

# **SPREYDON/HEATHCOTE COMMUNITY BOARD AGENDA**

**TUESDAY 19 FEBRUARY 2008**

**AT 4.30pm**

**IN THE BOARDROOM  
AT SOUTH LIBRARY, SERVICE CENTRE AND SOUTH LEARNING CENTRE  
66 COLOMBO STREET**

**Community Board:** Phil Clearwater (Chairperson), Oscar Alpers, Barry Corbett, Chris Mene, Karolin Potter, Tim Scandrett and Sue Wells

**Community Board Adviser**

Jenny Hughey  
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1. **APOLOGIES**

2. **CONFIRMATION OF MEETING REPORT – 18 DECEMBER 2007**

The report of the Board's meeting of Tuesday 18 December 2007 is **attached**.

**CHAIRPERSONS' RECOMMENDATION**

That the report of the Board's meeting of 18 December 2007 be **confirmed**.

**SPREYDON/HEATHCOTE COMMUNITY BOARD  
18 DECEMBER 2007**

**A meeting of the Spreydon/Heathcote Community Board  
was held on Tuesday 18 December 2007 at 4.31pm  
in the Boardroom, Beckenham Service Centre**

**PRESENT:** Phil Clearwater (Chairperson), Oscar Alpers, Barry Corbett, Chris Mene, Karolin Potter, Tim Scandrett and Sue Wells

**APOLOGIES:** Apologies for lateness were received and accepted from Karolin Potter who arrived at 4.51pm part way through clause 2 and was absent for clause 1.

The Board reports that

**PART A – MATTERS REQUIRING A COUNCIL DECISION**

Nil

**PART B - REPORTS FOR INFORMATION**

**1. DEPUTATIONS BY APPOINTMENT**

Nil

**2. PRESENTATION OF PETITIONS**

Nil

**3. NOTICES OF MOTION**

Nil

**4. CORRESPONDENCE**

Nil

**5. COMMUNITY BOARD ADVISER'S UPDATE**

**5.1 Current Matters**

The Board was advised of current matters.

**5.2 South Learning Centre**

The Board **decided** to discuss the South Learning Centre at its meeting on 19 February 2008 including the work of the working party.

**5.3 Cracroft Residents' Association**

The Board **decided** to make a grant of \$50 to the Cracroft Resident's Association for the Association's Christmas function, from the remaining balance in the Neighbourhood Week Fund.

## 6. BOARD MEMBERS INFORMATION EXCHANGE

The Board **decided** to:

- (a) Request a report in relation to the surface of Centaurus Road from Colombo Street to St Martins.
- (b) Request a report on the maintenance and upkeep of the Port Hills legal road tracks; the Huntsbury, Bowenvale, Rapaki and Worsley tracks, and whether they were being maintained to the current agreed level of service under the management plans.

Barry Corbett reported that some residents were concerned about the potential removal of trees growing on the Council Road Reserve on Shalamar Drive. This will be a matter which will come before the Board in 2008 and members were urged to inspect the trees before the next meeting.

## PART C – DELEGATED DECISIONS TAKEN BY THE BOARD

### 7. CONFIRMATION OF MEETING REPORT – 27 NOVEMBER 2007

The Board **resolved** that the report of the Board's meeting of 27 November 2007 be confirmed, subject to the inclusion of the following corrections:

- (a) It being noted that Barry Corbett was absent from the meeting for all of clause 1 and all of clause 3.
- (b) Clause 1 being corrected as follows;
  - (1) That sub clause (a) be corrected to read; *That the Board places considerable value on the operation of the service provided by the South Learning Centre to the schools in the Spreydon/Heathcote Ward.*
  - (2) Clause 1, being further corrected to read as follows;

*That the Board request a report in relation to the motion tabled by Oscar Alpers as follows:*

- (i) *That the Board work with officers to seek other sources of funding to cover the balance of the period through to 30 June 2008, including (for example) funding for services to schools in the neighbouring Hagley/Ferrymead and Riccarton/Wigram communities, community trust grants, and forming a new trust to seek funding to continue the service.*
- (ii) *That the Board request the Council to consider implementing a targeted rate for all rateable property in the Spreydon/Heathcote community to provide the required funding of \$205,000 per annum from 1 July 2008, until such time as either other sources of funding are found to provide the service to schools in the community, or until metropolitan funding is found to enable a service to be provided at a similar level to schools in other parts of the city.*
- (iii) *That the Board is prepared to make a one-off grant of up to \$50,000 from the Community Board's discretionary and SCAP funds to enable the continuation of the Learning Centre's services to schools while other solutions to the funding of such services are explored.*

*Sue Wells recorded her vote against resolution (iii) above.*

- (c) That Item 2 clause (a) sub point (e), be amended to read as follows; *The possibility of installing a raised platform like the one on Beckford Road to be placed on the Bishopworth corner.*

**(Note: The matter contained in clause (b) above was previously considered and decided upon at the Council meeting of 13 December 2007.)**

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**8. APPLICATION FOR FUNDING FROM THE YOUTH ACHIEVEMENT SCHEME – MISS SORREN HENDERSON**

Sorren Henderson is a 13-year-old student who has been selected to represent Mainland Football in the 13<sup>th</sup> Grade Girls Soccer Team at the National Federation Tournament in Napier from 16-20 December 2007.

The Board **resolved** to make a grant of \$150 to Sorren Henderson.

**9. COPPELL PLACE AND HOON HAY ROAD –PROPOSED GIVE WAY CONTROL**

The Board considered a report from staff seeking approval for the installation of a “Give Way” control on Coppell Place at the Hoon Hay Road intersection.

The Board **resolved** that a Give Way control be placed on Coppell Place at its intersection with Hoon Hay Road.

**10. GROVE ROAD – BUS STOP**

The Board considered a report from staff regarding changes to the kerb alignment and seeking the Board’s approval to reposition a bus stop in Grove Road as part of the kerb and channel street renewal project.

The Board **resolved** :

- (a) That the existing bus stop on the east side of Grove Road, commencing 32 metres south of the intersection with Moorhouse Avenue and extending 17 metres in a southerly direction be removed.
- (b) That a bus stop be installed on the east side of Grove Road commencing at a point 51.5 metres from its intersection with Moorhouse Avenue and extending in a southerly direction for a distance of 18 metres.
- (c) To request a joint meeting of the Spreydon/Heathcote Community Board, Hagley/Ferrymead Community Board, Riccarton/Wigram Community Board, Fendalton/Waimari Community Board, Environment Canterbury and the Council to discuss parking, bus stop provision and traffic management issues around the south west corner of Hagley Park.

**11. GOVERNANCE ARRANGEMENTS FOR NEW TERM**

The Board considered a report from staff regarding the adoption of a governance structure for the Board and meeting dates for 2008.

The Board **resolved**:

- (a) To hold Board meetings on the third Tuesday of each month commencing at 4.30pm, and to set aside the first Tuesday of each month for a Finance and Policy Committee meeting, to commence at 8am. Seminars may follow after this committee meeting. This arrangement to be trialled until the June 2008 meetings.
- (b) To hold the first Board meeting on Tuesday 19 February 2008 and the first Committee meeting on Tuesday 5 February 2008.

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**12. RECESS COMMITTEE**

The Board considered a report from staff recommending the appointment of a Recess Committee with delegated power to deal with matters of a routine nature normally dealt with by the Board, to cover the period following the Board's last scheduled meeting for 2007 up until the Board held its next meeting on 19 February 2008.

The Board **resolved**:

- (a) That a Recess Committee comprising the Board Chairperson and Deputy Chairperson (or their nominees) be appointed, and authorised to exercise the delegated powers of the Board for the period following its 18 December 2007 meeting up until the Board resumed normal business, proposed to commence in February 2008.
- (b) That the exercise of any such delegation be reported back to the Board for record purposes.

**13. BOARD REPRESENTATIVES ON OUTSIDE ORGANISATIONS AND COMMITTEES**

The Board considered a report from staff regarding the appointment of Board representatives to local outside organisations and committees.

The Board **resolved**:

- (a) That the following appointments be made;

Christchurch Streets and Garden Awards Committee (partnership between Christchurch City Council and Christchurch Beautifying Association)

Sue Wells for 2008, Phil Clearwater for 2009 and Karolin Potter for 2010.

Keep Christchurch Beautiful	Position not currently filled
Neighbourhood Support Canterbury	Chris Mene and Tim Scandrett
Neighbourhood Support Canterbury	Community representative position to be filled in 2008
Ex. Colombo St Store and Land	Barry Corbett and Phil Clearwater with Sue Wells and Karolin Potter as reserves
South Learning Centre Working Party	Sue Wells, Phil Clearwater and Board Adviser
Cashmere Residents' Association	Tim Scandrett and Oscar Alpers with Phil Clearwater as reserve
Cracroft Residents' Association Inc	Barry Corbett and Phil Clearwater
Huntsbury Residents' Association	Tim Scandrett
Addington Neighbourhood Association	Phil Clearwater and Karolin Potter
Sydenham Residents' Group	Karolin Potter with Chris Mene as reserve
Beckenham Neighbourhood Association	Karolin Potter and Sue Wells
Opawa/St Martins Residents' Association	Sue Wells and Tim Scandrett
Murray Aynsley Residents' Association	Position not currently filled
Spreydon Ratepayers and Residents Association (Inc)	Phil Clearwater
Raceway Residents' Group	Phil Clearwater, Barry Corbett with Tim Scandrett as reserve
Somerfield Residents' Association	Position not currently filled
Rowley House	Community Board Adviser
Manuka Cottage	Community Board Adviser

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**13 Cont'd**

Waltham Community Cottage	Community Board Adviser
Sydenham Community Development Project	Community Board Adviser
Whareora House of Life/Spreydon Community House	Community Board Adviser
Strickland Street Community Gardens	Community Board Adviser
Kingdom Resources Limited	Community Board Adviser
Addington Net	Community Board Adviser
Community Centres	Community Board Adviser
Landsdowne Community Centre	Community Board Adviser and Oscar Alpers
Risingholme Community Centre Inc	Community Board Adviser
Cracroft Community Centre (Old Stone House)	Community Board Adviser, Oscar Alpers, Phil Clearwater and Barry Corbett
Somerfield Community Centre	Community Board Adviser
Centennial Hall	Community Board Adviser and Karolin Potter
Sydenham Community Centre	Community Board Adviser
Huntsbury Community Centre	Community Board Adviser
Older Adults Network	The Board
SAW Network (Sydenham, Addington, Waltham)	The Board
Hoon Hay Network	The Board
Spreydon/Heathcote Youth Network	Chris Mene, Karolin Potter and The Board

- (b) That the Community Board Adviser investigate whether or not there were any other organisations in the community which had a requirement for the appointment of a Board representative written into their constitutions, and explore with appropriate staff ways in which the Board might have a closer liaison with other types of organisations within the community.

**14. CONCLUSION**


The meeting concluded at 8.15pm.

**CONFIRMED THIS 19TH DAY OF FEBRUARY 2008.**

**PHIL CLEARWATER  
CHAIRPERSON**



**3. DEPUTATIONS BY APPOINTMENT**



Mr Alex Clark representing the residents of Fairfield Avenue, will speak regarding input into the City Plan and in particular wanting to know what their street will look like in the future.

**4. PRESENTATION OF PETITIONS**

**5. NOTICES OF MOTION**

**6. CORRESPONDENCE**

**7. BRIEFINGS**

Presenters: Loren Sampson, Recreation & Sports Unit and Miriama McDonald from Project Legit.

In October last year Council staff were approached by Project Legit regarding their interest in redoing the graffiti artwork that currently occupies wall space and a utility building in Waltham Park. Project Legit have submitted a project brief and have consulted with the local community regarding this project. Miriama McDonald Project Legit Manager and Guy Project Legit's main artist and tutor will be in attendance to briefly discuss the project proposal and to answer any questions the Board may have.

## 8. APPLICATION TO THE SPREYDON/HEATHCOTE COMMUNITY BOARD 2007/2008 YOUTH ACHIEVEMENT SCHEME – ZESTY QUARTET

<b>General Manager responsible:</b>	General Manager, Community Services, DDI 941-8986
<b>Officer responsible:</b>	Unit Manager, Recreation and Sports
<b>Author:</b>	Loren Sampson, Community Recreation Adviser

### PURPOSE OF REPORT

1. The purpose of this report is to seek approval for an application for funding from the Spreydon/Heathcote Community Board's 2007/08 Youth Achievement Scheme.

### EXECUTIVE SUMMARY

2. Funding is being sought by the applicants, four 17 year old, year 13 girls from Cashmere High School who make up the barbershop style quartet 'Zesty' to represent New Zealand at the International Young Women In Harmony Rising Star competitions in San Antonio, Texas.
3. This is the first time the applicants have applied to the Community Board for support.

### BACKGROUND ON THE 'ZESTY' QUARTET

4. 'Zesty' is a Young Women in Harmony (YWIH) quartet from Cashmere High School. The quartet is comprised of: Alex Charlton, Roz Ellis, Maddie Jardine and Kate Logan who are all 17 years of age residing in the Somerfield, St Martins and Cashmere suburbs.
5. In year nine the girls joined the Cashmere barbershop chorus and enjoyed it so much that by the end of the year they had formed a quartet. This group has worked together since their inception to achieve a number of accolades namely winning the 2006 and 2007 New Zealand National Championships. The girls have the opportunity to travel to San Antonio, Texas in July 2008 to represent New Zealand at the International YWIH Rising Star competitions.
6. These competitions incorporate workshops over the four days and create an opportunity to not only represent New Zealand but to learn new barbershop skills and learn more about singing and to mix and learn with young people from around the world.
7. Singing barbershop has provided the girls with a number of performance opportunities including performing with Malcolm McNeill, Yulia and Juliette Midgely to raise money for the Sydenham church, singing on CTV, being guest singers on 'What Now', singing with the Christchurch City Chorus at the James Hay Theatre and opening the 2006 National Secondary School Volleyball competition.
8. Currently \$10,000 has been raised towards the cost of this trip. An application to pub charities for a substantial amount is currently under consideration – the outcome of this application will be announced in February. The trip will cost each girl a little over \$5,000, the girls will continue to fundraise in the months leading up to their trip.

### FINANCIAL IMPLICATIONS

9. The following table details trip expenses and funding requested by the applicant. The current balance of the Youth Achievement Scheme fund is \$2,950.00.

<b>EXPENSES FOR THE ZESTY QUARTET</b>	<b>Cost (\$)</b>
Air fares	\$14,310.00
Travel insurance	\$ 425.00
Departure Tax	\$ 135.00
Registration (5 people) at Rising Star Competition (including workshops)	\$ 2,713.50
Coaching (performance)	\$ 360.00
Costume	\$ 800.00
<b>Sub-total</b>	<b>\$ 18,743.50</b>

Travel, accommodation, food (either side of workshop weekend)	\$ 7,070.50
<b>Total Cost</b>	<b>\$ 25,814.00</b>
Amount raised by applicants to date	\$ 10,000.00
Amount requested from Community Board (registration cost for 4 people at \$554.50 each)	<b>\$2,218.00</b>

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

10. The applicants are seeking funding from the Community Board's 2007/08 Youth Achievement Scheme which was established as part of the Board's 2007/08 Project Funding.

**LEGAL CONSIDERATIONS**

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

11. There are no legal implications in regards to this application.

**ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS**

12. Aligns with pages 170 and 174 of the LTCCP regarding Community Board Project funding.

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

13. As above.

**ALIGNMENT WITH STRATEGIES**

14. Application aligns with the Physical Recreation and Sport Strategy and local Community Board objectives.

**Do the recommendations align with the Council's strategies?**

15. As above.

**CONSULTATION FULFILMENT**

16. Not applicable.

**STAFF RECOMMENDATION**

It is recommended that the Spreydon/Heathcote Community Board allocate \$1,000 from the 2007/2008 Youth Achievement Scheme to Zesty to represent New Zealand at the International YWIH Rising Star competitions in San Antonio, Texas in July 2008.

**CHAIR RECOMMENDATION**

That the staff recommendation be supported.  
Please note this is a group application.

## 9. 56 PARKLANDS DRIVE (MORVEN TERRACE BOUNDARY) – PROPOSED ROAD STOPPING

<b>General Manager responsible:</b>	General Manager City Environment DDI 941 - 8656
<b>Officer responsible:</b>	Transport & Greenspace Manager
<b>Author:</b>	Stuart McLeod, DDI 941 - 8520

### PURPOSE OF REPORT

1. The purpose of this report is to seek the Boards recommendation to Council to commence road stopping procedures, pursuant to Section 116 (1) of the Public Works Act 1981, for a portion of unformed road adjoining 56 Parklands Drive (Morven Terrace boundary).

### EXECUTIVE SUMMARY

2. The owners of the property at 56 Parkland Drive in St Martins made an approach to the Council in July 2005 about the possibility of purchasing part of the adjoining legal road (Morven Terrace) comprising 428m<sup>2</sup>. A property location map is attached as **Appendix 1**, and a scheme plan (SM1615-02) showing the subject area of road ("Section 1") is attached as **Appendix 2**.
3. The Transport and Greenspace Unit considered the proposal and upon deciding that it could be supported from a unit level, negotiations with the landowner ensued.
4. There has been considerable debate about the value of Section 1, however this has been resolved. The Council is now in a position to consider this matter with a view to deciding whether to commence a formal road stopping procedure, or not.
5. A formal survey plan will be prepared and a further report submitted to the Council, via the Community Board, to facilitate the conclusion of the road stopping process. Therefore, 'in principal' approval to the proposed stopping is all that is sought at this point in time.

### FINANCIAL IMPLICATIONS

6. The previously agreed position as to value is \$55,000 inclusive of GST, this price has been confirmed by our valuer, Simes Limited. In addition to the purchase price the applicant will meet all cost associated with the road stopping process including, but not limited to survey fees, LINZ and gazettal disbursements and legal fees.

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

7. Yes aligns with the general provisions of the LTCCP & Management Plan.

### LEGAL CONSIDERATIONS

8. The Community Board does not have the authority to approve the commencement of the road stopping process; such decision must be made by the full Council. The Board however does have recommendatory powers.
9. The Council has the ability to stop roads pursuant to the Public Works Act 1981 and the Local Government Act 1974. The latter Act requires the Council to publicly notify the proposed road stopping and to call for objections or submissions. Conversely, the Public Works Act process does not require public submission; however the Council and the adjoining landowner(s) must consent in writing to the proposal.
10. If the proposed road stopping is potentially contentious then the Council should process the road stopping application pursuant to the Local Government Act. If not, the Public Works Act process can be followed.

**Clause 9 Cont'd**

11. It is proposed to treat this application pursuant to the Public Works Act 1981 as it is not considered to be controversial for the following reasons:
- (a) The adjoining landowner at 56 Parklands Drive is the only logical purchaser of Section 1.
  - (b) Section 1 follows the physical footpath and road formation, and is largely defined by existing retaining walls. From the formed road edge Section 1 slopes steeply up to the applicant's property. Comprising substantial mature trees and a roughly mown area of grass, Section 1 could reasonably be perceived as being part of 56 Parklands Drive.
  - (c) There were no Registrations of Interest from any Unit within the Council or from the Leadership Group in response to the Property Interest Survey.

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

12. Yes as above and see the "Background" below .

**ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLAN**

13. The proposal aligns with the general provisions of the LTCCP Activity Management Plans.

**Do the recommendations of this report support a level of service or project in the 2006 – 16 LTPPC?**

N/A

**ALIGNMENT WITH STRATEGIES**

14. The proposal supports the Christchurch Road Safety Strategy and Metropolitan Christchurch Transport Statement.

**Do the recommendations align with the Council's strategies?**

15. Yes as above.

**CONSULTATION FULFILMENT**

16. In response to the Community Boards recommendations a property interest survey has been circulated to the Leadership Group, no registrations of interest where received.
17. Given the size, shape and location of the road to be stopped no other consultation is considered necessary.

**BACKGROUND**

18. The Spreydon/Heathcote Community Board considered the original staff report in the Public Excluded session on this matter on 5 December 2006, the report recommended;
- "that the Board recommends that the Council resolve to commence the road stopping process in respect of the parcel of road marked Section 1 on Scheme Plan SM1615-02 situated at 56 Parklands Drive (Morven Terrace boundary)".
19. After due consideration the Board recommendation was as follows:
- (a) The Board was not satisfied that the land is surplus to requirements, or that disposal options have been fully explored, and therefore is not supportive of the staff recommendation.
  - (b) In the event of the Council agreeing to the staff recommendation that this process proceed, the Board recommends that the application be treated pursuant to the Local Government Act, and not the Public Works Act, to enable community input.

**Clause 9 Cont'd**

20. At the Board meeting on 19 December 2006 and after receiving advice from staff that the reasons for considering this issue in the public excluded session were no longer relevant the Board made the following resolution to:
- (a) Reconsider the report on 56 Parklands Drive (Morven Terrace boundary) – Proposed Road Stopping at a future Board meeting, with the public present, in order to provide the community with the opportunity for input; and
  - (b) Request staff to provide the Board with additional information on disposal options for the area of road covered by the report.
21. In essence this report satisfies the resolutions set out in paragraph 20 by putting this issue back to the Board for discussion in an open forum. In addition staff have since circulated a Property Interest Survey to the Leadership Group to ascertain if any other Council Unit has an interest in the said property. No registrations of interest were received.
22. Staff have also sort legal advice and input from the Councils Transport and Greenspace Unit on the best statutory process for the stopping and disposal of this portion of road, ie. The Public Works Act 1981 or the Local Government Act 1974 and have concluded that the Public Works Act 1981 is the appropriate mechanism to stop this portion of road as;
- a separate title will not issue for the land as it would be a non complying lot
  - there is only one adjoining owner and thus only one logical purchaser
  - the adjoining owner agrees to the stopping
  - no other parties are considered to be affected as the road is unformed and could already be perceived as being part of 56 Parklands Drive
  - the stopped road will be formerly amalgamated with the adjoining title
23. Other disposal options have been considered including issue of separate title, selling to an alternative purchaser (other than the adjoining owner), or doing nothing. For the reasons outlined in this report none of these options are considered viable.

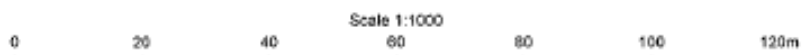
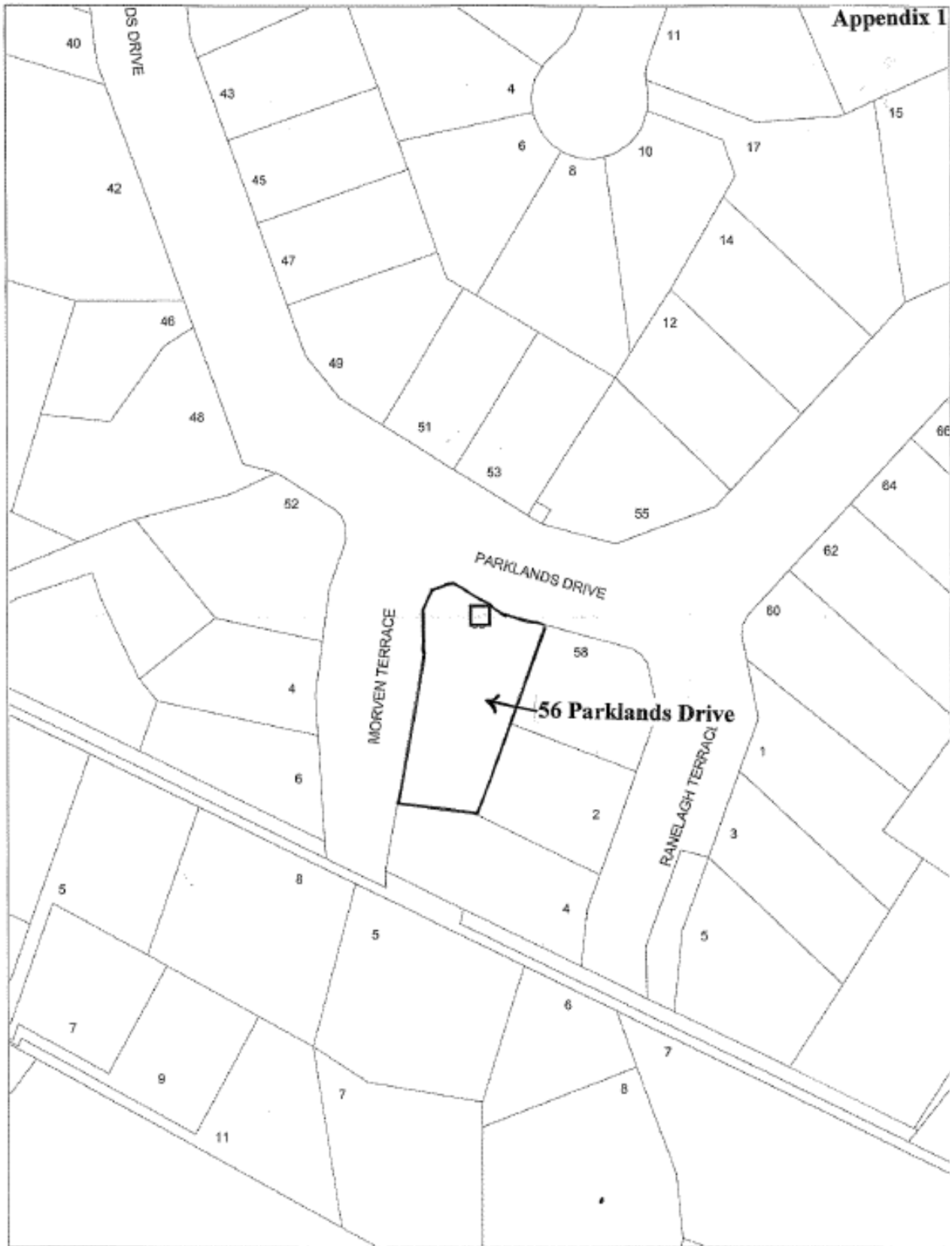
**STAFF RECOMMENDATION**

The Board recommends that the Council resolve:

- (a) "That the Council approve the commencement of the road stopping procedure under the Public Works Act 1981 in respect of Section 1 on Scheme Plan SM1615-02 and to approve in principle the declaration of the affected parcel of land as being surplus to roading requirements."

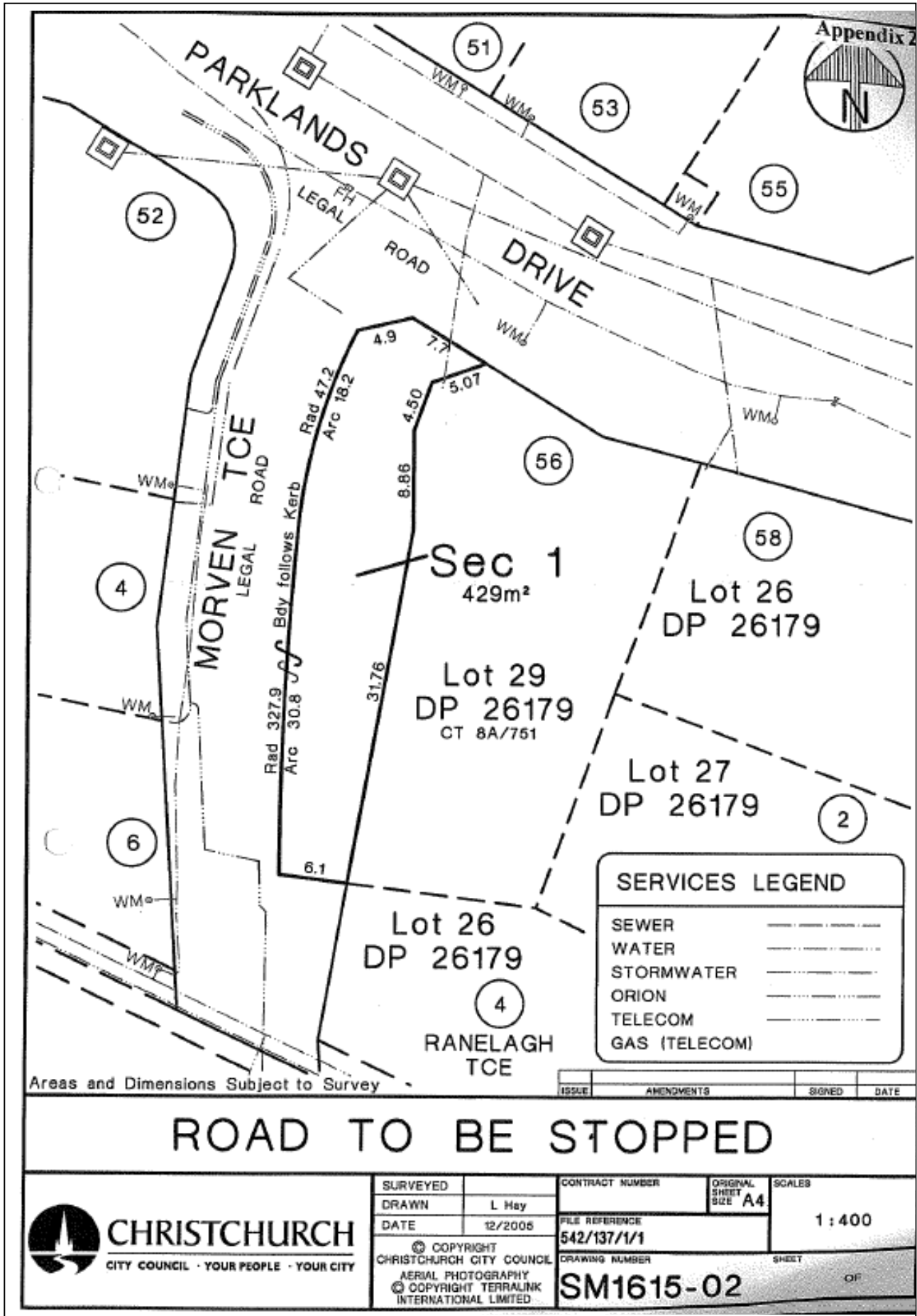
**CHAIR RECOMMENDATION**

That the staff recommendation be supported.



56 PARKLANDS DRIVE (HUNTSBURY)  
Survey and Title Data as at 7-JUNE-2006, Valuation and Sales Data as at 8-JUNE-2006 and Geodetic Mark data as at 7-JUNE-2006  
visit [www.linz.govt.nz](http://www.linz.govt.nz). Cadastral Information from LINZ Core Record System (CRS). CROWN COPYRIGHT

Clause 9 – Attachment 2



Areas and Dimensions Subject to Survey

ISSUE	AMENDMENTS	SIGNED	DATE

# ROAD TO BE STOPPED



SURVEYED	
DRAWN	L Hay
DATE	12/2006
© COPYRIGHT CHRISTCHURCH CITY COUNCIL	
AERIAL PHOTOGRAPHY © COPYRIGHT TERRALINK INTERNATIONAL LIMITED	

CONTRACT NUMBER	ORIGINAL SHEET SIZE A4	SCALES
FILE REFERENCE		1 : 400
DRAWING NUMBER		SHEET
<b>SM1615-02</b>		OF



**10. ESTABLISH EASEMENTS AS PART OF THE UPPER SHERRINGS DRAIN PROJECT**

<b>General Manager responsible:</b>	General Manager City Environment, Jane Parfitt, DDI 941-8656
<b>Officer responsible:</b>	Transport and Greenspace Manager, Michael Aitken, DDI 941- 8096
<b>Authors:</b>	Tony Hallams Property and Leasing Advisor Corporate Support Unit

**PURPOSE OF REPORT**

1. The purpose of this report is to seek the Boards recommendation to the Council to acquire easements to enable a storm water main drain to be laid in place of the existing open boxed drain, which to date has not been protected by easements, through the properties at 43,45,47,49,51,53,55,57,59,61,63,65 and 67 Redgrave Street, and 82 Mathers Road. (refer **Attachment 1**).

**EXECUTIVE SUMMARY**

2. The timbered waterway, the Upper Sherrings Drain, which currently runs through residential properties from 82 Mathers Road to 43 Redgrave Street, is in a deteriorated state and in need of replacement and hydraulic improvement. It is impracticable to replace and naturalise the existing flow path area as a stream because of the insufficient width of the timbered drain footprint and physical obstructions on residential properties. The purpose of the Council obtaining easements is for the Council to obtain legal rights of access to establish and protect strips of land 2 metres wide at the rear of the above properties in which the intended 450mm and 600 mm diameter storm water drain will be laid.
3. Pipe renewal in place of the timber waterway has been scheduled in the Capital Programme by the Transport and Greenspace Unit in the 2007/2008 financial year.
4. Piping will be installed within the existing drain alignment, which runs within the rear boundaries of the above mentioned properties. At most of the above mentioned addresses an inner wooden fence runs within the boundary to physically separate the existing timbered waterway from the rear yard areas. At most of the above addresses the Council has offered to remove, recycle or dispose of these fence(s), to reconstruct the rear fences separating the Redgrave Street properties from the Fusilier properties to the true boundary line, and to extend the side boundary fence lines to be recycled from existing fences dismantled or complemented with new materials as necessary.
5. The beneficial effects of these measures to be affected by the Council after negotiation with property owners are as follows:
  - The level of vandalism and accumulation of litter will diminish with the removal of the existing fenced corridor.
  - The removal of the internal fences at the above mentioned properties and accommodating a new drain below the ground within the easement areas will "free up" the rear yard areas.
  - The piping of the existing open boxed drain will remove a potential insect breeding site.

**FINANCIAL IMPLICATIONS**

6. The funding is being provided from the Transport and Greenspace Capital Programme. Specifically \$250,000 in 2007/08 from Utility Waterway Relining – Upper Sherrings Drain.

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

7. Yes. Funding is provided from within the Transport and Greenspace Capital Programme in the 2006-16 LTCCP.

**Clause 10 Cont'd****Have you considered the legal implications of the issue under consideration?**

8. The legal implications of the proposal have been considered. Delegated authority for a decision to approve of or otherwise the Council obtaining easements by Grant of Easement rests with the Council under the general governance provisions of the Local Government Act 2002. The Councils Corporate Support Manager or Spreydon/Heathcote Community Board do not have delegated authority to make this decision, but may support the proposal being referred to a meeting of the Council to be considered under Part A.

The addresses, legal descriptions, and land areas of the parcels of land sought are as follows:

43 Redgrave Street	Lot 3 DP 45722	44 m <sup>2</sup>
45 Redgrave Street	Lot 444 DP 26615	38m <sup>2</sup>
47 Redgrave Street	Lot 445 DP 26615	38m <sup>2</sup>
49 Redgrave Street	Lot 446 DP 26615	39m <sup>2</sup>
51 Redgrave Street	Lot 447 DP 27578	38m <sup>2</sup>
53 Redgrave Street	Lot 448 DP 27578	38m <sup>2</sup>
55 Redgrave Street	Lot 449 DP 27578	38m <sup>2</sup>
57 Redgrave Street	Lot 450 DP 27578	38m <sup>2</sup>
59 Redgrave Street	Lot 451 DP 27578	39 m <sup>2</sup>
61 Redgrave Street	Lot 452 DP 27578	39m <sup>2</sup>
63 Redgrave Street	Lot 453 DP 27578	39m <sup>2</sup>
65 Redgrave Street	Lot 454 DP 27578	38m <sup>2</sup>
67 Redgrave Street	Lot 455 DP 27578	39m <sup>2</sup>
82 Mothers Road	Lot 457 DP 27578	90 m <sup>2</sup>

**ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS**

9. LTCCP 2006-16

**Parks, Open Spaces and Waterways – Page 123****Waterways and Land Drainage**

The Council provides and operates the city's storm water system, manages the waterways into which it discharges and it protects and enhances the life-supporting capacity of the city's waterways and wetlands

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

10. Yes. Specifically \$250,000 in 2007/08 from Utility Waterway Relining – Upper Sherrings Drain.

**ALIGNMENT WITH STRATEGIES**

11. **Supports Councils Strategic Direction – Healthy Environment**

Goal 3 – Manage water and land drainage systems efficiently, and contribute towards landscape, ecology, recreation, heritage and cultural values.

**Clause 10 Cont'd**

**Do the recommendations align with the Council's strategies?**

12. Yes as above.

**CONSULTATION FULFILMENT**

13. All property owners whose properties in Fusilier Street border the intended easements strips have been written to and provided with comment forms. Any written comments received will be considered and acted upon as far as practicable to assist with project implementation.
- 14 The Council has written to affected property owners detailing the need to create easements to lay the storm water drain, and the report author is currently entering in to negotiations with these owners to procure easement agreements on behalf of the Council.

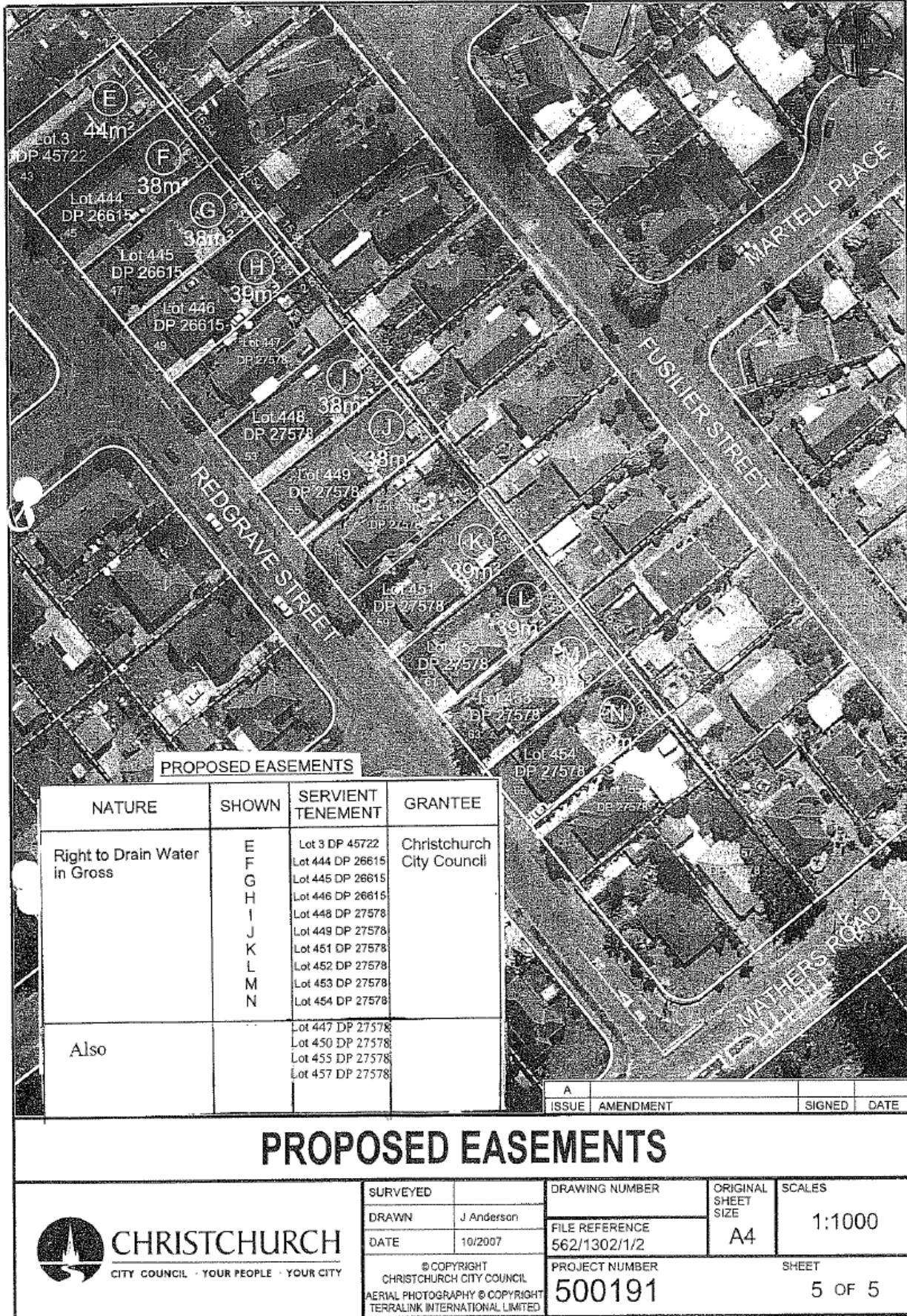
**STAFF RECOMMENDATION**

It is recommended that the:

- (a) Council acquires storm water easements over 43, 45, 47, 49, 51, 53, 55, 55, 57, 59, 61, 63, 65, and 67 Redgrave Street, and 82 Mathers Road, as generally outlined in this report.
- (b) That the Corporate Support Unit Manager has delegated authority to enter into agreements with the property owners upon conclusion of negotiations.

**CHAIR RECOMMENDATION**

That the staff recommendation be supported.




**PROPOSED EASEMENTS**

NATURE	SHOWN	SERVIENT TENEMENT	GRANTEE
Right to Drain Water in Gross	E	Lot 3 DP 45722	Christchurch City Council
	F	Lot 444 DP 26615	
	G	Lot 445 DP 26615	
	H	Lot 446 DP 26615	
	I	Lot 448 DP 27578	
	J	Lot 449 DP 27578	
	K	Lot 451 DP 27578	
	L	Lot 452 DP 27578	
	M	Lot 453 DP 27578	
	N	Lot 454 DP 27578	
Also		Lot 447 DP 27578	
		Lot 450 DP 27578	
		Lot 455 DP 27578	
		Lot 457 DP 27578	

A			
ISSUE	AMENDMENT	SIGNED	DATE

**PROPOSED EASEMENTS**

 <p><b>CHRISTCHURCH</b> CITY COUNCIL - YOUR PEOPLE - YOUR CITY</p>	SURVEYED		DRAWING NUMBER	ORIGINAL SHEET SIZE	SCALES
	DRAWN	J Anderson	FILE REFERENCE	A4	1:1000
	DATE	10/2007	PROJECT NUMBER	SHEET	
	© COPYRIGHT CHRISTCHURCH CITY COUNCIL AERIAL PHOTOGRAPHY © COPYRIGHT TERRALINK INTERNATIONAL LIMITED			500191	5 OF 5

**11. HUNTSBURY AVENUE / MAJOR AITKEN DRIVE - PROPOSED GIVE WAY CONTROL**

<b>General Manager responsible:</b>	General Manager City Environment, DDI 941-8656
<b>Officer responsible:</b>	Transport and Greenspace Manager
<b>Author:</b>	Steve Dejong/Patricia Su

**PURPOSE OF REPORT**

1. The purpose of this report is to seek the Board's approval to install a "Give Way" control on Major Aitken Drive at the Huntsbury Avenue intersection. (refer **Attachment 1**).

**EXECUTIVE SUMMARY**

2. The intersection of Huntsbury Avenue and Major Aitken Drive is an uncontrolled "T" junction with the normal *"give way to the right"* rule applying. The Council has been approached by a local resident with concerns in relation to the visibility at this intersection.
3. Whilst there have been no reported crashes at this intersection, there are perceived safety issues relating to visibility. Major Aitken Drive has recently been extended to meet Huntsbury Avenue and is located approximately 40 metres south (uphill) from Vista Place. There is a rock face on the southern side of Major Aitken Drive and traffic must be near the intersection before they are able to see traffic approaching from the south on Huntsbury Avenue. In addition, with no clear indication of where the intersection is, motorists also find themselves within the intersection before they realised it and therefore, are committed to the turn at the moment they obtain clear view of approaching traffic. Furthermore, due to the width of the intersection being so wide, vehicles are approaching the intersection from Major Aitken Drive at a higher than desirable speed.
4. By installing the proposed "Give Way" control and associated limit line, vehicles entering the intersection will be located where they are able to obtain a clear view of approaching traffic before they are committed to their turn. This will remove indecision and provide motorists with a clear delineation.
5. There is adequate visibility such that this method of control is considered appropriate. This option will also provide better delineate of the intersection.

**FINANCIAL IMPLICATIONS**

6. An estimated cost for this work is \$1,000.

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

7. The installation of Give Way controls and road markings is within LTCCP Street and Transport operational budgets.

**LEGAL CONSIDERATIONS**

8. The Land Transport Rules provide for the installation of Give Way controls.

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

9. As above.

**ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS**

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

**Clause 11 Cont'd**

**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 for safety.

**ALIGNMENT WITH STRATEGIES**

12. The recommendation aligns with the Christchurch Road Safety Strategy.

**Do the recommendations align with the Council's strategies?**

13. As above.

**CONSULTATION FULFILMENT**

14. As a newly constructed intersection and development, the nearest residence is currently over 40 metres away. It is also considered that the installation of the proposed "Give Way" control would have no direct effect on any property, therefore, no consultation with the property owners were undertaken. The developer Fulton Hogan Limited and the Council's Asset Policy Engineer were consulted and they both support the proposal.

**STAFF RECOMMENDATION**

It is recommended that the Board approve:

- (a) That a "Give Way" control be placed on Major Aitken Drive at its intersection with Huntsbury Avenue.

**CHAIR RECOMMENDATION**

That the staff recommendation be supported.



**MAJOR AITKEN DRIVE / HUNTSBURY AVENUE**  
**Proposed Give Way**  
**For Board Approval**

**Original Plan Size: A4**  
ISSUE.1 16/11/07  
TP301609 MJR

**12. BEWDLEY STREET/BARRINGTON STREET - PROPOSED GIVE WAY CONTROL**

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

**PURPOSE OF REPORT**

1. The purpose of this report is to seek the Board's approval to install a give way control on Bewdley Street at the intersection of Barrington Street. (refer **Attachment 1**).

**EXECUTIVE SUMMARY**

2. The Council has recently received a request from a resident in the area, to have a give way control installed on Bewdley Street at the intersection of Barrington Street. They state that they have seen some very dangerous situations arise at this intersection.
3. Barrington Street is a minor arterial road carrying approximately 18,000 vehicles a day, while Bewdley Street is a local road which carries approximately 1,000 vehicles a day. At this intersection, facing Bewdley Street is a group of local shops and a video hire outlet which also fronts onto Barrington Street.
4. An investigation has found that while presently operating under the right hand rule some dangerous situations can occur at this intersection. If two vehicles travelling in opposite directions along Barrington Street wish to turn into Bewdley Street and there is also a vehicle on Bewdley Street wishing to turn right onto Barrington Street; obeying the right hand rule the two vehicles on Barrington Street must give way and the vehicle turning right out of Bewdley Street has the right of way. If, as often happens, there is also a bus, on the bus stop in Barrington Street at the corner of Bewdley Street, then the Bewdley Street vehicle which has the right of way has no vision of oncoming traffic and is forced to wait, frustrating the other traffic, or is tempted to turn blind.
5. Bewdley Street is the only local road that intersects Barrington Street in this area that is not presently either controlled by a give way or stop sign. The installation of the proposed give way control will rectify the above mentioned problems by making vehicles turning from Bewdley Street give way to all vehicles on Barrington Street. This will greatly improve safety at this intersection.
6. The installation of the proposed give way control was initially requested by a resident that lives off Bewdley Street and is considered unlikely to have any adverse effect on residents living in the area.

**FINANCIAL IMPLICATIONS**

7. An estimated cost for this work is \$1,000.

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

8. The installation of give way controls and road markings is within LTCCP Street and Transport operational budgets

**LEGAL CONSIDERATIONS**

9. The Land Transport Rules provide for the installation of give way controls.

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

10. As above



**Clause 12 Cont'd**

**ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS**

11. 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?**

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

**ALIGNMENT WITH STRATEGIES**

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

**Do the recommendations align with the Council's strategies?**

14. As above.

**CONSULTATION FULFILMENT**

15. It was considered unnecessary to consult with residents or the shops at the corner of Bewdley Street as the installation of the give way control will have no affect on them other than making this intersection safer.

**STAFF RECOMMENDATION**

It is recommended that the Board approve that a give way control be placed against Bewdley Street at the intersection of Barrington Street.

**CHAIR RECOMMENDATION**

That the staff recommendation be supported.

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**CHRISTCHURCH**  
CITY COUNCIL • YOUR PEOPLE • YOUR CITY

**BEWDLEY STREET**  
Proposed Give Way Control  
For Board Approval

**Original Plan Size: A4**  
ISSUE.1 13/11/07  
TP301601 MJR

**13. SLOAN TERRACE AND WAIMEA TERRACE - PROPOSED NO STOPPING RESTRICTION**

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

**PURPOSE OF REPORT**

1. The purpose of this report is to seek the Board's approval to install "No Stopping" lines adjacent to the footbridge which crosses the Heathcote River on both Sloan Terrace and Waimea Terrace. (refer **Attachment 1**).

**EXECUTIVE SUMMARY**

2. The Council has received two separate requests regarding the safety of pedestrians using the footbridge opposite number 18 Sloan Terrace. Their concerns are that vehicles park too close to the ramps of the bridge on both sides of the river, which impedes a road user's view of children from the bridge and also a pedestrian's view of approaching traffic. In addition, children are also crossing from between parked vehicles.
3. Investigations found that both Sloan Terrace and Waimea Terrace were used in the mornings and afternoons by parents delivering and collecting their children from Thorrrington School. On the Waimea Terrace side of the river, parents park around the footbridge and walk their children across the bridge to Thorrrington School. In Sloan Terrace, users would park from the northern end of the street back towards Cashmere Road. It was also noted that the footbridge is also used by primary school children walking to and from Thorrrington School who are not under the supervision of an adult.
4. Installing the proposed "No Stopping" lines along the frontages of this foot bridge would, as well as banning parking, give both pedestrians and road users an unimpeded view of each other and also make it safer for children in route to and from Thorrrington Primary School.
5. Since there are no properties along the river banks, the removal of parking in front of the footbridge is not considered likely to affect residents on either Sloan Terrace or Waimea Terrace who live opposite the bridge. Residents do not park adjacent to the footbridge.

**FINANCIAL IMPLICATIONS**

6. The estimated cost of this work is \$300.

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

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

**LEGAL CONSIDERATIONS**

8. 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?**

9. As above.

**ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS**

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

**Clause 13 Cont'd**

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

11. This contributes to improving 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 above.

**CONSULTATION FULFILMENT**

14. In general, residents do not park along the front of the bridge abutments and those who park there are more likely to be a parent running late to collect their child from school. The removal of parking along the bridge frontages on both Waimea and Sloan Terraces is therefore unlikely to have any adverse effect on residential on street parking. It was therefore considered not necessary to consult residents on the proposed installation of the "No Stopping" lines.

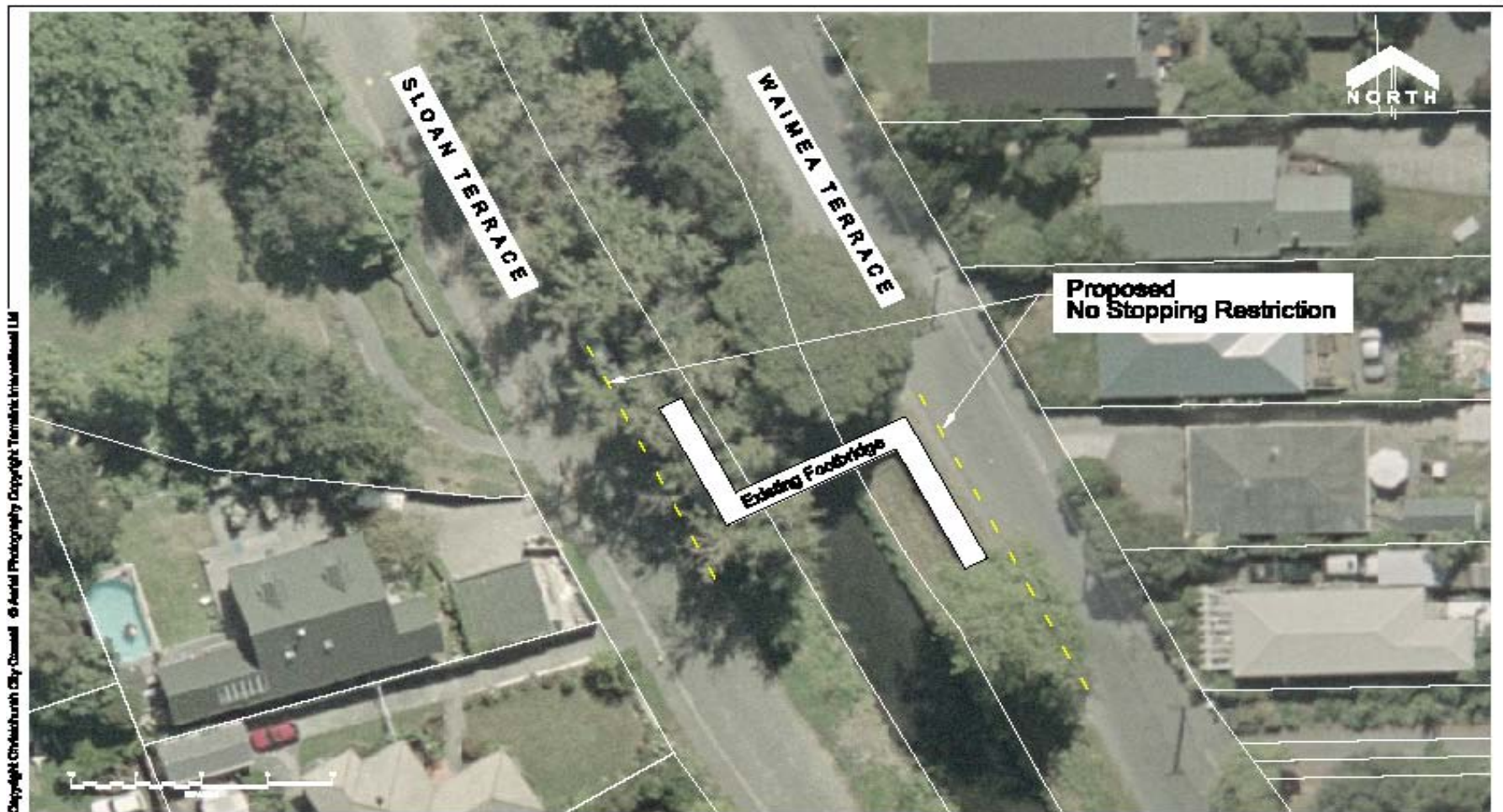
**STAFF RECOMMENDATION**

It is recommended that the Board approve:

- (a). That the stopping of vehicles be prohibited at any time on the east side of Sloan Terrace commencing at a point 188 metres from its intersection with Centaurus Road and extending in a northerly direction for 20 metres.
- (b). That the stopping of vehicles be prohibited at any time on the west side of Waimea Terrace commencing at a point 134 metres from its intersection with Riverview Street and extending in a southerly direction for 30 metres.

**CHAIR RECOMMENDATION**

That the staff recommendation be supported.



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**SLOAN TERRACE / WAIMEA TERRACE**  
**Proposed No Stopping Restriction**  
**For Board Approval**

**Original Plan Size: A4**  
**ISSUE 1 16/11/07**  
**TP301606 MJR**

**14. WRIGHTS ROAD - PROPOSED 120 MINUTE PARKING RESTRICTION**

<b>General Manager responsible:</b>	General Manager City Environment, DDI 941-8656
<b>Officer responsible:</b>	Transport and Greenspace Manager
<b>Author:</b>	Steve Dejong/Patricia Su, Network Operations and Traffic Systems

**PURPOSE OF REPORT**

1. The purpose of this report is to seek the Board's approval to install a 120 minute parking restriction outside 119 Wrights Road. (refer **Attachment 1**).

**EXECUTIVE SUMMARY**

2. The Council has received a request from Admire Interiors at 119 Wrights Road for a 120 minute parking restriction installed along the frontage of their premise on Wrights Road. They state that customers to their business are having difficulty finding parking because all available parking is usually taken up by staff that work in other businesses in the area or on the construction site across the road.
3. Admire Interiors is located at the corner of Wrights Road and Moncur Place but the request is for parking restriction along their Wrights Road frontage. Along the Wrights Road frontage of their premise between Moncur Place and their driveway, there are four parking spaces. It is only these four spaces that the proposal would affect.
4. Admire Interiors has 8 onsite parking spaces allocated to their business. There is a further seven spaces shared between the two businesses situated above them. Their eight on-site parking spaces are often full which creates an overflow into the adjoining businesses' allocated spaces.
5. The placing of the proposed P120 along the frontage of this business, while removing four all day parking spaces, would provide customers to Admire Interiors and also neighbouring businesses in the immediate area, medium term parking.
6. In addition, vehicles are currently parking over the edge line where it tapers to meet the corner of Moncur Place. To rectify this the "No Stopping" lines need to be extended to the north by 6 metres, otherwise vehicles will continue to park between the end of the proposed 120 minute parking restriction and the existing no stopping at the corner of Moncur Place. This would also provide better visibility for vehicles exiting Moncur Place.
7. Admire Interiors have consulted with their likely affected business neighbours and have gained the support of all four.

**FINANCIAL IMPLICATIONS**

8. The estimated cost for this work is approximately \$500.

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

9. The installation of road markings and sign is within the LTCCP Street and Transport Operational Budgets.

**LEGAL CONSIDERATIONS**

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

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

11. As above.

**Clause 14 Cont'd**

**ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS**

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

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

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

**ALIGNMENT WITH STRATEGIES**

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

**Do the recommendations align with the Council's strategies?**

15. As above.

**CONSULTATION FULFILMENT**

16. Admire Interiors wrote to their immediate neighbours outlining the proposal to seek their approval. All four neighbours have indicated that they support the proposal and have signed statements to that effect. Their letters of support are attached. (**See Attachments 2 to 5**).

**STAFF RECOMMENDATION**

It is recommended that the Board approve:

- (a) The stopping of vehicles be prohibited at any time on the west side of Wrights Road commencing at its intersection with Moncur Place and extending in a northerly direction for a distance of 12.5 metres be revoked.
- (b) That the stopping of vehicles be prohibited at any time on the west side of Wrights Road commencing at its intersection with Moncur Place and extending in a northerly direction for a distance of 18.5 metres.
- (c) That the parking of vehicles be restricted to 120 minutes on the west side of Wrights Road commencing at a point 18.5 metres north of the Moncur Place intersection, and extending in a northerly direction for a distance of 20.5 metres.

**CHAIR RECOMMENDATION**

That the staff recommendation be supported.





19. 02. 2008

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when you want to look good... inside

13<sup>th</sup> September 2007

Proposed Street Parking Signage

To whom it may concern.

Due to the increase in traffic flow along Wrights Road and the shortage of customer car parking outside our premises at 119, Admire Interiors has applied to the Council for parking restrictions along our street frontage on Wrights Road.

We see a greater demand for parking along this roadway once building construction across from our business has been completed.

Signage would show an allocated time available to park, i.e. 120 minutes.

For Council to take this into consideration we ask for your **signed** approval on this matter.

Thank you for your assistance.

Admire Interiors.

Drywall Direct Wholesale

Hylton Parker Fasteners

Approve    Disapprove    Name

Approve    Disapprove    Name

Fastcote Limited

Living Kitchens

Approve    Disapprove    Name

Approve    Disapprove    Name

*Paul Hoggins*

Admire Interiors - Concepts House, 119 Wrights Road, Christchurch (Between Birmingham Drive and Blewett Road)  
PO Box 8099 Riccarton • Pk: 02 356 7816 • Fax: 03 356 4188 • Email: info@admireinteriors.co.nz • www.admireinteriors.co.nz  
A division of Admire Commercial (1936) Ltd

19. 02. 2008

34



13<sup>th</sup> September 2007

Proposed Street Parking Signage

To whom it may concern.

Due to the increase in traffic flow along Wrights Road and the shortage of customer car parking outside our premises at 119, Admire Interiors has applied to the Council for parking restrictions along our street frontage on Wrights Road.

We see a greater demand for parking along this roadway once building construction across from our business has been completed.

Signage would show an allocated time available to park, i.e. 120 minutes.

For Council to take this into consideration we ask for your signed approval on this matter.

Thank you for your assistance.

Admire Interiors.

Hylton Parker Fasteners

<u>Approve</u>	<u>Disapprove</u>	<u>Name</u>
✓		Gary Bunberg Branch Manager <i>G. Bunberg</i>

Admire Interiors - Concepts House, 119 Wrights Road, Christchurch (Between Birmingham Drive And Bierheim Road)  
 PO Box 8099 Riccarton • Ph: 03 366 28 6 • Fax: 03 366 4108 • Email: info@admireinteriors.co.nz • www.admireinteriors.co.nz  
 A division of Admire Commercial (1985) Ltd



13<sup>th</sup> September 2007

Proposed Street Parking Signage

To whom it may concern,

Due to the increase in traffic flow along Wrights Road and the shortage of customer car parking outside our premises at 119, Admire Interiors has applied to the Council for parking restrictions along our street frontage on Wrights Road.

We see a greater demand for parking along this roadway once building construction across from our business has been completed.

Signage would show an allocated time available to park, i.e. 120 minutes.

For Council to take this into consideration we ask for your **signed** approval on this matter.

Thank you for your assistance.

Admire Interiors.

Drywall Direct Wholesale

Approve

Disapprove

Name

Bruce Barrett - Manager

19. 02. 2008

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when you want to look good... inside

25<sup>th</sup> September 2007

Proposed Street Parking Signage

To whom it may concern,

Due to the increase in traffic flow along Wrights Road and the shortage of customer car parking outside our premises at 119, Admire Interiors has applied to the Council for parking restrictions along our street frontage on Wrights Road.

We see a greater demand for parking along this roadway once building construction across from our business has been completed.

Signage would show an allocated time available to park, i.e. 120 minutes.

For Council to take this into consideration, we ask for your signed approval on this matter.

Thank you for your assistance.

Admire Interiors.

Living Kitchens

Approve

Disapprove

Name

Yes

CHRISTINE D. GIBSON  
Living Kitchens  
121 Wrights Road,

Admire Interiors - Concepts House, 119 Wrights Road, Christchurch (between Birmingham Drive and Blenheim Road)  
PO Box 9099 Riccarton • Ph: 03 356 2516 • Fax: 03 356 4108 • Email: info@admireinteriors.co.nz • www.admireinteriors.co.nz  
A Division of Admire Commercial (1986) Ltd

**15. LINCOLN ROAD – PROPOSED BUS STOP EXTENSION**

<b>General Manager responsible:</b>	General Manager City Environment, DDI 941-8656
<b>Officer responsible:</b>	Transport and Greenspace Manager
<b>Author:</b>	Steve Dejong/Patricia Su, Network Operations and Traffic Systems

**PURPOSE OF REPORT**

1. The purpose of this report is to seek the Board's approval to extend the bus stop located at 340 Lincoln Road. (refer **Attachment 1**).

**EXECUTIVE SUMMARY**

2. Recently, the Council has received a complaint from a resident of one of the accommodation units situated at 340 Lincoln Road (The Old Addington Prison complex). The resident stated that when exiting the site onto Lincoln Road, his vision of oncoming traffic was impaired by a vehicle parked directly to the north of the vehicle crossing.
3. An investigation found that although there is an underlying 30 minute parking restriction, due to incorrect signage, all day parking is taking place on the park northeast of the vehicle crossing to the Old Addington Prison, just before the bus stop. In addition, larger buses using the bus stop are unable to stop completely within the bus stop due to the inadequate length of the stop and as a consequence, the back of the larger buses protrudes into the cycle lane.
4. The proposal to extend the bus stop by removing the one parking space will provide buses a good run into and out of the bus stop. This will improve the bus service and also the safety of cyclists. This will also help resolve the visibility issue for vehicles exiting the site at 340 Lincoln Road due to the removal of an all day parking space.
5. It should be noted however, that Council receive numerous requests for "no stopping" lines by driveways to improve their visibility. "No stopping" lines are however, not installed for these situations as it is not uncommon for vehicles to be parked adjacent to driveways.
6. Tony's Tyre Service located adjacent to the bus stop and the parking space has been consulted and agreed to this proposal.

**FINANCIAL IMPLICATIONS**

7. The estimated cost of this work is \$200.

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

8. The installation of parking signs and road markings is within the LTCCP budgets.

**LEGAL CONSIDERATIONS**

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

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

10. As above.

**ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS**

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

**Clause 15 Cont'd**

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

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

**ALIGNMENT WITH STRATEGIES**

13. As above.

**Do the recommendations align with the Council's strategies?**

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

**CONSULTATION FULFILMENT**

15. Tony's Tyre Service located adjacent to the bus stop and the parking space have been consulted. Although initially hesitant, they were not opposed to the extension of the bus stop which will require the removal of a parking space.

**STAFF RECOMMENDATION**

It is recommended that the Board approve:

- (a) Any parking restriction located on the southeast side of Lincoln Road commencing at a point 55 metres southwest of Dickens Street and extending in a southwesterly direction for a distance of 21.5 metres be revoked.
- (b) That a bus stop be installed on the southeast side of Lincoln Road commencing at a point 55 metres southwest of Dickens Street and extending in a southwesterly direction for a distance of 21.5 metres.

**CHAIR RECOMMENDATION**

That the staff recommendation be supported.



**16. CASHMERE ROAD - PROPOSED NO STOPPING RESTRICTION**

<b>General Manager responsible:</b>	Jane Parfitt, General Manager City Environment, DDI 941-8656
<b>Officer responsible:</b>	Michael Aitken, Transport and Greenspace Manager
<b>Author:</b>	Steve Dejong/Patricia Su, Network Operations and Traffic Systems

**PURPOSE OF REPORT**

1. The purpose of this report is to seek the Board's approval to install no stopping lines on the southern side of Cashmere Road between Bengal Drive and Shalamar Drive. (refer **Attachment 1**).

**EXECUTIVE SUMMARY**

2. The Council has received a request from a resident living in Bengal Drive for no stopping lines to be installed along Cashmere Road between Bengal Drive and Shalamar Drive. They stated that when a vehicle is parked on the southern side of this stretch of Cashmere Road passing traffic has to cross the centre line into the path of oncoming vehicles. This makes it extremely dangerous for cyclists and vehicles travelling in the other direction which often have to take evasive action or stop.
3. An investigation by staff confirmed the situation. Cashmere Road is a minor arterial road with 9,200 vehicles per day and is 9.6 metre wide from kerb to kerb. It is also heavily used by cyclists. The south side has no footpath with the roadway being constructed against the base of a hill. Widening of the roadway is not a viable option. It is therefore considered that the most cost effective way to rectify this problem is to ban parking, as requested by the residents.
4. There is an existing bus stop located west of the Bengal Drive and Cashmere Road intersection which is not marked. As part of this proposal the stop would be extended to 18 metres to accommodate the larger buses and have the yellow box painted on the road. Without a marked bus stop, motorists may inadvertently park at the ends of the bus stop undermining the effectiveness of the proposal due to a bus having to pull out across the centre line to get around the parked vehicle.
5. There are no vehicular crossings or property accesses from this section of Cashmere Road. The south side has a steep embankment and the north side abuts the Cashmere Stream. It is therefore considered unlikely that residents would be affected by the removal of this parking.

**FINANCIAL IMPLICATIONS**

6. The estimated cost of this work is \$400.

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

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

**LEGAL CONSIDERATIONS**

8. The Land 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.



**Clause 16 Cont'd**

**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.

**CONSULTATION FULFILMENT**

13. No consultation was undertaken as the installation of no stopping lines on this section of Cashmere Road is considered unlikely to adversely affect the residents of the area because there are no vehicular or property accesses from this portion of Cashmere Road. The south side has a steep embankment and the north side abuts the Cashmere Stream.

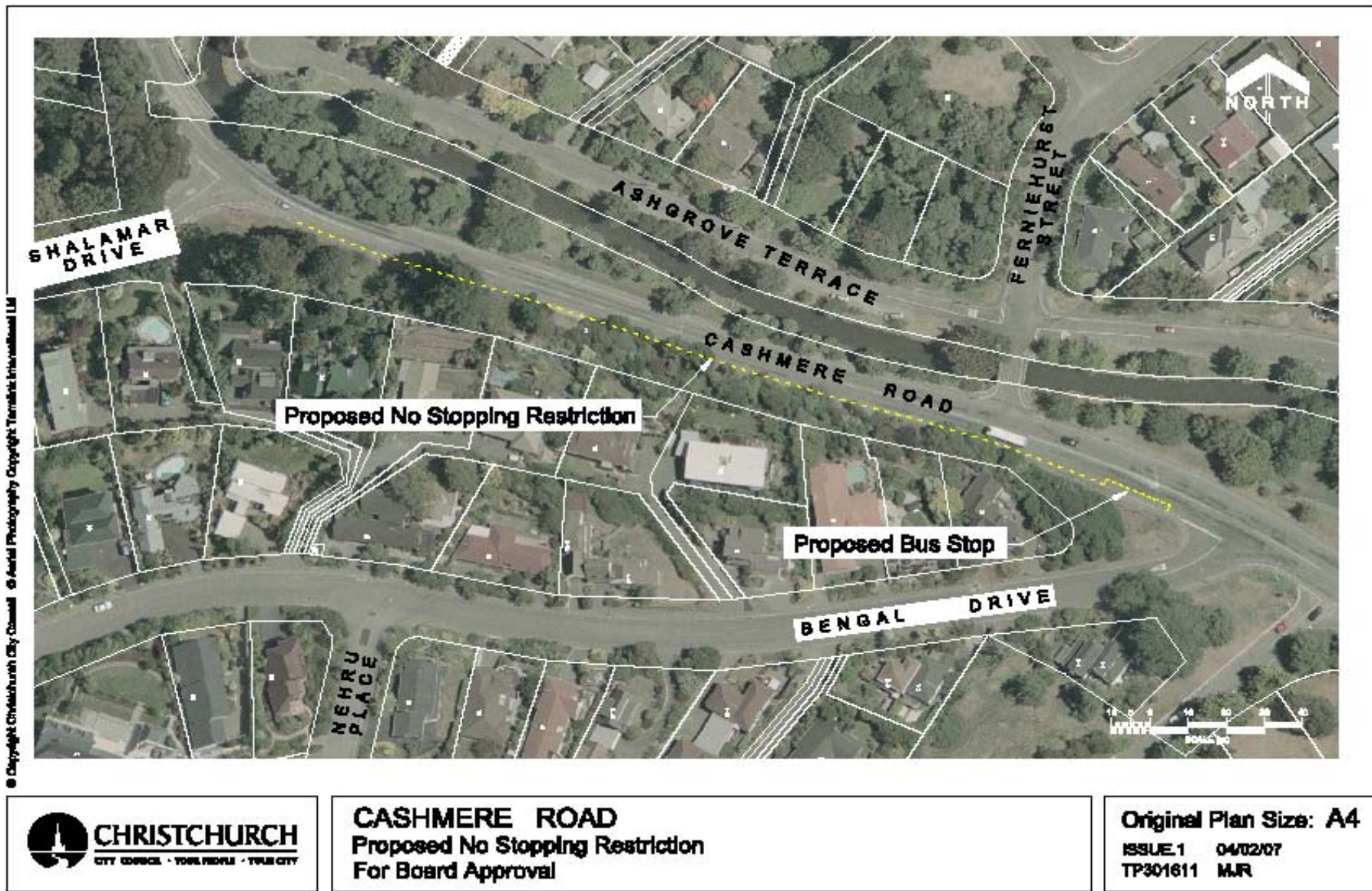
**STAFF RECOMMENDATION**

It is recommended that the Board approve:

- (a) The bus stop presently located on the south side of Cashmere Road and commencing at a point 8 metres west of the Bengal Drive intersection and extending in a westerly direction for 12 metres be revoked.
- (b) That a bus stop be installed on the south side of Cashmere Road commencing at a point 8 metres west of the Bengal Drive intersection and extending in a westerly direction for a further 18 metres.
- (c) That the stopping of vehicles be prohibited at any time on the south side of Cashmere Road commencing at a point 26 metres west of its intersection with Bengal Drive and extending in a westerly direction for a distance of 236 metres.

**CHAIR RECOMMENDATION**

That the staff recommendation be supported.



**CASHMERE ROAD**  
Proposed No Stopping Restriction  
For Board Approval

**Original Plan Size: A4**  
ISSUE 1 04/02/07  
TP301611 MJR

## 17. CURLETT'S ROAD CYCLEWAY

<b>General Manager responsible:</b>	General Manager City Environment, DDI 941-8656
<b>Officer responsible:</b>	Transport & Greenspace Unit Manager
<b>Author:</b>	Andrew Hensley, Consultation Leader- Capital Programme Group

**PURPOSE OF REPORT**

1. The purpose of this report is to seek the approval of the Board to proceed to final design, tender and construction of the Curletts Road Cycleway project.

**EXECUTIVE SUMMARY**

2. Curletts Road Cycleway is part of the cycleway programme and is currently programmed for construction in the 2007/08 financial year.
3. The initiating aim of the project was to formalise the shortcuts being taken by cyclists off road between Wigram Road and Curletts Road. As a result of consultation, and following further investigations and planning, the Plan was developed and expanded to link with existing facilities at Lunns Road to the north, and Halswell Road to the south.
4. The revised objectives of the project are as follows:
  - (a) To create a formalised cycleway on the current desire lines
  - (b) To increase safety of cyclists using the route from Halswell Road to Lunns Road/Wigram area
  - (c) To minimise rework when the Southern Motorway project is constructed.
5. Consultation was undertaken between April 2007 and November 2007 with land owners and occupiers: Transit New Zealand, Bayer New Zealand Limited, and the Canterbury Agricultural and Pastoral (A&P) Association.
6. Two seminars were undertaken with the Riccarton/Wigram Community Board's Traffic and Roading Committee on 29 June 2007 and 31 August 2007. The project was previously located entirely within the Riccarton/Wigram Community Board area, both on Council and Transit New Zealand Land, but following expansion to Halswell Road is now also within the Spreydon/Heathcote Community Board area, on Transit New Zealand land.
7. At the time of writing this report, consultation with SPOKES was underway. A verbal update of any relevant issues will be given at the meeting considering this issue.
8. A summary of consultation can be found in the Consultation Fulfilment section of this report.
9. The Curletts Road Cycleway Project Plan is shown in **Attachment 1** - Curletts Road Cycleway Overview and **Attachment 2** - Curletts Road Cycleway- (Wigram Road- Curletts Road).
10. Key features of the Plan include:
  - (a) A 3 metre wide off road cycleway along the fenceline of the A&P Association Showgrounds, which will enable two cyclists to pass each other
  - (b) Remaining off road cycleway to be 2.2 metres wide, and joining with existing paths at the Heathcote River bridge near Halswell Road, and the Lunns Road/Curletts Road intersection
  - (c) Bollards installed in Section A to prevent vehicular traffic
  - (d) Sections A & D to be completed in grit- the least cost option as the final scheme for the Southern Motorway is unconfirmed
  - (e) Sections B,C & E to be completed in asphalt.

**Clause 17 Cont'd**

11. There has been only one option considered, and this meets all the aims and objects of the project by way of:
  - (a) The proposed cycleway follows the clearly defined shortcuts and tracks currently evident on the ground
  - (b) Provides cyclists an off road alternative to travelling on road in a 100 km/h zone
  - (c) A lower cost construction method has been chosen to minimise the costs of rework for the sections affected by the Southern Motorway construction.
12. An opportunity arose to relocate the A&P Association deer fence (next to Bayer New Zealand Limited) in conjunction with other fencing work being undertaken on that site. This work has now been completed.

**FINANCIAL IMPLICATIONS**

13. Curletts Road Cycleway is part of cycleway programme and is currently programmed for construction in the 2007/08 financial year.
14. This project has a current budget of \$156,912. The revised project is estimated to cost \$235,400 including fees and contingencies. This shortfall will be funded from within the existing 2007/08 cycleway budget as a result of substitutions, and from LTNZ funding.
15. It is expected that the work will commence within the 2007/08 financial year, and is estimated to take approximately 8 weeks to complete.

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

16. Yes- see above.

**LEGAL CONSIDERATIONS**

17. There are no land ownership issues associated with this project. The majority of this project is on Transit New Zealand land.
18. There are no Notable or Heritage trees shown in the City Plan.
19. There are no Heritage or Historic buildings, places or objects shown in the City Plan.
20. No traffic resolutions will be required under the Land Transport Rules.
21. Spreydon/Heathcote Community Board approval relates to the funding of the project (which is also within the Riccarton/Wigram Community Board area).

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

22. Yes- see above.

**ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS**

23. This project aligns with the Capital Programme, as detailed on page 85 of the LTCCP (2006-2016).

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

24. The recommendations of this report support the Capital Programme in the 2006-2016 LTCCP.

**Clause 17 Cont'd**

**ALIGNMENT WITH STRATEGIES**

25. This project is consistent with key Council strategies including the Road Safety Strategy, Cycling Strategy and Pedestrian Strategy.

**Do the recommendations align with the Council's strategies?**

26. As above

**CONSULTATION FULFILMENT**

27. Consultation was undertaken between April 2007 and November 2007 with land owners and occupiers: Transit New Zealand, Bayer New Zealand Limited, and the Canterbury Agricultural and Pastoral (A&P) Association.
28. Two seminars were undertaken with the Riccarton/Wigram Community Board's Traffic and Roothing Committee on 29 June 2007 and 31 August 2007. The project was previously located entirely within the Riccarton/Wigram Community Board area, both on Council and Transit New Zealand Land, but following expansion to Halswell Road is now also within the Spreydon/Heathcote Community Board area, on Transit New Zealand land.
29. At the time of writing this report, consultation with SPOKES was underway. A verbal update of any relevant issues will be given at the meeting considering this issue.
30. All those consulted to date have indicated support for this project.
31. Key issues raised by respondents during consultation included the following (Project Team responses in italics).
- (a) Transit New Zealand: This project can proceed on the understanding that Council support will be forthcoming if Transit New Zealand are unable to meet expectations with temporary cycleway measures during the construction of the Southern Motorway.
    - *No action currently required as this does not affect the design, only management around the continuation of cycle services during construction of the Southern Motorway.*
  - (b) Transit New Zealand: Some of the planned cycleway will be removed during the Southern Motorway construction.
    - *These areas will be completed in grit to minimise costs associated with the Southern Motorway. The rest of the project will be completed in asphalt.*
  - (c) Bayer New Zealand Limited wish for the area next to the cycleway to be well maintained (between Bayer New Zealand Limited and A&P Association).
    - *Maintenance agreement to be established between the Council, Transit New Zealand, Bayer New Zealand Limited and A&P Association for this section of the cycleway.*
  - (d) Maintenance agreement to be established between the Council, Transit New Zealand, Bayer New Zealand Limited and A&P Association for this section of the cycleway.

**STAFF RECOMMENDATION**

It is recommended that the Board:

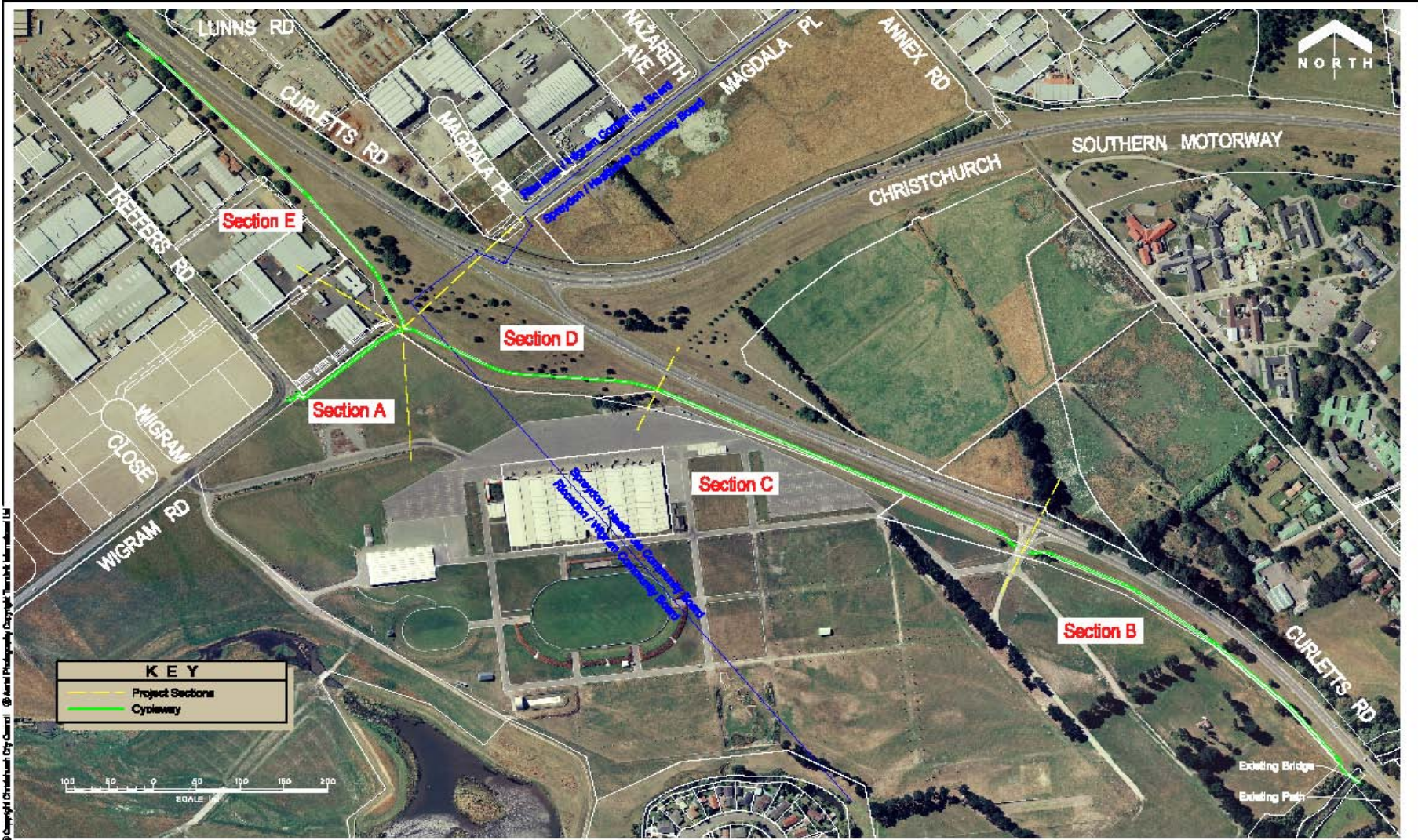
- (a) Approve the Curletts Road Cycleway project, as shown in **Attachments 1 & 2**, to proceed to final design, tender and construction.

**CHAIR RECOMMENDATION**

For discussion

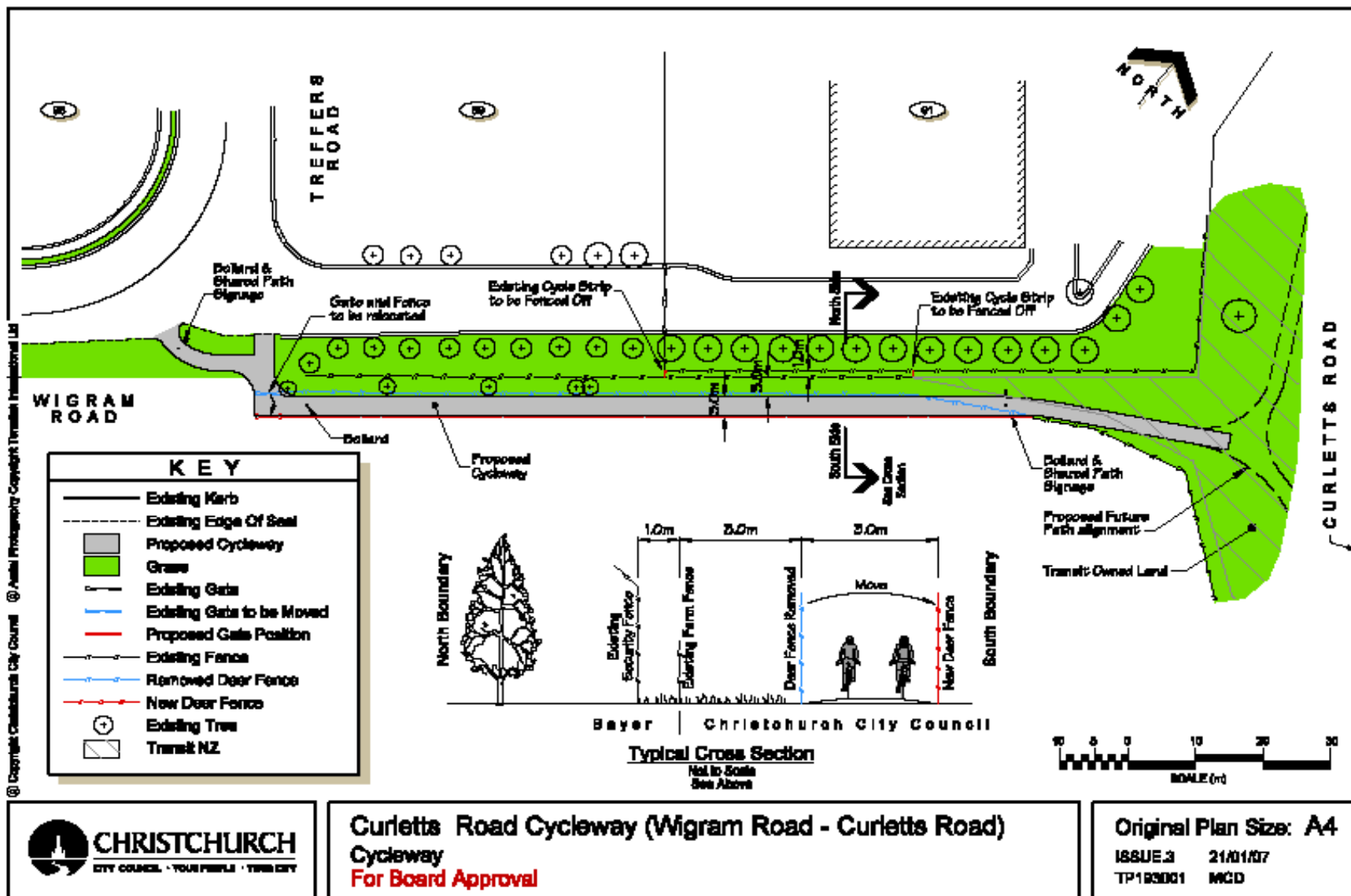
19. 02. 2008

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**CURLETT'S ROAD CYCLEWAY OVERVIEW**  
 Cycleway  
 For Board Approval

Original Plan Size: A3  
 ISSUE 2 21/01/08  
 TP103002 M/R



**18. FARADAY STREET – ROAD STOPPING**

<b>General Manager responsible:</b>	General Manager City Environment, DDI 941-8608
<b>Officer responsible:</b>	Ross Herrett, Acting Transport and Greenspace Manager
<b>Author:</b>	Lorraine Wilmshurst, Project Manager

**PURPOSE OF REPORT**

1. The purpose of this report is to seek Community Board comment on Council Officers recommendation that Council approve the proposal to abandon the street renewal project for Faraday Street and commence road stopping procedures. (refer **Attachment 1**).

**EXECUTIVE SUMMARY**

2. Faraday Street is a short cul-de-sac on the west side of Colombo Street, a few metres north of the Colombo/Huxley/Milton Streets intersection. It runs between part of City Care's Milton Street yard and a retail development on Colombo Street.
3. Faraday Street is a local road and the main driver for the kerb and channel renewal project on the southern side is to make it consistent with the new kerb and flat channel on the northern side, which was laid when the retail development was constructed.
4. The intersection of Faraday Street and Colombo Street is less than 25m from the Colombo/Huxley/Milton Streets intersection. This is less than would normally be advisable for safety reasons and would not be permitted as a cul-de-sac entrance if it was being constructed as a new street.
5. Initial investigations into the kerb and channel replacement were initiated earlier in 2004. Several options were considered including narrowing the street to approximately half its width and "absorbing" the newly created berm space into landscaping and tree planting but this was limited due to the presence of underground services. Another option was to restrict entry to left-in/left-out to reduce the collision risk posed by an intersection so close to the signalised intersection.
6. To replace the kerb and channel on any alignment, including the current alignment, is expensive, due to the large number of services on the southern side of Faraday Street, including five 11kV power cables connected to the Milton Street sub-station.
7. At the Faraday Street/Colombo Street intersection there is no clear definition between the footpath and carriageway for pedestrians crossing the intersection. This would be addressed with the renewing of the kerb and channel or by stopping the road.
8. The present road serves only to provide a second access to the retail development to the north and an additional parking area for all day parking.
9. There appears to be no strong reasons why Faraday Street should remain as a local road, nor why it should even remain as a Council property. It is recommended that the land under Faraday Street be sold.

**FINANCIAL IMPLICATIONS**

10. The abandonment of the kerb and channel project will return funding to the capital programme. Any costs incurred in relation to the road stopping would be offset by the sale of the road reserve.

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

11. As above.



**CLAUSE 18 CONT'D**

**LEGAL CONSIDERATIONS**

12. There are standard processes for the legal stopping and sale of the land that currently comprises road reserve. The sale will need to incorporate appropriate easements to allow continued access to the services currently in Faraday Street.

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

13. As above.

**ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS**

14. The Faraday Street project aligns with the street renewal capital works programme, as detailed on page 85 of the LTCCP (2006-2016)

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

15. As above.

**ALIGNMENT WITH STRATEGIES**

16. This project is consistent with key Council strategies including Parking Strategy, Pedestrian Strategy, and Road Safety Strategy

**Do the recommendations align with the Council's strategies?**

17. As above.

**CONSULTATION FULFILMENT**

18. Consultation was undertaken with the retail businesses in September 2004, the property owner in March 2005 and with the business of the retail development to the north of Faraday Street. again in January 2008. **(Attachment 2)**.
19. The businesses acknowledged the dangers of Faraday Street entrance being in close proximity to the traffic signals, with resulting visibility and access issues.
20. The concerns raised are the narrowness of the existing carpark entrance on to Colombo Street and the fact that it is not lane marked at all. There is insufficient space within the existing carpark for some of the large delivery trucks to turn and lack of clarity re general traffic flow. Closure of the street would mean the loss of several long term parking spaces, generally used by workers during the day.
21. The issues raised could be addressed by signage/markings within the carpark, widening and marking the Colombo Street entrance, and extending the existing carpark if Faraday Street was stopped.

**STAFF RECOMMENDATION**

It is recommended that the Council:

- (a) Abandon the kerb and channel project for Faraday Street
- (b) Approve the commencement of the appropriate process to stop that portion of road reserve known as Faraday Street.

**CHAIR RECOMMENDATION**

For discussion.

19. 02. 2008

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## **Feedback from Fire House Shopping Centre re Possible Sale and Closure of Faraday Street 8/1/08 Philippa Upton**

### **Businesses consulted:**

Pizza Hut, P/C Service Centre, Gales Super Cheap Auto Spares, Pinata Party Shop, Tea Bakery and Noodle House (one business vacant)

### **Feedback from Individual Businesses:**

#### **Pizza Hut:**

Acknowledges danger of Faraday's proximity to Milton St/Colombo St intersection. Could mean less parks for Pizza Hut but there would be more straightforward access without the complication of Faradale, especially during the day, when long-term parked cars mean that the street is in effect single lane, and traffic becomes blocked in the street. Also cars coming in and out of Faraday complicate the flow from the other entrance (see below).

Happy with existing access off Colombo, but pointed out that it could be too busy for only one rather narrow entrance – need an entrance and an exit, or at least widen the existing one.

#### **P/C Service Centre**

Busy car park, road gets used by workers for parking long-term parking during the day.

Colombo Street is so busy that when the traffic is banked up right back from the centre of town, it is sometimes too difficult to access the main entrance, and drivers then use Faraday St instead.

Existing entrance on Colombo St considered too small.

#### **Gales Auto Spares**

This shopping centre has no back entrances for loading so the biggest issue seen as truck access, especially large trucks (eg Mainfreight, Peter Baker, fire truck) that do not have enough room to turn in the existing car park loop. At the moment they come in the main entrance and go out Faraday St – would they have to back out? Suggests it would be OK if existing owner buys it and extends car-park.

#### **Pinata Party Shop**

Confirmed danger resulting from Faraday Street's proximity to lights – visibility, turning. Confirmed truck access issue – eg helium truck, and that it could be solved by extending the car-park. Confirmed entrance/exit not wide enough.

#### **Tea Bakery and Noodle House**

Adjacent to entrance – notes that it is a complicated and dangerous piece of road, with several (also narrow) entrance to the funky pumpkin and other businesses across the road. Numerous accidents, people and buses at times zooming through the median strip. Real difficulty at times turning right into the car park – especially if a car is waiting to come out of the car park when there is barely room for two vehicles to pass.

Also an issue with pedestrians – people trying to get across to and from the Funky Pumpkin. A number of people park in the Fire House Car Park instead of across the road.

Need arrows directing traffic flow around car park – lack of these results in near misses and difficulty parking outside the Noodle House.

**Summary – Main Issues**

Relatively narrow single entrance not adequate if Faraday removed

Large trucks don't have space to turn within existing car park loop, and use Faraday as an exit point

Busy car park so possible loss of parking in Faraday to be considered (but not a major issue)

Would like car park extended and traffic flow clarified

**Related issues**

Major concern about dangerous access even at the main entrance

Pedestrian access from Fire House to Funky Pumpkin?

**19. ATTENDANCE AT LOCAL GOVERNMENT NEW ZEALAND WORKSHOP AND NEW ZEALAND PLANNING INSTITUTE CONFERENCE**

<b>General Manager responsible:</b>	General Manager Regulation & Democracy Services, DDI 941-8462
<b>Officer responsible:</b>	Democracy Services Manager
<b>Author:</b>	Jenny Hughey, Community Board Adviser

**PURPOSE OF REPORT**

1. The purpose of this report is to seek the Board's approval for interested members to attend a Local Government New Zealand one-day workshop for Community Board members in April 2008 and for a board member to attend the New Zealand Planning Institute Conference in Shantytown 2 - 5 April 2008.

**EXECUTIVE SUMMARY**

2. The one-day Local Government New Zealand workshop will be on Tuesday 29 April 2008 in the Christchurch City Council offices and will be led by Mike Richardson. 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. There is a need to register early for this event as numbers are limited.
5. The New Zealand Planning Institute Conference being held in Shantytown has various workshops including an elected members' session on development contributions and funding.

**FINANCIAL IMPLICATIONS**

6. The cost of the Local Government Workshop is \$250 per person (excluding GST).
7. The cost of the New Zealand Planning Institute Conference is \$850 per person (excluding GST) for the full conference or a daily rate of \$450. The Board member will arrange his own accommodation during the conference. Travel expenses will be incurred which can be allocated from the travel and training budgets.
8. The Board's 2007/08 conference attendance, training and travel budgets currently have unallocated budget of \$3,482.

**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?

8. There are no legal considerations.

**Clause 19 Cont'd**

**STAFF RECOMMENDATION**

It is recommended that the Spreydon/Heathcote Community Board:

- (a) give consideration to approving the attendance by interested members at the one-day Local Government New Zealand workshop on 29 April 2008.
- (b) give consideration to approving the attendance of a board member at the New Zealand Planning Institute Conference from 2 - 5 April 2008.

**CHAIR RECOMMENDATION**

For discussion.

Chair comments that he commends the LGNZ Workshop.

**20. MEMBERSHIP OF 2009 COMMUNITY BOARD CONFERENCE ORGANISING COMMITTEE**

<b>General Manager responsible:</b>	General Manager Regulation and Democracy Services, DDI 941-8549
<b>Officer responsible:</b>	Democracy Services Manager
<b>Author:</b>	Jenny Hughey

**PURPOSE OF REPORT**

1. The purpose of the report is to select a board member to be the Board's representative on the organising committee of the 2009 Community Board Conference being held in Christchurch in 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 20<sup>th</sup> 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 Association 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.

**Clause 20 Cont'd**

**ALIGNMENT WITH STRATEGIES**

**Do the recommendations align with the Council's strategies?**

9. Not applicable.

**CONSULTATION FULFILMENT**

10. Not applicable.

**STAFF RECOMMENDATION**

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

**CHAIR RECOMMENDATION**

For discussion.



**21. COMMUNITY BOARD ADVISER'S UPDATE**

The Community Board Adviser will update the Board on current issues.

- Meeting dates and delegation for the Finance and Policy Committee.
- South Learning Centre Working Party

**22. BOARD MEMBERS' INFORMATION EXCHANGE**

Board members will be provided with an opportunity to give an update on community issues/activities.

**23. MEMBERS' QUESTIONS.**

**24. RESOLUTION TO EXCLUDE THE PUBLIC**

**RESOLUTION TO EXCLUDE THE PUBLIC**

*Section 48, Local Government Official Information and Meetings Act 1987.*

I move that the public be excluded from the following parts of the proceedings of this meeting, namely items 26.

The general subject of each matter to be considered while the public is excluded, the reason for passing this resolution in relation to each matter and the specific grounds under Section 48(1) of the Local Government Official Information and Meetings Act 1987 for the passing of this resolution are as follows:

	<b>GENERAL SUBJECT OF EACH MATTER TO BE CONSIDERED</b>	<b>REASON FOR PASSING THIS RESOLUTION IN RELATION TO EACH MATTER</b>	<b>GROUND(S) UNDER SECTION 48(1) FOR THE PASSING OF THIS RESOLUTION</b>
<b>PART A 26</b>	LAND FOR LOCAL PURPOSE (DRAINAGE & WALKWAY) RESERVE – WORSLEYS ROAD	) <b>GOOD REASON TO WITHHOLD EXISTS UNDER SECTION 7</b>	<b>SECTION 48(1)(a)</b>

This resolution is made in reliance on Section 48(1)(a) of the Local Government Official Information and Meetings Act 1987 and the particular interest or interests protected by Section 6 or Section 7 of that Act which would be prejudiced by the holding of the whole or relevant part of the proceedings of the meeting in public are as follows:

**Item 26 PROTECTION OF PRIVACY OF NATURAL PERSONS (Section 7(2)(a))**

**Note**

Section 48(4) of the Local Government Official Information and Meetings Act 1987 provides as follows:

“(4) Every resolution to exclude the public shall be put at a time when the meeting is open to the public, and the text of that resolution (or copies thereof):

- (a) Shall be available to any member of the public who is present; and
- (b) Shall form part of the minutes of the local authority.”

## **SPREYDON/HEATHCOTE COMMUNITY BOARD**

### **SUPPLEMENTARY AGENDA**

**TUESDAY 19 FEBRUARY 2008**

**AT 4.30pm**

**IN THE BOARDROOM  
AT SOUTH LIBRARY, SERVICE CENTRE AND SOUTH LEARNING CENTRE  
66 COLOMBO STREET**

**Community Board:** Phil Clearwater (Chairperson), Oscar Alpers, Barry Corbett, Chris Mene, Karolin Potter, Tim Scandrett and Sue Wells

**Community Board Adviser**

Jenny Hughey  
Telephone: 941 5108  
Fax: 941 8984  
Email: [jenny.hughey@ccc.govt.nz](mailto:jenny.hughey@ccc.govt.nz)

**PART A - MATTERS REQUIRING A COUNCIL DECISION**

**PART B - REPORTS FOR INFORMATION**

**PART C - DELEGATED DECISIONS**

<b>INDEX</b>	<b>PG NO</b>	<b>CLAUSE</b>	
<b>PART C</b>	<b>2</b>	<b>27.</b>	<b>RESOLUTION TO BE PASSED - SUPPLEMENTARY REPORT</b>
<b>PART C</b>	<b>2</b>	<b>28.</b>	<b>MOORHOUSE AVENUE – NO STOPPING (10PM TO 6AM) RESTRICTION</b>

**27. RESOLUTION TO BE PASSED - SUPPLEMENTARY REPORT**

Approval is sought to submit the following report to the meeting of the Spreydon/Heathcote Community Board Meeting on Tuesday 19 February 2008:

- **Moorhouse Avenue – No Stopping (10pm to 6am) Restriction**

The reason, in terms of section 46(vii) of the Local Government Official Information and Meetings Act 1987, why this report has not been placed on the Community Board agenda for this meeting is because of the need to ensure that this report reaches the Board at a time to coincide with the same matter being considered by the Hagley Ferrymead Community Board otherwise there will be at least a month delay in its potential implementation.

The reason why discussion of this report cannot be delayed until a subsequent meeting of the Spreydon/Heathcote Community Board is because is that there will be a subsequent delay of this matter which was instigated by the Hagley Ferrymead Community Board.

**STAFF RECOMMENDATION**

That the Supplementary Report be received and considered at the meeting of the Spreydon/Heathcote Community Board on Tuesday 19 February 2008.

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

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

**PURPOSE OF REPORT**

1. The purpose of this report is to seek the Board's approval to install a 'No Stopping' (10pm to 6am) restriction on the south side of Moorhouse Avenue from Grove Road to Antigua Street.
2. A report will be considered by the Hagley/Ferrymead Community Board to install a 'No Stopping' (10pm to 6am) restriction under the Moorhouse Avenue Overbridge and both sides of Moorhouse Avenue from Hagley Avenue to Colombo Street as most of Moorhouse Avenue is in their Board area.

**EXECUTIVE SUMMARY**

3. The Hagley/Ferrymead Community Board received a 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 anti social behaviour was destroying his and other businesses in Moorhouse Avenue. Other businesses in Moorhouse Avenue share the same concerns.
4. Recently, the Council have 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.

**Clause 28 Cont'd**

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 (**refer 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 the '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 and bars. The proposal is seen as an interim measure until such a 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. The Addington Neighbourhood Association covers the south side of Moorhouse Avenue from Grove Road to Antigua Street. The Association has been contacted with regard to this proposal. 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.

**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.

**Clause 28 Cont'd**

**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 and stakeholders in Moorhouse Avenue. A leaflet (**refer Attachment 2**) 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.

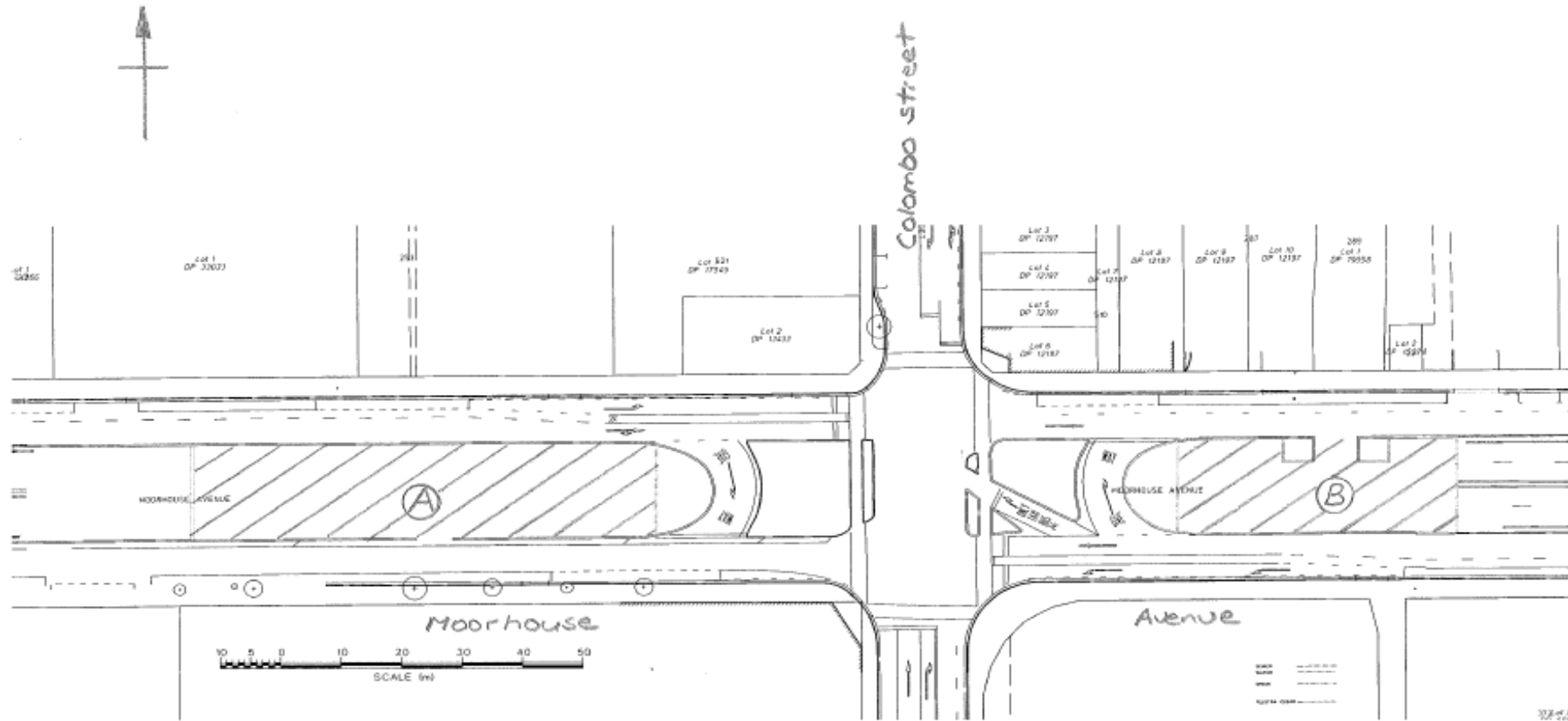
**STAFF RECOMMENDATION**

It is recommended that the Board approve subject to the Board's and Council's approval on this related matter:

- (a) That the stopping of vehicles be prohibited on the south side of Moorhouse Avenue between the hours of 10pm and 6am commencing at a point 18.5 metres from the Antigua Street intersection and extending in a westerly direction for a distance of 17 metres.
- (b) That the stopping of vehicles be prohibited on the south side of Moorhouse Avenue between the hours of 10pm and 6am commencing at a point 50.5 metres from the Antigua Street intersection and extending in a westerly direction for a distance of 120.5 metres.
- (c) That the stopping of vehicles be prohibited on the south side of Moorhouse Avenue between the hours of 10pm and 6am commencing at a point 19 metres from the Stuart Mill Street intersection and extending in a westerly direction for a distance of 42 metres.
- (d) That the stopping of vehicles be prohibited on the south side of Moorhouse Avenue between the hours of 10pm and 6am commencing at a point 75.5 metres from the Stuart Mill Street intersection and extending in a westerly direction for a distance of 164.5 metres.
- (e) That the stopping of vehicles be prohibited on the south side of Moorhouse Avenue between the hours of 10pm and 6am commencing at a point 39 metres from the Selwyn Street intersection and extending in a westerly direction for a distance of 212 metres.

19. 2. 2008

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Attachment 1

19. 2. 2008

6

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](mailto:jeff@viastrada.co.nz)  
[www.viastrada.co.nz](http://www.viastrada.co.nz)

Yours sincerely

Jeff Owen  
 Traffic Engineer

File: Moorhouse Ave - Proposed no stopping (10pm - 6am) - Attachment 2a.doc

[www.viastrada.co.nz](http://www.viastrada.co.nz)





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