



## Christchurch City Council

# HAGLEY/FERRYMEAD COMMUNITY BOARD AGENDA

**WEDNESDAY 5 MARCH 2008**

**AT 3.00 PM**

**IN THE BOARDROOM  
LINWOOD SERVICE CENTRE  
180 SMITH ST, LINWOOD**

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

**Community Board Adviser**

Fiona Shand

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

**PART B - REPORTS FOR INFORMATION**

**PART C - DELEGATED DECISIONS**

**INDEX PG NO**

|               |           |            |  |
|---------------|-----------|------------|--|
| <b>PART B</b> | <b>3</b>  | <b>1.</b>  | <b>APOLOGIES</b>   |
| <b>PART C</b> | <b>3</b>  | <b>2.</b>  | <b>CONFIRMATION OF MEETING REPORT 20 FEBRUARY 2008</b>                             |
| <b>PART B</b> | <b>9</b>  | <b>3.</b>  | <b>DEPUTATIONS BY APPOINTMENT</b>  |
|               |           | <b>3.1</b> | <b>SERGEANT PHIL NEWTON</b>  |
|               |           | <b>3.2</b> | <b>MR TIMOTHY DE CASTRO</b>  |
| <b>PART B</b> | <b>9</b>  | <b>4.</b>  | <b>PRESENTATION OF PETITIONS</b>   |
| <b>PART B</b> | <b>9</b>  | <b>5.</b>  | <b>NOTICES OF MOTION</b>   |
| <b>PART B</b> | <b>9</b>  | <b>6.</b>  | <b>CORRESPONDENCE</b>  |
| <b>PART B</b> | <b>9</b>  | <b>7.</b>  | <b>BRIEFINGS</b>   |
| <b>PART C</b> | <b>10</b> | <b>8</b>   | <b>ALEXANDRA STREET – PROPOSED INSTALLATION OF VEHICLE NO STOPPING RESTRICTION</b> |
| <b>PART A</b> | <b>13</b> | <b>9</b>   | <b>CASHEL STREET ON STREET PARKING</b>   |
| <b>PART A</b> | <b>17</b> | <b>10</b>  | <b>DISPOSAL OF SURPLUS ROAD LAND OUTSIDE 80 RETREAT ROAD</b>                       |

|               |           |           |   |
|---------------|-----------|-----------|---|
| <b>PART C</b> | <b>21</b> | <b>11</b> | <b>PROPOSED RIGHT OF WAY NAMING</b>   |
| <b>PART C</b> | <b>23</b> | <b>12</b> | <b>CHANGE OF SHAREHOLDING AND ASSIGNMENT OF LEASE – MOTOKA RENTALS LIMITED</b>                          |
| <b>PART C</b> | <b>25</b> | <b>13</b> | <b>APPLICATION TO THE HAGLEY, FERRYMEAD COMMUNITY BOARD'S YOUTH DEVELOPMENT SCHEME – ELLA HAWTHORNE</b> |
| <b>PART B</b> | <b>26</b> | <b>14</b> | <b>COMMUNITY BOARD ADVISER'S REPORT</b>   |
| <b>PART B</b> | <b>26</b> | <b>15</b> | <b>MEMBERS' QUESTIONS</b>   |

1. **APOLOGIES**

2. **CONFIRMATION OF MEETING REPORT 20 FEBRUARY 2008**

The report of the Board's ordinary meeting of 20 February is **attached** (the public excluded section has been circulated separately to board members).

10.04.2008

**HAGLEY/FERRYMEAD COMMUNITY BOARD**

**A meeting of the Hagley/Ferrymead Community Board  
was held on 20 February 2008 at 3pm**

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

**APOLOGIES:** An apology for lateness was received from Rod Cameron who  
arrived at 3.20pm and was absent for part of clause 1.

The Board reports that:

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

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

The Board considered a report seeking approval to impose a no stopping restriction between 10pm and 6am on Moorhouse Avenue between Colombo Street and Hagley Avenue.

This matter has been dealt with by way of a separate Chairpersons report to the Council 13 March 2008. (Refer clause 15 Part C section of the report).

**2. APPLICATION FOR CHANGE TO CITY PLAN – 8 MANNING PLACE**

The Board considered a report regarding an application to the Council for a change to the City Plan and recommending a process for dealing with the application in terms of the provisions of the Resource Management Act 1991.

The Board **resolved** to recommend to the Regulatory and Planning Committee that the Council agree to accept the plan change pursuant to Clause 25 of the 1<sup>st</sup> Schedule to the Resource Management Act 1991 and publicly notify it accordingly.

**PART B - REPORTS FOR INFORMATION**

**3. DEPUTATIONS BY APPOINTMENT**

Nil.

**4. PRESENTATION OF PETITIONS**

Tim Carter tabled a petition from 37 concerned businesses and/or property owners the prayer of which read:

***“Petition to install traffic lights at the intersection of Ferry Road and Waterman Place.***

*As a group of concerned business and/or property owners in the area, we petition the Council to install traffic signals at the corner of Waterman Place and Ferry Road.*

*Our concern is one of safety. We believe that it's likely someone will be seriously injured or killed at the intersection unless it is signalled. Vehicles turning right out of Waterman Place or right from Ferry Road into Waterman Place experience lengthy delays resulting in the drivers becoming frustrated and taking unnecessary risks. These delays will increase when the retail centre with sole access onto Waterman Place opens, when the vacant land on Waterman Place is further developed and with the increasing traffic flows along Ferry Road”.*

The Board **decided** to refer the matter to staff for a report.

Tim Carter declared a conflict of interest and retired from voting and discussion in respect to this matter.

Bob Todd, Board Chairperson, tabled a petition from Brian Dakin more than 300 concerned businesses and citizens who use Ruru Road on a regular basis the prayer of which read:

*“Our company bought the land at 100 Ruru Road in 1995, knowing that it was planned that this road would be cut off from both ends of our property. We attended a council meeting early in 1998, this was to have the road upgraded due to serious flooding occurring across this road in wet weather. The Council agreed at that stage to upgrade the drainage system, and allocated funds back then to carry this out. The drainage work was carried out, but they would not carry out any road works pending the closure of this road.*

*A decision was made by the Christchurch City Council in early 2000 to cancel the closure of this road. Since that time no improvements whatsoever have been made to improve this problem.*

*We now consider the road to be unroadworthy and dangerous, both to motorists and pedestrians, due to increased traffic volume over the years.*

*We would also like to request that a footpath be provided, due to the pedestrians use of this road to gain access to their work places”.*

The Board **decided** to refer the matter to staff for a report.

**5. NOTICE OF MOTION**

Nil.

**6. CORRESPONDENCE**

Nil.

**7. BRIEFINGS**

Nil.

**8. MEMBERS QUESTIONS**

Nil.

**9. COMMUNITY BOARD ADVISER’S UPDATE**

The Board **received** information from the Community Board Adviser on relevant information, including seeking an interim nomination for the Environment Canterbury’s Christchurch Area Committee.

The Board **agreed** that the Deputy Chair, Brenda Lowe-Johnson would represent the Board pending a formal report to the Board.

**10. MEMBER’S QUESTIONS**

Nil.

## **PART C – DELEGATED DECISIONS TAKEN BY THE BOARD**

### **11. CONFIRMATION OF MEETING REPORT – 30 JANUARY 2008 AND 7 FEBRUARY 2008**

The Board **resolved** to confirm the report of its ordinary meeting of 30 January 2008 and its extraordinary meeting of 7 February 2008.

### **12 MOA STREET PROPOSED RESIDENTS ONLY PARKING**

The Board considered a report seeking approval for the installation of a residents parking space on the south side of Moa Place outside 6 Moa Place.

The Board **resolved** to approve that parking be restricted to “vehicles displaying residents’ permits only at any time” on the south side of Moa Place commencing at a point 23.7 metres east of Madras Street and extending in an easterly direction for a distance of 5.5 metres.

### **13 TRUSCOTTS ROAD– FERRYMEAD PARK DRIVE PROPOSED GIVE WAY CONTROL, BUS STOP AND NO STOPPING RESTRICTIONS**

The Board considered a report seeking approval to install a give way control on the southern approach of Truscotts Road at the intersection of Ferrymead Park Drive and to re-establish the existing no stopping restriction and bus stop at the entrance to Ferrymead Heritage Park.

The Board **resolved** to approve:

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

### **14 FLINDERS ROAD – PROPOSED NO STOPPING RESTRICTION**

The Board considered a report seeking approval to install a no stopping restriction on Flinders Road. This report was first considered at the Board’s meeting of 30 January 2008 but deferred pending consultation with the residents group.

Staff advised that the residents group had been contacted and agreed with the proposal.

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

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

Refer to clause 1 of Part A section of the report.

The Board considered a report seeking approval to impose a 'no stopping' restriction between 10pm and 6am on Moorhouse Avenue between Colombo Street and Hagley Avenue.

This has been forwarded, by way of a separate Chairperson's report on 13 March 2008, for those areas of Moorhouse Avenue within the Board's delegation and for those areas within the Council's area of delegation.

The meeting was also attended by two Police Officers and the owner of Paul's Cars who responded to questions from the Board.

Members expressed a general concern on the issue of displacement, in that this would just move the problem to other areas of the city.

**16. 56-58 LICHFIELD STREET – ASSIGNMENT OF AIRSPACE LEASE**

The Board considered a report seeking approval to the assignment of an air space lease above the footpath in Lichfield Street.

The Board **resolved** to grant the consent of the Council as lessor to the assignment of the air space lease dated 22 December 1989 in the name of Grand Café Group Limited to Prem Properties Limited.

**17. ANTIGUA BOATSHEDS – ASSIGNMENT OF SUBLEASE**

The Board considered a report seeking approval to assign a sublease of part of Antigua Boatsheds from which the punting hire operation is based.

The Board **resolved** to grant the consent of Council as head lessor to the assignment of the sublease dated 12 March 2007 in the name of Wesley Golledge to Punting on the Avon Limited.

**18 MEMBERSHIP OF 2009 COMMUNITY BOARD CONFERENCE ORGANISING COMMITTEE**

The Board considered a report seeking a nomination of one Board member to be a part of the organising committee of the 2009 Community Board Conference.

The Board **resolved** that Bob Todd, Chairperson, would be the Board's representative on the committee.

**19 ATTENDANCE AT LOCAL GOVERNMENT NEW ZEALAND WORKSHOP**

The Board considered a report seeking its approval for members to attend the Local Government New Zealand one-day workshop for Community Board members in April 2008.

The Board **resolved** to approve the attendance of Bob Todd, Rod Cameron and Brenda Lowe-Johnson to the workshop in April 2008.

**20 BOARD REPRESENTATION ON OUTSIDE ORGANISATIONS AND COMMITTEES**

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

The Board **resolved** to appoint:

- Rod Cameron to Keep Christchurch Beautiful
- Tim Carter to Neighbourhood Support Canterbury
- John Freeman to the Christchurch Estuary Association.

5. 3. 2008

- 8 -

**21 RESOLUTION TO EXCLUDE THE PUBLIC**

The Board **resolved** to exclude the public under section 7(2)(h) of the Local Government Official Information and Meetings Act 1987.

The meeting concluded at 4.10pm.

**CONFIRMED THIS 5TH DAY OF MARCH 2008**

**BOB TODD  
CHAIRPERSON**



**3. DEPUTATIONS BY APPOINTMENT**

**3.1 SERGEANT PHIL NEWTON**

Sergeant Phil Newton will speak to the Board on possible road controls on The Esplanade Sumner.

**3.2 MR TIMOTHY DE CASTRO**

Mr Timothy de Castro will speak to the Board on naming the area on the corner of High Street and Cashel Mall.

**4. PRESENTATION OF PETITIONS**

**5. NOTICES OF MOTION**

**6. CORRESPONDENCE**

**7. BRIEFINGS**

## 8. ALEXANDRA STREET: PROPOSED INSTALLATION OF BROKEN YELLOW NO STOPPING LINES.

|                                     |  |
|-------------------------------------|--|
| <b>General Manager responsible:</b> | Acting General Manager City Environment      |
| <b>Officer responsible:</b>         | Acting Unit Manager Transport and Greenspace |
| <b>Author:</b>                      | Steve Hughes, Traffic Engineer               |

### PURPOSE OF REPORT

1. The purpose of this report is to seek the Hagley/Ferrymead Community Board's approval to install broken yellow no stopping lines in Alexandra Street.

### EXECUTIVE SUMMARY

2. Alexandra Street is a residential street in the suburb of Richmond, Christchurch. It is approximately 460 metres long and runs between Stanmore Road and Fitzgerald Avenue. Perth and Pavitt Streets run north off Alexandra Street. Richmond Primary School is located on Pavitt Street approximately 50 metres from the intersection with Alexandra Street. Refer **attached** plan.
3. Alexandra Street has a carriageway width of less than six metres. There are locations in the street where recessed vehicle parking bays have been installed. This allows for vehicles to be parked without encroaching on the less than six metre carriageway width.
4. There are no parking bays outside the addresses of 61, 63, 64, and 66 Alexandra Street. There is a bend in the road at that location and there is insufficient land on either side of the road for recessed parking bays. The carriageway width in the vicinity of the above addresses and bend is less than six metres. There are currently no parking restrictions in this area and vehicles do park on both sides of the road.
5. When vehicles are parked on both sides of Alexandra Street outside numbers 61, 63, 64, and 66, this can leave less than two metres of carriageway for other vehicles to drive along the street.
6. The New Zealand Road Code lists that it is an offence to park or stop a vehicle:
 

*“Near a corner, curve, hill, traffic island, or intersection, if it will stop other people from seeing along the road.”*
7. If vehicles park near the corner or curve on both sides of Alexandra Street outside 61, 63, 64, or 66, they would not only severely restrict the width of the carriageway, but could also be deemed to be stopping other motorists from seeing whether other vehicles are coming towards them along the street.
8. In addition to the above, the vehicle entrances to 61, 63, 64, and 66 Alexandra Street are in such positions that parked vehicles severely obstruct both the view and the manoeuvrability of vehicles exiting and entering those vehicle entrances.
9. The installing of broken yellow no stopping lines on the north side of Alexandra Street commencing at the boundary of 57 and 61 Alexander Street opposite the start of the first parking bay and extending for 25 metres eastwards to a point one metre east side of the vehicle entrance to 63 Alexandra Street, will allow easier and safer use of the street and vehicle entrances/exits.
10. The installing of broken yellow no stopping lines on the south side of Alexandra Street commencing one metre to the east of the vehicle entrance to 64 Alexandra Street and extending 10 metres east to one metre from the vehicle entrance to 66 Alexandra Street will allow easier and safer use of the street and vehicle entrances/exits.

8. Cont'd

**FINANCIAL IMPLICATIONS**

11 An estimated cost of this work is \$200.

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

12 The installation of broken yellow no stopping lines are within the LTCCP Streets and Transport Operational Budget.

**LEGAL CONSIDERATIONS**

13 The Land Transport Rules provide for the installation of traffic control devices.

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

14 As above.

**ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS**

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

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

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

**ALIGNMENT WITH STRATEGIES**

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

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

18 As above.

**CONSULTATION FULFILMENT**

19 Consultation with the residents of 57, 61, 63, and 66 Alexandra Street, and some of the residents of 64 Alexandra Street, a large block of flats, was conducted with none of those spoken to having any objections to installation of broken yellow no stopping lines across the front of their properties.

20 The Richmond Neighbourhood Association is presently in recess.

**STAFF RECOMMENDATION**

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

- (a) That the stopping of vehicles be prohibited at any time on the north side of Alexandra Street commencing at the boundary between 57 and 61 Alexandra Street and extending in an easterly direction for 25 metres.
- (b) That the stopping of vehicles be prohibited at any time on the south side of Alexandra Street commencing at a point one metre east of the vehicle entrance of 64 Alexandra Street and extending for 10 metres in a westerly direction to a point one metre from the vehicle entrance to 66 Alexandra Street.

**CHAIRPERSONS RECOMMENDATION**

That the staff recommendation be adopted.



## 9. CASHEL STREET ANGLE PARKING

|                                     |   |
|-------------------------------------|---|
| <b>General Manager responsible:</b> | General Manager City Environment        |
| <b>Officer responsible:</b>         | Unit Manager Asset and Network Planning |
| <b>Authors:</b>                     | Weng Kei Chen, Peter Atkinson           |

## PURPOSE OF REPORT

1. The purpose of this report is to seek the Hagley/Ferrymead Community Board's recommendation to the Council for a trial period to provide reverse in angle parking in the section of Cashel Street between Manchester Street and Madras Street.

## EXECUTIVE SUMMARY

2. In September 2007 the Board considered a report on the works associated with the construction with the IRD building on the corner of Cashel Street and Madras Street. This original report was in two parts:
  - (a) Part one was the approval of the physical works to enable them to be constructed over the Christmas period.
  - (b) Part two was the approval for consultation to determine the type of parking - angle or parallel parking.
3. This report is the result of this consultation to determine the type of parking either parallel or angle. The general project is illustrated in the **attached** plan.
4. The consultation on this project involved the distribution of over 300 brochures. These brochures were distributed to property owners, property occupier and other interested parties. The results from this survey are illustrated in the following table where only 38 replies were received, representing a response rate of approximately 12%.

Table A, Show the Results from a questionnaire on Parking

| Support  | Number of Responses | % of Total Responses |
|--|---------------------|----------------------|
| Full Support of the option indicating angle parking    | 13                  | 34%                  |
| Full Support of the option indicating parallel parking | 8                   | 21%                  |
| General Support for Angle Parking                      | 9                   | 24%                  |
| General Support for parallel Parking                   | 5                   | 13%                  |
| Does Not Support either option                         | 1                   | 3%                   |
| No Comment   | 2                   | 5%                   |
| <b>Total</b>   | <b>38</b>           | <b>100%</b>          |

**9. Cont'd**

5. Feedback from the questionnaire highlighted the following changes to the physical characteristics of the proposed works. The responses were varied and included such comments as; extending the kerb build out areas to Manchester Street, keeping the dining areas out of the pedestrian path, more blips, more trees, can become untidy and the blips are too long. On the question of whether angle or parallel parking be provided, the responses ranged from; too dangerous, busy street, do not provide enough parking, angle parking provides more parking, parking in the locality is an issue, and angle parking reduces visibility. The locality has its own character as a consequence of the office type of environment and is distinct from the typical retail environments in Colombo and Manchester Streets.
6. Research has shown there is no decipherable difference in safety between angle and parallel parking when compared between another on an individual parking space basis. But as a consequence of angle parking generally provides more spaces, there will be a corresponding increase in the number of incidents.
7. In the questionnaire, some cyclists considered angle parking to be an issue. While, this is not reflected in analysis to date, their concerns can be addressed. At a recent conference, 'reverse in' angle parking was promoted as being that most favoured overseas by cyclists. While, 'reverse in parking' is common overseas, it is relatively new to New Zealand and operates in a few locations such as Queenstown. The mechanics of this type of parking are similar in some respects to parallel parking when entering a car park but, has numerous advantages when exiting the parking space. It also addresses the car door issue which is of concern to cyclists. By placing the driver's position on the traffic approach side of the vehicle, it improves sight lines and, therefore, has the potential to reduce incidents. The only disadvantages to angle parking is that seen by the new urbanists where the aesthetics of a vehicle placed at an angle which is different to a typical building outline or normal road function can result in a visual discord with these features.
8. A significant benefit of the scheme is the provision of footpath extensions or kerb build outs which provide significant improvements to the pedestrian amenity, the opportunity to provide the ability to provide addition of tree planting and more people activities. Two of the planting positions in the roadway are to be complimented with motor cycle parking spaces.

**FINANCIAL IMPLICATIONS**

8. The major portion of the construction cost is being met by an adjacent property owner. There are costs associated with the installation of the new pay and display parking meters. The use of the devices has been approved by the Council but has not been installed in this section to date because of construction activities. These pay and display meters have the ability to provided for all possible configurations.
9. Any Council costs have been covered by existing unit budgets.

**LEGAL CONSIDERATIONS**

10. The power to determine the type of parking in the street be it at an angle or parallel, rest with the Community Board and is provided for in current legislation. However, as the street falls within the Central City Area, the Hagley/Ferrymead Community Board delegations are exercised by Council following a recommendation from the Board. The type of marking proposed can be described with suitable road markings.

**ALIGNMENT WITH STRATEGIES**

11. The proposed angle parking arrangement and kerb build outs are supported by a wide range of Council strategies. The Parking Strategy, Central City Revitalisation Strategy, Pedestrian Strategy, the Central City Transport Strategy, and Tree Planting Strategy.

**CONSULTATION FULFILMENT**

12. This report is the result of consultation process and reflects the general needs of the community. In order to address the safety concerns, to recognise the changes to the amenity of the locality and enable the Council to meet its objectives, reverse in angle parking is proposed.

**9. Cont'd**

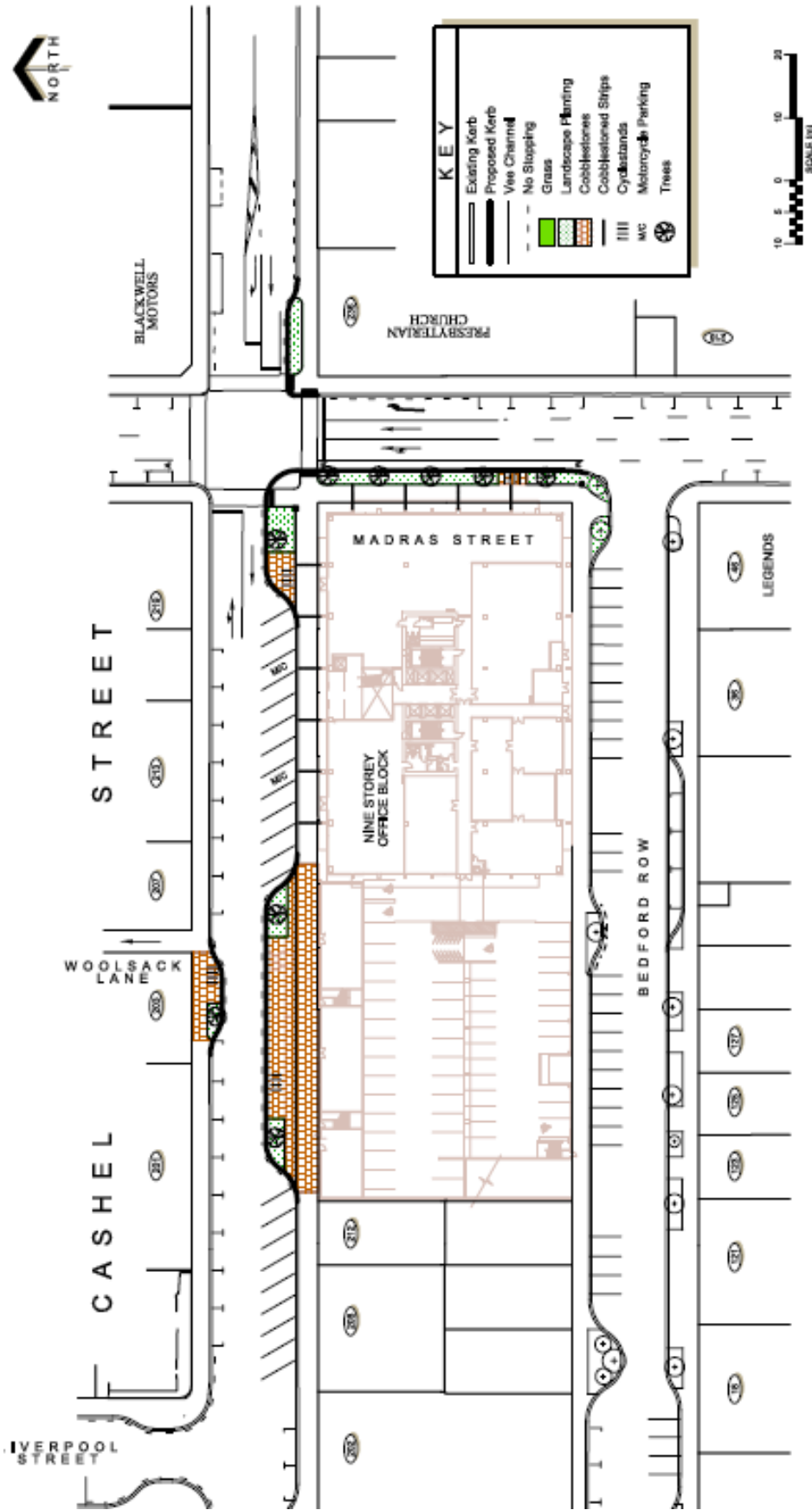
**STAFF RECOMMENDATION**

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

- (a) That reverse in angle parking be provided on the south side of Cashel Street between Madras Street and Liverpool Street.
- (b) That this parking be subject to a two year trial.

**CHAIRPERSONS RECOMMENDATION**

For discussion.



Original Plan Size: A3  
 ISSUE 3 22/01/08  
 TP300704 M.J.R.

Cashel Street Enhancement  
 Neighbourhood Parking Options





**10. DISPOSAL OF ROAD LAND AT 80 RETREAT ROAD**

|                                     |  |
|-------------------------------------|--|
| <b>General Manager responsible:</b> | Acting General Manager City Environment      |
| <b>Officer responsible:</b>         | Acting Unit Manager Transport and Greenspace |
| <b>Author:</b>                      | Weng-Kei Chen                                |

**PURPOSE OF REPORT**

1. The purpose of this report is to seek the Hagley/Ferrymead Community Board's recommendation to Council to declare the parcel of road occupied by owner of 80 Retreat Road surplus to the Council's requirement and commence road stopping procedure.

**EXECUTIVE SUMMARY**

2. The parcel of road is on Highbury Place frontage of 80 Retreat Road. The owners have been occupying this parcel of road land prior the construction of Highbury Place in 1946.
3. Highbury Place is a minor residential cul-de-sac and existing road assets are adequate for the road network.
4. The road land currently occupied by 80 Retreat Road is surplus to roading needs and the Council can declare it as surplus to its requirement and commence road stopping procedure.

**FINANCIAL IMPLICATIONS**

5. Land valuations for this parcel carried out by Council's appointed valuer Simes Limited is \$30,000 inclusive of GST. The owner of 80 Retreat Road has been advised that land can be disposed of at valuation plus reimbursement of the Council's cost incurred in road stopping procedure and surveying cost. There will no costs incurred by the Council.

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

6. Yes.

**LEGAL CONSIDERATIONS**

7. Section 116 Public Works Act 1981 – Stopping Road. This section states that subject to the consent in writing of the territorial authority and the owner(s) of the land adjoining the road proposed to be stopped, then the road can be declared formally stopped by notice in the gazette.

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

8. Yes. There will be no loss of public access onto Highbury Place.

**ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS**

9. Yes.

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

10. LTCCP page 152 "Streets and Transport Objectives" – to provide a sustainable network of streets.

**ALIGNMENT WITH STRATEGIES**

11. Yes.

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

12. This action is consistent with traffic objectives stated in City Plan.

**10. Cont'd**

**CONSULTATION FULFILMENT**

13. Not required.

**STAFF RECOMMENDATION**

It is recommended that the Hagley/Ferrymead Community Board recommends to Council:

- (a) To declare the parcel of land indicated as Sec 1 on the attached plan surplus to the Council's requirements.
- (b) To commence road stopping procedure pursuant to Section 116 of the Public Works Act 1981.

**CHAIRPERSONS RECOMMENDATION**

That the staff recommendation be adopted.

10. Cont'd

**BACKGROUND (THE ISSUES)**


14. The existing dwelling at 80 Retreat Road was built prior to the housing development occurring in Highbury Place in 1946 and the owners have been occupying the area of road land indicated on the attached plan since then.
15. Highbury Place was constructed to serve 18 dwelling units and is a typical minor residential cul-de-sac consisting of 7.0 metre wide carriageway and two sealed footpaths and grass berm.
16. The legal road width outside 80 Retreat Road is 27 metres of which 5.61 metres wide is currently fenced off for private enjoyment. The road width narrows to 15.24 metres for the remaining length of the cul-de-sac.
17. The current road assets are adequate for this minor residential cul-de-sac and the road land occupied by 80 Retreat is surplus to roading needs.



Areas and Dimensions Subject to Survey

|       |           |        |      |
|-------|-----------|--------|------|
| A     |           |        |      |
| ISSUE | AMENDMENT | SIGNED | DATE |

## ROAD TO BE STOPPED

|   |          |            |                |                     |        |
|---|----------|------------|----------------|---------------------|--------|
|  <b>CHRISTCHURCH</b><br>CITY COUNCIL · YOUR PEOPLE · YOUR CITY | SURVEYED |            | DRAWING NUMBER | ORIGINAL SHEET SIZE | SCALES |
|   | DRAWN    | J Anderson | FILE REFERENCE | A4                  | 1:500  |
|   | DATE     | 01/2008    | PROJECT NUMBER | SHEET               |        |
| © COPYRIGHT CHRISTCHURCH CITY COUNCIL<br>AERIAL PHOTOGRAPHY © COPYRIGHT TERRALINK INTERNATIONAL LIMITED   |          |            | 542/137/1/3    | 1 OF 1              |        |

**11. PROPOSED RIGHT OF WAY NAMING**

|                                     |   |
|-------------------------------------|---|
| <b>General Manager responsible:</b> | General Manager Regulation & Democracy Services |
| <b>Officer responsible:</b>         | Unit Manager Environment Policy & Approvals     |
| <b>Author:</b>                      | Bob Pritchard                                   |

**PURPOSE OF REPORT**

1. The purpose of this report is to obtain the Hagley/Ferrymead Community Board's approval to one new right of way name.

**EXECUTIVE SUMMARY**

2. The approval of proposed new road and right of way names is delegated to Community Boards.
3. The Subdivision Officer has checked the proposed names against the Council's road name database to ensure it will not be confused with names currently in use.
4. **RMA92007826 HORNCastle HOMES ST LUKES STREET (71 DYERS RD).**  
This subdivision will create nineteen new allotments to be served by a shared access allotment (right of way). This is the first of several culs de sac and rights of way to be created off St Lukes Street in the near future, and which will culminate in the joining of the north and south parts of St Lukes Street. The applicants have proposed the name St Peters Close to be in keeping with the roads and lanes in the immediate vicinity, St Lukes, St Marks, St Thomas and St Judes.

**FINANCIAL IMPLICATIONS**

5. There is no financial cost to the Council. The administration fee for road naming is included as part of the subdivision consent application fee, and the cost of name plate manufacture is charged direct to the developer.

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

6. Not applicable.

**LEGAL CONSIDERATIONS**

7. The Council has a statutory obligation to approve road names.

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

8. Yes. There are no legal implications.

**ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS**

9. Not applicable.

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

10. Not applicable.

**ALIGNMENT WITH STRATEGIES**

11. Not applicable.

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

12. Not applicable.

11. Cont'd

**CONSULTATION FULFILMENT**

13. Where proposed road names have a possibility of being confused with names in use already, consultation is held with Land Information New Zealand and NZ Post. Where a Maori name is proposed Ngai Tahu is consulted.

**STAFF RECOMMENDATION**

It is recommended that the Hagley/Ferrymead Community Board:

Consider and approve the proposed name St Peters Close the Horncastle Homes St Lukes Street for the right of way.

**CHAIRPERSONS RECOMMENDATION**

For discussion.

**12. CHANGE OF SHAREHOLDING & ASSIGNMENT OF LEASE – MOTOKA RENTALS LIMITED**

|                                     |  |
|-------------------------------------|--|
| <b>General Manager responsible:</b> | Acting General Manager, City Environment   |
| <b>Officer responsible:</b>         | Acting Unit Manager Transport & Greenspace |
| <b>Author:</b>                      | Bill Binns Property Consultant             |

**PURPOSE OF REPORT**

1. The purpose of this report is to seek the Hagley/Ferrymead Community Board's approval to the assignment and change of shareholding of the lease with Motoka Rentals Limited, 33 Lichfield Street (Lichfield Carpark Building).

**EXECUTIVE SUMMARY**

2. The current lease is with Motoka Rentals Limited (which trades as Thrifty Car Rentals in New Zealand) whose shareholders are Messrs N Mackay, P Mackay, R Cavanagh, R Fergusson and D Schollum.
3. To increase business opportunities Motoka Rentals Limited is taking on a new shareholder Kingmill Pty Limited.
4. Kingmill Pty Limited is a company wholly owned by T R Australia Holdings Pty Limited whose shareholders are NRMA Treasury Limited and J K Walker Family Trust.
5. Kingmill Pty Limited owns and operates Thrifty Car Rentals in Australia with an annual turnover of approximately AUD \$250 million, servicing 260 locations in Australia.
6. Pursuant to clause 36.4 of the Deed of Lease whereby there is a change in the shareholding in the company (70% Kingsmill Pty Limited – Motoka Rentals Limited) then this deemed to be an assignment of the lease.
7. Motoka Rentals is seeking the approval of Council to the change of control of the company. Its operation and services are not affected by this change and the company name (Motoka Rentals Limited) remains the same.

**FINANCIAL IMPLICATIONS**

8. Not applicable.

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

9. Not applicable.

**LEGAL CONSIDERATIONS**

10. In this instance the only requirement that needs to be considered for the consent to the assignment is covered by Clause 36.1(a) of the Deed of Lease and this states "if the tenant proves to the landlord's satisfaction they are responsible and have the financial resources to meet the tenant's commitments then the landlord shall give consent".
11. The conditions have been met by the tenant.

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

12. As above.

**ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS**

13. Not applicable.

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

14. Not applicable.

**12. Cont'd**

**ALIGNMENT WITH STRATEGIES**

15. Not applicable.

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

16. Not applicable.

**CONSULTATION FULFILMENT**

17. Not applicable.

**STAFF RECOMMENDATION**

It is recommended that the Hagley/Ferrymead Community Board:

- (a) Consent to the assignment and records the change in shareholdings.
- (b) Note that the Assignee meets all costs of the assignment of the lease.

**CHAIRPERSONS RECOMMENDATION**

That the staff recommendation be adopted.



**13. APPLICATION TO THE HAGLEY, FERRYMEAD COMMUNITY BOARD'S YOUTH DEVELOPMENT SCHEME – ELLA HAWTHORNE**

|                                     |  |
|-------------------------------------|--|
| <b>General Manager responsible:</b> | General Manager, Community Services        |
| <b>Officer responsible:</b>         | Unit Manager, Recreation and Sports        |
| <b>Author:</b>                      | Diana Saxton, Community Recreation Adviser |

**PURPOSE OF REPORT**

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

**EXECUTIVE SUMMARY**

2. The applicant, Ella Hawthorne is a 13 year old St Margaret's College student of The Brae, St Andrews Hill.
3. Ella has been selected to take part on a five-day Spirit of Adventure voyage that brings together teenagers from around New Zealand to develop independence, leadership, team work and communication skills. The voyage will take place from 26 – 30 March 2008.
4. Ella is considered to be an outstanding young person with strong leadership potential by her teachers at St Margaret's College and Create School of Arts. She demonstrates empathy with people suffering from poverty and war and is a strong advocate for human rights. Ella is a dedicated volunteer at her church and is a talented singer. She is also a jazz band singer and plays the flute.
5. Ella has used her initiative and personal talents to fund raise towards the costs of attending Spirit of Adventure.
6. On completion of the Spirit of Adventure voyage, Ella is very happy to share her experience with the community, other youth and to organisations who have provided funding.

**FINANCIAL IMPLICATIONS**

7. The following table provides a breakdown of the costs per person.

| <b>EXPENSES</b>   | <b>Cost (\$)</b> |
|---|------------------|
| Spirit of NZ course fee   | 475              |
| Return air fare to Auckland   | 370              |
| <b>Total Cost</b>   | <b>845</b>       |
| <b>FUNDRAISING</b>  |                  |
| Busking: Ella played her flute & sang in Cashel Mall                    | 140              |
| Baking & Selling Xmas Tarts: Ella baked and sold 600 Christmas Tartlets | 200              |
| <b>Total Income</b>   | 340              |
| <b>SHORTFALL</b>  | <b>505</b>       |

8. This is the first time the applicant has approached the Community Board for funding support.
9. There is currently \$1,250 available in the Board's Youth Development Fund.

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

10. This application is seeking funding from the Community Board's 2007/08 Youth Development Scheme which was established as part of the Board's 2007/08 Project Funding.

**13. Cont'd**

**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 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 Council's Youth 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 Board approve the application and allocate \$200 to Ella Hawthorne to attend the Spirit of Adventure Course from the 2007/08 Youth Development Scheme.

**CHAIRPERSONS RECOMMENDATION**

That the staff recommendation be adopted.

**14. COMMUNITY BOARD ADVISER'S REPORT**

**15. MEMBERS' QUESTIONS**