknown	N/A	1
FERRY ROAD	ENSORS ROAD	2421703	04/05/2004	Tue 1610	CAR2 turning right hit by oncoming CAR1 SED on FERRY ROAD	CAR2 failed to give way when turning to non-turning traffic, didnt see/look when required to give way to traffic from another direction	Dry	Tollight	Fine	X Type Junction	Traffic Signal	1
FERRY ROAD	FERRY ROAD	2223552	12/12/2002	Thu 1120	CAR2 turning right hit by oncoming CAR1 SED on FERRY ROAD	CAR1 did not stop at steady amber light, didnt see/look when required to give way to traffic from another direction	Dry	Bright	Fine	X Type Junction	Traffic Signal	1
FERRY ROAD	206 HART ST	2522474	06/08/2005	Sat 1145	CAR1 NED on FERRY ROAD hit rear end of CAR2 stop/slow for queue	CAR1 following too closely, attention diverted by cigarette etc	Dry	Bright	Fine	Unknown	N/A	2
FERRY ROAD	FERRY ROAD	2521951	25/05/2005	Wed 0805	CAR1 NED on FERRY ROAD hit CYCLE1ST2 (Mps 22) moving from the left	CYCLE1ST2 failed to give way when turning to non-turning traffic, didnt see/look when required to give way to traffic from another direction	Dry	Overcast	Fine	T Type Junction	Give Way Sign	1
FERRY ROAD	106 WARRING PLACE	2523280	30/11/2005	Wed 1630	WORLD1 SED on FERRY ROAD hit CAR2 U-turning from opposite direction of travel	CAR2 failed to give way when turning to non-turning traffic, didnt see/look when required to give way to traffic from another direction	Dry	Overcast	Fine	T Type Junction	NUL	2

transport safety

Plain English report, split by injury/non-injury, run on 03-Dec-2007 Page 2

First Street	ID second Street or Landmark	Crash Number	Date	Day	Time	Description of Events	Crash Factors	Road	Weather	Junction	Ctrl	For Inv
Distance ft			DDMMYY		DDMMYY		Environmental factors		Light			F S M A R I T R K
FERRY ROAD	205 NANNING PLACE	2522571	23/07/2005	Sat	1230	CAR1 WED on FERRY ROAD hit rear end of CAR2 stop/queue for queue	CAR1 following too closely, failed to notice car slowing CAR2 following too closely	Dry	Bright	None	N/A	1
FERRY ROAD	406 NANNING PLACE	2221249	07/03/2002	Thu	0850	CAR3 WED on FERRY ROAD hit rear end of CAR2 stop/slow for queue	CAR1 following too closely, failed to notice car slowing	Dry	Overcast	Unknown	N/A	1
FERRY ROAD	57 NANNING PLACE	2221401	21/03/2002	Thu	1737	CAR1 WED on FERRY ROAD hit FERRISIAN2 stopped sub close behind vehicle. INV: skidding run from left side	FERRISIAN2 stopped sub close behind vehicle. INV: skidding run	Dry	Bright	None	N/A	3
FERRY ROAD	106 NANNING PLACE	2222479	28/09/2002	Sat	0728	CAR1 WED on FERRY ROAD hit CAR2 head-on straight	CAR1 too far left/right	Dry	Bright	None	N/A	2 1
FERRY ROAD	1 RAUNDOLPH ST	2322792	17/10/2003	Fri	1010	CAR1 WED on FERRY ROAD hit parked van, CAR1 hit back, Parked Vehicle, CAR2 hit Parked Vehicle, CAR3 hit Parked Vehicle	CAR1 alcohol test above limit or test refused, overtaking on left	Dry	Bright	None	N/A	1
RESERVATION ST												
ALMINGS ROAD	1 FERRY ROAD	2272103	21/07/2002	Sun	1102	CAR2 turning right hit by oncoming CYCLIST. INV on FERRY ROAD	CAR2 failed to give way when turning to non-turning traffic, didn't see/look when required to give way to traffic from another direction	Dry	Overcast	None	N/A	1
ALMINGS ROAD	1 FERRY ROAD	2370901	04/08/2003	Fri	2344	CAR1 WED on FERRY ROAD lost control turning left, CAR1 hit post of pole	CAR1 swung wide an intersection, new driver showed inexperience	Wet	Dark	None	N/A	1
ALMINGS ROAD	1 FERRY ROAD	2470009	06/01/2004	Tue	2240	VM2 turning right hit by oncoming CAR1 WED on ALMINGS ROAD	VM2 failed to give way when turning to non-turning traffic, didn't see/look when required to give way to traffic from another direction, new driver showed inexperience	Dry	Dark	None	N/A	1
ALMINGS ROAD	1 FERRY ROAD	2573745	16/11/2005	Wed	1615	CAR1 WED on FERRY ROAD lost control on curve and hit VM2 head on, CAR1 hit Traffic Island	CAR1 attention diverted by other traffic, wrong pedal	Dry	Bright	None	N/A	1
SMYTH ST	305 FERRY ROAD	2274447	28/07/2002	Sun		CAR1 WED on SMYTH ST lost control turning left, CAR1 hit fence, Park	CAR1 alcohol suspected, too fast entering corner	Dry	Dark	None	N/A	1
ENSORS ROAD	205 FERRY ROAD	2673926	01/07/2006	Sat	2200	CAR1 WED on ENSORS ROAD hit rear end of CAR2 stop/slow for queue	CAR1 failed to notice car slowing, slowing off racing	Dry	Dark	None	N/A	1
ENSORS ROAD	1 FERRY ROAD	2372163	17/07/2003	Thu	1925	CAR1 WED on ENSORS ROAD hit rear end of CAR2 stop/slow for queue	CAR1 failed to notice car slowing	Dry	Dark	None	N/A	1
ENSORS ROAD	1 FERRY ROAD	2672461	14/07/2006	Fri	1415	CAR2 turning right hit by oncoming SUV1 WED on ENSORS ROAD	CAR2 failed to give way when turning to non-turning traffic, misjudged intentions of another Party	Dry	Bright	None	N/A	1
FERRY ROAD	106 ALMINGS ROAD	2273492	13/11/2002	Wed	1454	CAR2 turning right hit by oncoming CAR1 WED on FERRY ROAD	CAR2 failed to give way when turning to non-turning traffic, didn't see/look when visibility obstructed by other vehicles. INV: entering or leaving service station	Dry	Overcast	None	N/A	1

Flyer Street	ID Second street or Landmark Distance ID	Crash Number	Date DD/MM/YYYY	Day Time DD HHMM	Description of Events	Crash Factors	Road	Natural Light	Weather Junction	Crash Type	Cor ID R S M A B I T R R
FERRY ROAD	LOW ALDWINS ROAD	2271232	25/04/2002	Thu 1645	CAR1 NED on FERRY ROAD hit CAR2 W- turning from opposite direction of travel	ENV - Environmental factors)	Dry	Overcast	Fine	X Type Junction	Traffic Signal
FERRY ROAD	15W ALDWINS ROAD	2274552	05/12/2002	Thu 1650	VAN1 EDN on FERRY ROAD hit CAR2 turning right onto FERRY ROAD from the left		Dry	Bright	Fine	Driveway	N/A
FERRY ROAD	30W ALDWINS ROAD	2672757	08/08/2004	Thu 1510	CAR1 NED on FERRY ROAD hit rear end of CAR2 stop/slow for queue		Wet	Overcast	Heavy Rain	Unknown	N/A
FERRY ROAD	30W ALDWINS ROAD	2572405	09/08/2005	Tue 1815	CAR1 NED on FERRY ROAD hit rear end of CAR2 stop/slow for queue		Wet	Dark	Light Rain	Unknown	N/A
FERRY ROAD	1 ALDWINS ROAD	2671615	07/06/2004	Mon 1730	CAR1 NED on FERRY ROAD hit rear end of CAR2 stop/slow for signals		Dry	Dulllight	Fine	X Type Junction	Traffic Signal
FERRY ROAD	1 ALDWINS ROAD	2671143	28/04/2004	Wed 1300	CAR2 turning right hit by oncoming CAR1 NED on ALDWINS ROAD		Dry	Overcast	Fine	X Type Junction	Traffic Signal
FERRY ROAD	1 ALDWINS ROAD	2371561	01/06/2003	Sun 0230	CAR1 NED on ALDWINS ROAD lost control turning left, CAR1 hit fence, parked vehicle		Wet	Dark	Fine	X Type Junction	Traffic Signal
FERRY ROAD	1 ALDWINS ROAD	2272655	23/09/2002	Fri 2015	CAR2 turning right hit by oncoming CAR1 NED on ALDWINS ROAD		Dry	Dark	Fine	X Type Junction	Traffic Signal
FERRY ROAD	1 ALDWINS ROAD	2372982	27/09/2003	Sat 1752	CAR1 NED on FERRY ROAD hit rear end of CAR2 stop/slow for signals		Dry	Overcast	Fine	X Type Junction	Traffic Signal
FERRY ROAD	1 ALDWINS ROAD	2272894	17/09/2002	Tue 1620	CAR1 NED on FERRY ROAD lost control turning left, CAR1 hit parked vehicle, Traffic Sign		Dry	Overcast	Fine	X Type Junction	Traffic Signal
FERRY ROAD	1 ALDWINS ROAD	2671768	03/06/2006	Sat 1605	SPV2 turning right hit by oncoming CAR1 NED on ALDWINS ROAD		Dry	Overcast	Fine	X Type Junction	Traffic Signal
FERRY ROAD	1 ALDWINS ROAD	2671674	20/05/2006	Sat 2125	CAR1 NED on ALDWINS ROAD lost control turning right, CAR1 hit house at B163 on right hand bend		Dry	Dark	Fine	X Type Junction	Traffic Signal
FERRY ROAD	1 CAMPFER ST	2672816	16/08/2006	Mon 1220	CAR1 NED on FERRY ROAD hit rear end of CAR2 stop/slow for queue		Dry	Bright	Fine	Unknown	N/A
FERRY ROAD	1 CAMPFER ST	2670438	20/02/2006	Mon 0850	CAR2 turning right hit by oncoming MOTOR CYCLE1 NED on FERRY ROAD		Dry	Bright	Fine	T Type Junction	N/A
FERRY ROAD	15E ENSWERS ROAD	2573731	26/11/2005	Mon 1638	CYCLIST1 NED on FERRY ROAD hit rear end of CAR2 stop/slow for signals		Dry	Bright	Fine	X Type Junction	Traffic Signal

Ferry Street	ID Second street II or landmark	Crash Number	Date	Day Time	Description of Events	Crash Factors	Road	Natural Light	Weather Junction	Crtri	For Inj
	Distance IE		DD/MM/YYYY	DD HHMM							P S M A B I T R N
FERRY ROAD	248 ENSONS ROAD	2272605	23/08/2002	Fri 1555	CAR1 WBD on FERRY ROAD hit rear end of CAR2 stop/slow for queue	1 (ENV = Environmental factors)	Dry	Overcast	Fine	Unknown	N/A
FERRY ROAD	I ENSONS ROAD	2271716	24/05/2002	Fri 1415	CAR1 ESD on FERRY ROAD hit CAR2 crossing at right angle from right	CAR1 emergency vehicle attending emergency CAR2 too fast on straight, did not stop at steady amber light CAR1 did not stop at steady amber light CAR2 failed to give way when turning to non-turning traffic, didnt see/look didnt see/look when required to give way to traffic from another direction	Dry	Bright	Fine	X Type Junction	Traffic Signal
FERRY ROAD	I ENSONS ROAD	2570273	14/02/2005	Mon 0720	CAR1 turning right hit by oncoming CAR1 SBD on FERRY ROAD	CR1 did not stop at steady amber light CAR2 failed to give way when turning to non-turning traffic, didnt see/look when required to give way to traffic from another direction	Wet	Overcast	Heavy Rain	X Type Junction	Traffic Signal
FERRY ROAD	I ENSONS ROAD	2570211	29/01/2005	Sat 1600	CAR1 WBD on FERRY ROAD hit rear end of CAR2 stop/slow for signals	CR1 following too closely, service brake defective	Dry	Bright	Fine	X Type Junction	Traffic Signal
FERRY ROAD	I ENSONS ROAD	2674030	24/11/2006	Fri 1940	Load on trailer from CAR1 WBD on ENSONS ROAD hit CAR2	CAR1 load interferes with driver	Dry	Bright	Fine	X Type Junction	Traffic Signal
FERRY ROAD	I HART ST	2674612	28/12/2006	Thu 1625	CAR2 turning right hit by oncoming CAR1 WBD on FERRY ROAD	CAR1 too far left/right CAR2 failed to give way when turning to non-turning traffic, didnt see/look when required to give way to traffic from another direction	Dry	Bright	Fine	T Type Junction	Give Way Sign
FERRY ROAD	306 MARRIMS PLACE	2371110	19/04/2003	Sat 1520	CAR1 ESD on FERRY ROAD hit CAR2 turning right onto FERRY ROAD from the left	CAR2 failed to give way at driveway didnt see/look when visibility obstructed by other vehicles ENV entering or leaving service station	Dry	Overcast	Fine	Driveway	N/A
FERRY ROAD	I MARRIMS PLACE	2372260	02/08/2003	Sat 1626	MOTOR CYCLE1 WBD on FERRY ROAD hit CAR2 turning right onto FERRY ROAD from the left	CAR2 failed to give way to traffic approaching/crossing from the right, didnt see/look when required to give way to traffic from another direction	Dry	Bright	Fine	T Type Junction	N/A
FERRY ROAD	I MARRIMS PLACE	2274058	27/12/2002	Fri 1050	VAN1 WBD on FERRY ROAD hit rear end of CAR2 stop/slow for queue	VAN1 failed to notice car slowing, attention diverted by geometry of persons outside vehicle	Dry	Bright	Fine	T Type Junction	N/A
FERRY ROAD	I MARRIMS PLACE	2272850	14/09/2002	Sat 1810	CAR1 SBD on MARRIMS PLACE hit VAN2 crossing at right angle from right	CAR1 failed to give way at driveway, failed to give way to traffic approaching/crossing from the right ENV entering or leaving service station	Dry	Twilight	Fine	Driveway	N/A
FERRY ROAD	I BAMBOLINE ST	2372254	18/07/2003	Fri 1445	VAN1 ESD on FERRY ROAD hit accident or brake down CAR2	VAN1 inattentive CAR2 parked or stopped on incorrect side of road, engine failure	Dry	Bright	Fine	T Type Junction	Give Way Sign



MWH Ref. Z1553500 (0105)

14 January 2008

Christchurch City Council
PO Box 237
CHRISTCHURCH

Attention: David Campbell
Transport Policy Planner

Dear David

**ASSESSMENT OF FURTHER INFORMATION FOR PLAN CHANGE REQUEST –
RESIDENTIAL TO BUSINESS REZONING, 8 MANNING PLACE,
CHRISTCHURCH**

MWH has completed an assessment of the further information provided by the applicant in relation to the above Plan Change.

Having assessed the additional information, as instructed by CCC, in the context of assessing the traffic effects on the basis of a maximum traffic generation of 250vpd I can confirm that the applicant's response to our request for further information is acceptable.

In determining whether the plan change as proposed requires to be accompanied by additional rules, consideration has been given to the intensification of use of the adjoining 390 Ferry Road access. Acknowledging that the current zoning allows for up to 250 vpd from this access, increased vehicle movements at this point would be undesirable from a highway safety perspective and would not contribute towards maintaining the efficiency of the minor arterial - Ferry Road. However it is understood from an exchange of information with CCC that this could be addressed (if required) at resource consent stage.

On this basis, no additional transport related rules are considered necessary for the plan change to proceed however it should be noted that the 250 vpd threshold as set out in the City Plan is likely to be exceeded given the development scenarios offered by the applicant and therefore a resource consent is likely to be required before any development is undertaken.

Yours sincerely
MWH New Zealand Limited

Andrew Milne
Senior Transportation Planner

e-formatletter - 8 manning.doc

MWH New Zealand Limited
Tower 2, Deans Park
7 Deans Avenue
Addington
P O Box 13-249
Christchurch 8141
New Zealand

Telephone : 64-3-366 7449
Facsimile : 64-3-366 7780
Website : www.mwhglobal.com/nz

BUILDING A BETTER WORLD

15. MEMBERSHIP OF 2009 COMMUNITY BOARD CONFERENCE ORGANISING COMMITTEE

General Manager responsible:	General Manager Regulation and Democracy Services, DDI 941-8549
Officer responsible:	Democracy Services Manager
Author:	Clare Sullivan

PURPOSE OF REPORT

1. The purpose of the report is to select a board member to be the Hagley/Ferrymead Community Board's representative on the organising committee of the 2009 Community Board Conference being held in Christchurch from 19 – 21 March 2009. The organising committee will comprise one member from each of this Council's eight community boards.

EXECUTIVE SUMMARY

2. In September 2006, the Council bid to host the 2009 Community Board Conference. The bid was successful. This conference is held every two years. Christchurch City Council hosted the conference in 1997 and 2009 will be the 20th anniversary of the establishment of Community Boards. The Conference is held every two years and upwards of 200 delegates are expected to attend. The Conference is a key opportunity for community board members across the country to share best practice and ideas and developing skills in being effective community board members.
3. An organising committee was established in 2006, (comprising Community Board Chairpersons and their deputy Chairpersons) and met during 2007. Following the election a new organising committee needs to be established. This committee will, together with a Professional Conference Organiser and with input from the New Zealand Community Boards' Executive Committee be responsible for the arrangements of the conference. It is envisaged that the committee will meet on a regular basis

FINANCIAL IMPLICATIONS

4. It is intended that the costs of the conference will be covered by registration fees and sponsorship. However, as there are some costs associated with forward planning such as engaging a Professional Conference Organiser and various deposits required, the Council and community boards have previously contributed \$45,500 towards these costs.

Do the Recommendations of this Report Align with 2006-16 LTCCP budgets?

5. Yes.

LEGAL CONSIDERATIONS

6. The Committee will enter into a Memorandum of Understanding with the National Executive regarding the arrangements for the conference and will engage, by way of public tender a Professional Conference Organiser.

Have you considered the legal implications of the issue under consideration?

7. Yes. As above.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS**Do the recommendations of this report support a level of service or project in the 2006-16 LTCCP?**

8. Not applicable.

ALIGNMENT WITH STRATEGIES**Do the recommendations align with the Council's strategies?**

9. Not applicable.

15. Cont'd

CONSULTATION FULFILMENT

10. Not applicable.

STAFF RECOMMENDATION

It is recommended that the Hagley/Ferrymead Community Board select one board member to be the Board's representative on 2009 Community Board Conference Organising Committee.

CHAIRPERSON'S RECOMMENDATION

For discussion.

16. ATTENDANCE AT LOCAL GOVERNMENT NEW ZEALAND WORKSHOP

General Manager responsible:	General Manager Regulation & Democracy Services, DDI 941-8462
Officer responsible:	Democracy Services Manager
Author:	Fiona Shand, Community Board Adviser

PURPOSE OF REPORT

1. The purpose of this report is to seek the Hagley/Ferrymead Community Board's approval for interested members to attend a Local Government New Zealand one-day workshop for Community Board members in April 2008.

EXECUTIVE SUMMARY

2. The one-day workshop will be on Tuesday 29 April 2008 in the Christchurch City Council offices and will be led by Mike Richardson.
3. The workshop, which will feature presentations and small group discussions, will assist Community Board members (including Councillor members) to look at their various roles and examine ways in which individuals can achieve their objective while in office. The workshop will deal with what for many Councils has become a difficult issue, how to build constructive relationships between Councils and their boards, and it will discuss good practice in models for giving Boards the support to enable them to contribute to community well-being.
4. There is a need to register early for this event as numbers are limited.

FINANCIAL IMPLICATIONS

5. There is a cost of \$250 per person (excluding GST). The Board's 2007/08 operational funding has a conference attendance budget of \$1,500, which has not yet been used during the current financial year.

Do the Recommendations of this Report Align with 2006-16 LTCCP budgets?

6. Yes.

LEGAL CONSIDERATIONS

Have you considered the legal implications of the issue under consideration?

7. There are no legal considerations.

STAFF RECOMMENDATION

It is recommended that the Hagley/Ferrymead Community Board give consideration to approving attendance by interested members at the one-day Local Government New Zealand workshop on 29 April 2008.

CHAIRPERSON'S RECOMMENDATION

For discussion.

17. BOARD REPRESENTATION ON OUTSIDE ORGANISATIONS AND COMMITTEES

General Manager responsible:	General Manager Regulation and Democracy Services, DDI 941-8549
Officer responsible:	Democracy Services Manager
Author:	Fiona Shand, Community Board Adviser

PURPOSE OF REPORT

1. The purpose of this report is to propose that the Board give consideration to the appointment of Board representatives on local outside organisations and committees.

EXECUTIVE SUMMARY

2. For the 2007/10 term, and in accordance with the practices before then, the Board is now invited to consider making appointments to the following local community organisations and committees:
 - Christchurch Estuary Association – One Member
 - Keep Christchurch Beautiful – One Member
 - Neighbourhood Support Canterbury – One Member
3. A memorandum has been provided separately to members with additional information about each of the groups.

FINANCIAL IMPLICATIONS

4. Where Board members are appointed to external organisations, their attendances at meetings will be covered by their elected member's salary. Thus there are no financial implications apart from mileage allowances for attending such meetings.

Do the Recommendations of this Report Align with 2006/16 LTCCP budgets?

5. Not applicable.

LEGAL CONSIDERATIONS**Have you considered the legal implications of the issue under consideration?**

6. There are no direct legal issues involved.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS**Do the recommendations of this report support a level of service or project in the 2006/16 LTCCP?**

7. Not applicable.

ALIGNMENT WITH STRATEGIES/POLICIES/BOARD OBJECTIVES

8. Contributes to the Council's 2006/16 Strategic Directions (Strong Communities) and Community Outcomes (Governance and Community).

Strengthening Communities Strategy 2007 – yes, alignment with the engagement components of this strategy.

Board's Objectives 2006/09 – yes, appointments made contribute to meeting various objectives for the period.

Do the recommendations align with the Council's strategies/policies?

9. Yes, as per paragraph 8 above.

17. Cont'd

CONSULTATION FULFILMENT

10. Not applicable.

STAFF RECOMMENDATION

It is recommended that the Board consider appointing representatives to outside organisations and committees listed in paragraph 2 above.

CHAIRPERSON'S RECOMMENDATION

For discussion.

18. COMMUNITY BOARD ADVISER'S UPDATE
19. MEMBER'S QUESTIONS
20. RESOLUTION TO EXCLUDE THE PUBLIC (Attached)

