



**Christchurch City Council**

**RICCARTON/WIGRAM COMMUNITY BOARD  
AGENDA**

**TUESDAY 4 MARCH 2008**

**5.30 PM**

**IN THE BOARDROOM  
AT SOCKBURN SERVICE CENTRE  
149 MAIN SOUTH ROAD, SOCKBURN**

**Community Board:** Peter Laloli (Chair), Helen Broughton, Jimmy Chen, Beth Dunn, Judy Kirk, Mike Mora and Bob Shearing.

**Community Board Adviser**  
Liz Beaven  
Phone 941 6501 DDI  
Email: [liz.beaven@ccc.govt.nz](mailto:liz.beaven@ccc.govt.nz)

**PART A - MATTERS REQUIRING A COUNCIL DECISION  
PART B - REPORTS FOR INFORMATION  
PART C - DELEGATED DECISIONS**

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#### 4. 3. 2008

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1. **APOLOGIES**

2. **CONFIRMATION OF MEETING REPORT – 19 FEBRUARY 2008**

The report of the Board's meeting of Tuesday 19 February 2008 is **attached**.

**STAFF RECOMMENDATION**

That the report of the Board's meeting of 19 February 2008 be **confirmed**.

13.03.08

**RICCARTON/WIGRAM COMMUNITY BOARD  
19 FEBRUARY 2008**

**Minutes of a meeting  
of the Riccarton/Wigram Community Board  
held on Tuesday 19 February 2008 at 4.30pm  
in the Board Room, Sockburn Service Centre**

**PRESENT:** Peter Laloli (Chairperson), Helen Broughton, Jimmy Chen, Beth Dunn,  
Judy Kirk, Mike Mora, and Bob Shearing.

**APOLOGIES:** Nil

The Board reports that:

**PART B – REPORTS FOR INFORMATION**

**1. DEPUTATIONS BY APPOINTMENT**

Nil

**2. PRESENTATION OF PETITIONS**

Nil.

**3. CORRESPONDENCE**

The Board **received** letters from the following individuals and groups:

- (a) A letter from the Templeton Residents' Association regarding the irregular mowing of the grass berm in Jones Road/Railway Terrace in the vicinity of the water retention basin.
- (b) A letter from Environment Canterbury advising of the Special Liaison Halswell Rating District meeting to be held on 13 February 2008. It was confirmed that the Chairperson of the Environment Committee will be the Board's representative on this external organisation, as resolved at the Board's 18 December 2007 meeting.

**4. BRIEFINGS**

Nil.

**5. NOTICES OF MOTION**

Nil.

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

The Board **received** an update from the Community Board Adviser on Board related activities and projects within the ward and upcoming community events.

**7. ELECTED MEMBERS' INFORMATION EXCHANGE**

Board members were provided with an opportunity to share issues of concern and give a brief update on community activities.

Mike Mora discussed with the Board the issue of the continual flooding from the drain opposite the Cookie Time Factory, Main South Road in Templeton.

**PART C – REPORTS ON DELEGATED DECISIONS TAKEN BY THE BOARD**

**8. CONFIRMATION OF BOARD MEETING REPORTS – 4 FEBRUARY 2008**

The Board **resolved** that the report of its meeting (both open and public excluded) held on Tuesday 4 February 2008 be confirmed.

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

The Board **resolved** that Mike Mora be appointed as the Board's representative on the 2009 Community Board Conference Organising Committee and that Peter Laloli be appointed as the alternative representative if Mr Mora is unavailable.

**10. ATTENDANCE AT NEW ZEALAND PLANNING INSTITUTE CONFERENCE**

The Board **received** the requested information on the programme for the New Zealand Planning Institute Conference 2008. The Board **resolved** that it would not provide any funding for members of the Board to attend the conference.

**11. NEXT MEETING**

The next meeting of the Riccarton/Wigram Community Board will be held on Tuesday 4 March 2008 commencing at 5.00pm.

The meeting concluded at 5.05pm

**CONFIRMED THIS 4<sup>TH</sup> DAY OF MARCH 2008**

**PETER LALOLI  
CHAIRPERSON**

**3. DEPUTATIONS BY APPOINTMENT**

- 
- 3.1 Inspector Malcolm Johnston, Southern Area Commander – New Zealand Police will give an update of police activity within Riccarton Wigram.
  - 3.2 Ron Fensom, Halswell Residents' Association, will discuss issues in relation to Halswell Domain.

**4. PRESENTATION OF PETITIONS**

**5. RESIDENTS' ASSOCIATIONS UPDATE**

**6. NOTICE OF MOTION**



In line with Standing Order 2.16.1, a Notice of Motion has been received from Board member, Helen Broughton:

1. That the Riccarton/Wigram Community Board request four netball courts for the Halswell Domain.
2. That the Riccarton/Wigram Board through representatives: Bob Shearing, Peter Laloli ,Helen Broughton, Beth Dunn and Mike Mora seek an urgent meeting with senior Council management regarding plans for the Halswell Domain.

**7. CORRESPONDENCE**

**8. BRIEFINGS**

## 9. CURLETT'S ROAD CYCLEWAY PROJECT

<b>General Manager responsible:</b>	General Manager City Environment
<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 a recommendation from the Board (via Transport & Roading Committee) to the Council 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 three 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 9 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.

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

21. Yes - see above.

**ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS**

22. 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?**

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

**ALIGNMENT WITH STRATEGIES**

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

**Clause 9 Cont'd**

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

25. As above

**CONSULTATION FULFILMENT**

26. 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.
27. 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.
28. 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.
29. All those consulted to date have indicated support for this project.
30. 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.*

**STAFF RECOMMENDATION**

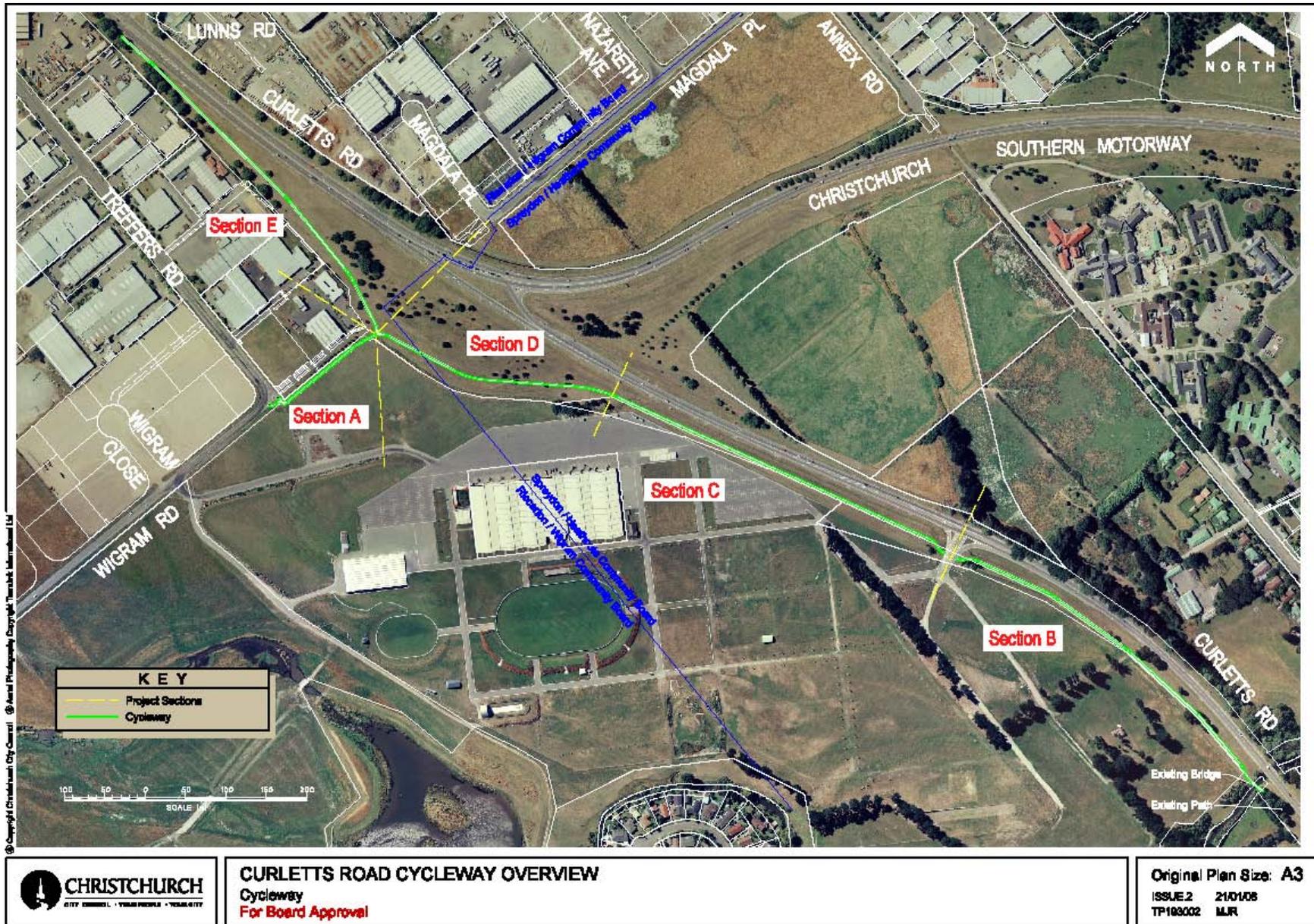
It is recommended that the Board recommend to the Council to:

- (a) Approve the Curletts Road Cycleway project to proceed to final design, tender and construction.

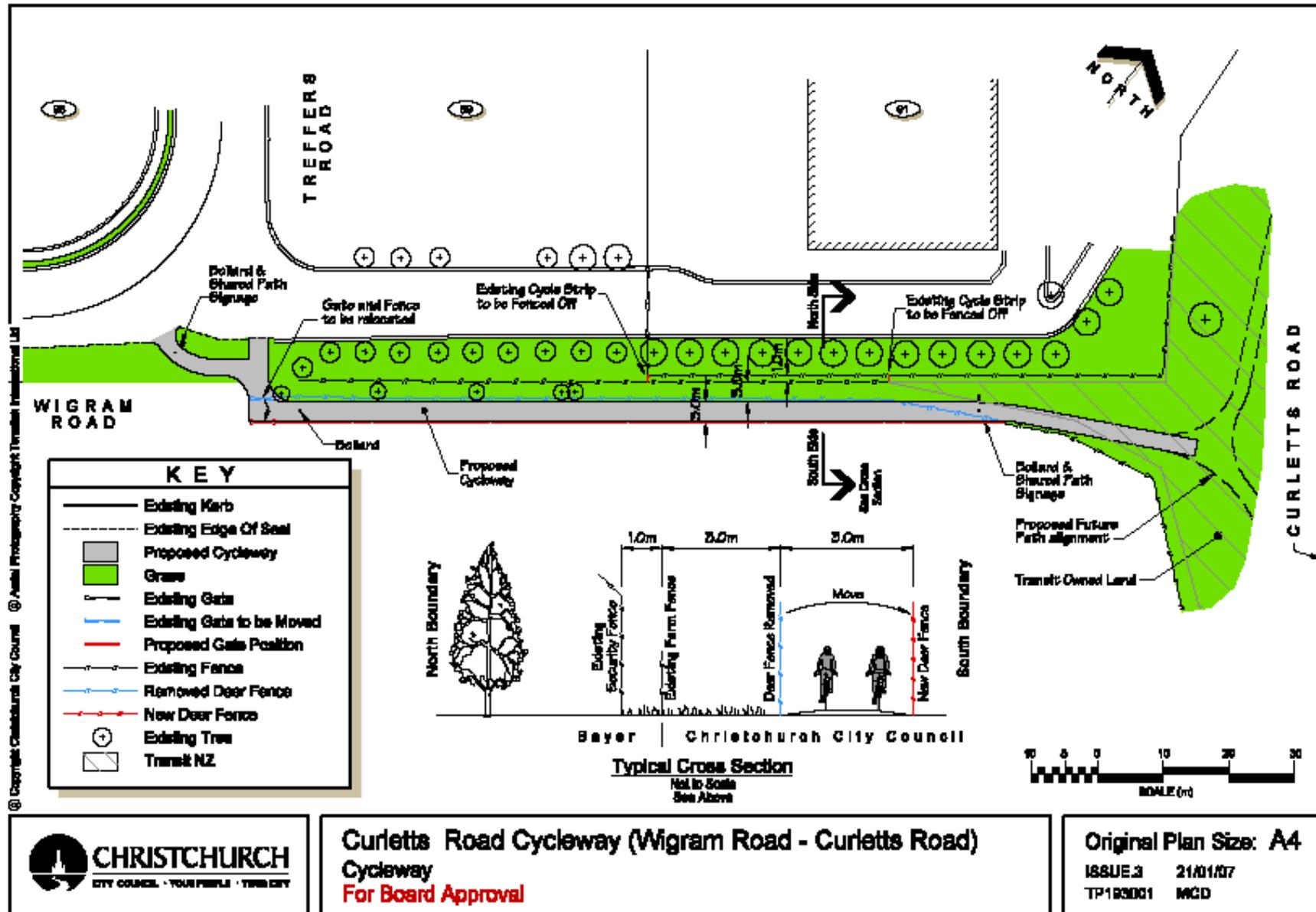
**TRANSPORT AND ROADING COMMITTEE RECOMMENDATION**

That the staff recommendation be adopted.

4. 3. 2008  
- 10 -



4. 3. 2008  
- 11 -



**10. DISPOSAL OF ROAD LAND IN GOULDING AVENUE**

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

**PURPOSE OF REPORT**

1. The purpose of this report is to seek Board's recommendation to the Council for the disposal of two small parcels of surplus road land in Goulding Avenue as indicated on the attached plan.

**EXECUTIVE SUMMARY**

2. The two parcels of road land are currently held by Council in fee-simple as described in CB 748/78 of a total area of 162m<sup>2</sup>.
3. The parcels of land were retained by the Council for the purpose of "Land for use convenience and enjoyment of road."
4. An approach was made recently by the owner of Dress Mart Shopping Centre to use Section 1 of Council land as shown on the attached plan (**Attachment 1**). The owner has recently been granted resource consent to build a new vehicle entranceway on land owned by Council.
5. The parcel of road land indicated as Sections 1 and 2 are surplus to roading needs and can be declared surplus for disposal to adjacent land owners.
6. Section 2 is adjacent to Council owned land and currently is in fee-simple title being used for recreation purposes.

**FINANCIAL IMPLICATIONS**

7. The Council will receive the proceedings for the sale of Section 1 to the owner of Dress Mart Shopping Centre.
8. The cost incurred by the Council will be the amalgamation of Section 2 with an adjacent property owned by the Council at 18 Goulding Avenue.

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

9. Yes.

**LEGAL CONSIDERATIONS**

10. Section 40 Public Works Act 1981 – offer back obligation where any land is held for a public work and no longer required for that work or any other work then unless one of the exceptions referred to in Sec 40 (2)(a) or (b) shall apply. The Council is required to offer to sell the land at current market valuation to "the person from whom it was acquired or the successor of that person.

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

11. Yes. Parcels can only be sold to adjacent land owners due to size and shape factors.

**ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS**

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

**Clause 10 Cont'd**

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

13. Yes.

**ALIGNMENT WITH STRATEGIES**

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

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

15. Yes.

**CONSULTATION FULFILMENT**

16. Not required.

**STAFF RECOMMENDATION**

That the Board recommends to the Council:

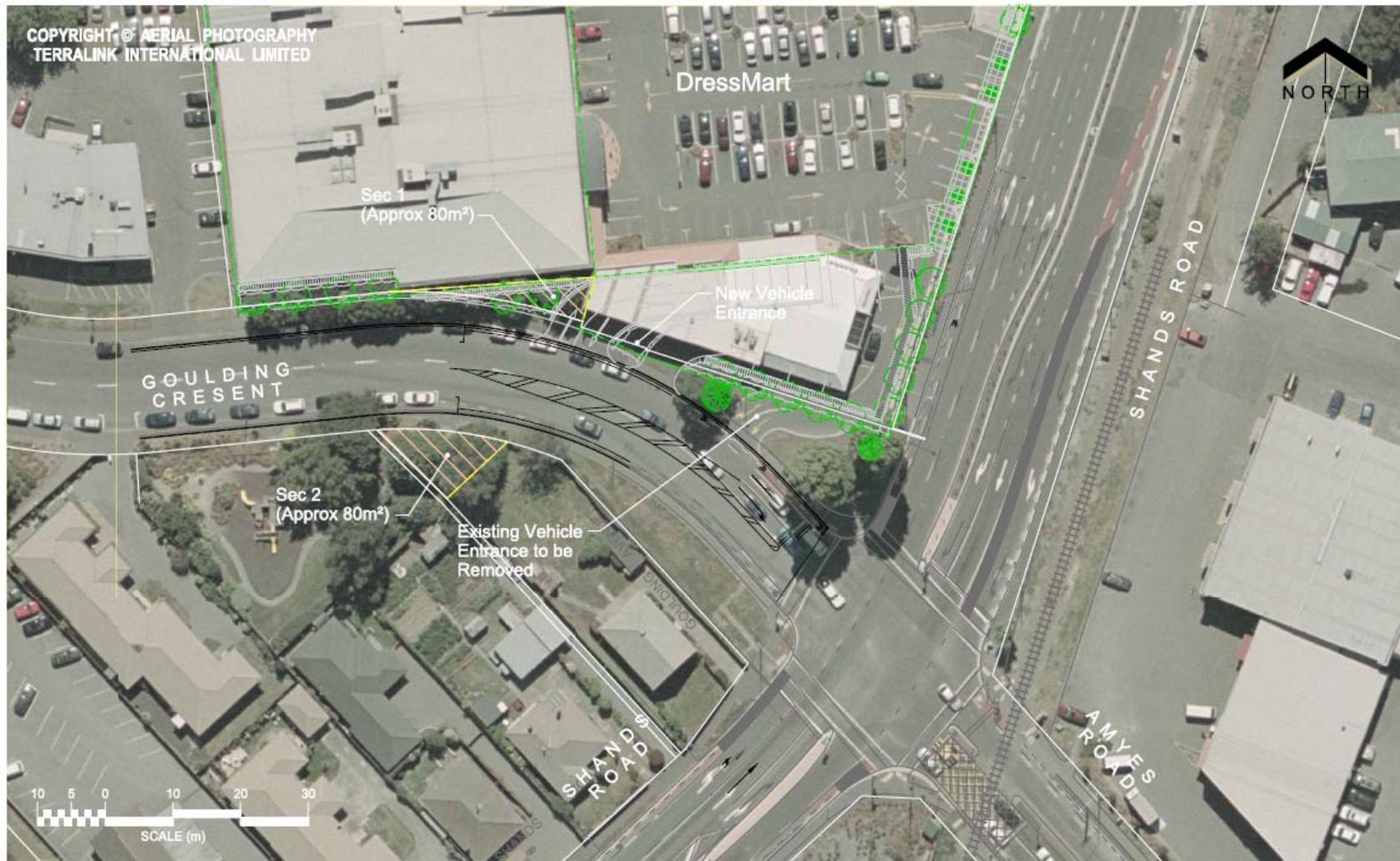
- (a) That it declare the road land contained in CB 748/78 surplus to Council's roading needs.
- (b) That it dispose of the parcels of land Sections 1 and 2 shown in **Attachment 1**, to adjacent land owners.

**BACKGROUND (THE ISSUES)**

17. Following the completion of Goulding Ave in 1980 land surplus to roading requirements was retained in Council's ownership in fee-simple.
18. The fee-simple land described in CB 748/78 consists of Sections 1 and 2 as shown on the attached plan and is held for "Land for use convenience and enjoyment of a road." (These are the remaining two parcels of road land following further road legalisations when vehicles crossings were authorised by Council in 1981 and 2005.
19. These two parcels of road land in surplus to Council's roading needs and can be declared surplus to Council's requirements and be disposed to adjacent land owners.
20. The Dress Mart Centre was recently granted resource consent to construct a new vehicle crossing which requires the use of the parcel of land represented in the attached plan as Section 1. The use of this land is consistent to the purpose of which the land is held by Council.
21. The Resource Consent for Dress Mart Centre involves:
  - An increase in the ground floor of the mall, and the demolition of the "Bendon" outlet.
  - Extensions to the multi-level parking structure, at Levels 1 and 2.
  - An extension of approximately 4,903 m<sup>2</sup> GLFA, resulting in a total GLFA of 7,018 m<sup>2</sup>.
  - The supply of 348 car parking spaces including 35 staff and 7 accessible spaces located in 2 levels of car parking, and 7 staff spaces and a truck loading dock at ground floor level.
  - Vehicle access as follows;
    - Main South Road: An entry only ramp to second level parking deck.
    - Shands Road: A dual entry and exit ramp to first level deck.
    - Goulding Avenue: A dual entry and exit ramp to first level deck and separate access and egress to a three bay heavy goods vehicles loading and servicing area.

**Clause 10 Cont'd**

22. The disposal of Section 1 will enable the construction of vehicle ramp entirely on private land.
23. Section 2 can be amalgamated with Council's property at 18 Goulding Ave which currently is used for recreation purpose.



**Surplus Road Land - Goulding Ave**  
(CB 748/78 Sec 1 and Sec 2)

**Original Plan Size: A4**

ISSUE.1 15/01/08  
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## 11. DISPOSAL OF SURPLUS LAND AND DECLARE PART OF LOT 5 DP 325033 AS ROAD - PILKINGTON WAY

<b>General Manager responsible:</b>	General Manager City Environment, DDI 9418656
<b>Officer responsible:</b>	Transport and Greenspace Manager
<b>Author:</b>	Neera Vishnubhatla, Engineer (Information)

### PURPOSE OF REPORT

1. To obtain the Board's recommendation to the Council to declare the parcel of land occupied by road shown in **Attachment 1** as section 1, surplus to the Council's requirement, to declare part of the link strip between the old cul-de-sac and extended road shown in Attachment 1 as section 3, part of the road and to declare part of the link strip shown as section 2 in the **Attachment 1** surplus to Council's requirement and dispose to adjacent land owner

### EXECUTIVE SUMMARY

2. Staff have received an application from the owner of 25 Pilkington Way requesting the purchase of a parcel of land identified as Section 1 (**Attachment 1**).
3. The parcel of land proposed to be stopped was part of a cul-de-sac when Pilkington Way was initially formed in 2003 from Hayton Road. Subsequently in 2004 the road was extended from the Vickers Road end.
4. With the development in 2004, the cul-de-sac is no longer required for transport needs. It is very unlikely that the road will be widened in the future and hence the proposed parcel of land to be stopped has been assessed as surplus to Council's requirements.
5. The removal of the turning head will create a more desirable road environment and will also provide added advantage to the adjacent land development.
6. Declaring the land as surplus and disposing the land to the property owner creates a common boundary line consistent with the remaining road corridor for Pilkington Way.
7. The subdivision in 2003 was approved with a parcel of land Lot 5 DP 325033 vested in Council in fee-simple at the end of the cul-de-sac. The parcel of land was created to enable Council to manage road and other infrastructure network linkages to undeveloped neighbouring properties. The creation of small parcel of land in Council's ownership is not uncommon for new subdivisions. At the time of the road construction for the two subdivisions agreement was not able to be reached between developers to relinquish the creation of small parcel and hence the current situation.
8. Therefore it is recommended by staff to declare part of this parcel of land shown as section 3 in **Attachment 1** as part of the road and the remaining part shown as section 2 in **Attachment 1** as surplus to Council's requirement and be disposed to adjacent land owner.
9. The owner of 25 Pilkington Way is Pilkington Way Properties Ltd, an associated company of Quadrant Properties Ltd. These Companies also own adjoining properties at 15 and 20-26 Pilkington Way.
10. Once the parcel of land is declared as surplus the Kerb and Channel will be replaced and any existing utilities to this parcel of land will be able to be protected by way of easement or be relocated and the costs will be recovered from the applicant.

**Clause 11 Cont'd**

**FINANCIAL IMPLICATIONS**

11. There is no cost to the Council involved.
12. The cost of disposal along with the associated fees for the road stopping process will be recovered from the applicant along with the income generated from the sale will accrue to Council.

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

13. Yes

**LEGAL CONSIDERATIONS**

***Section 116 Public Works Act 1981 – Stopping Road***

14. 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.

***Section 114 Public Works Act 1981 – Declaring land to be Road***

15. This section states that subject to the consent of the territorial authority in whose district the land is situated the Minister of Land may, by notice in the Gazette, declare any land to be road.

***Section 40 Public Works Act 1981 – Offer Back Obligation***

16. This section states, where land is held for a public work and is no longer required for that work or any other work, then, unless one of the exceptions referred to in sec 40 (2) (a) or (b) shall apply, the Council is required to offer to sell the land at current market valuation to the person from whom it was occupied or the successor of that person.

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

17. Yes.

**ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS**

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

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

19. Yes.

**ALIGNMENT WITH STRATEGIES**

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

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

21. Yes.

**CONSULTATION FULFILMENT**

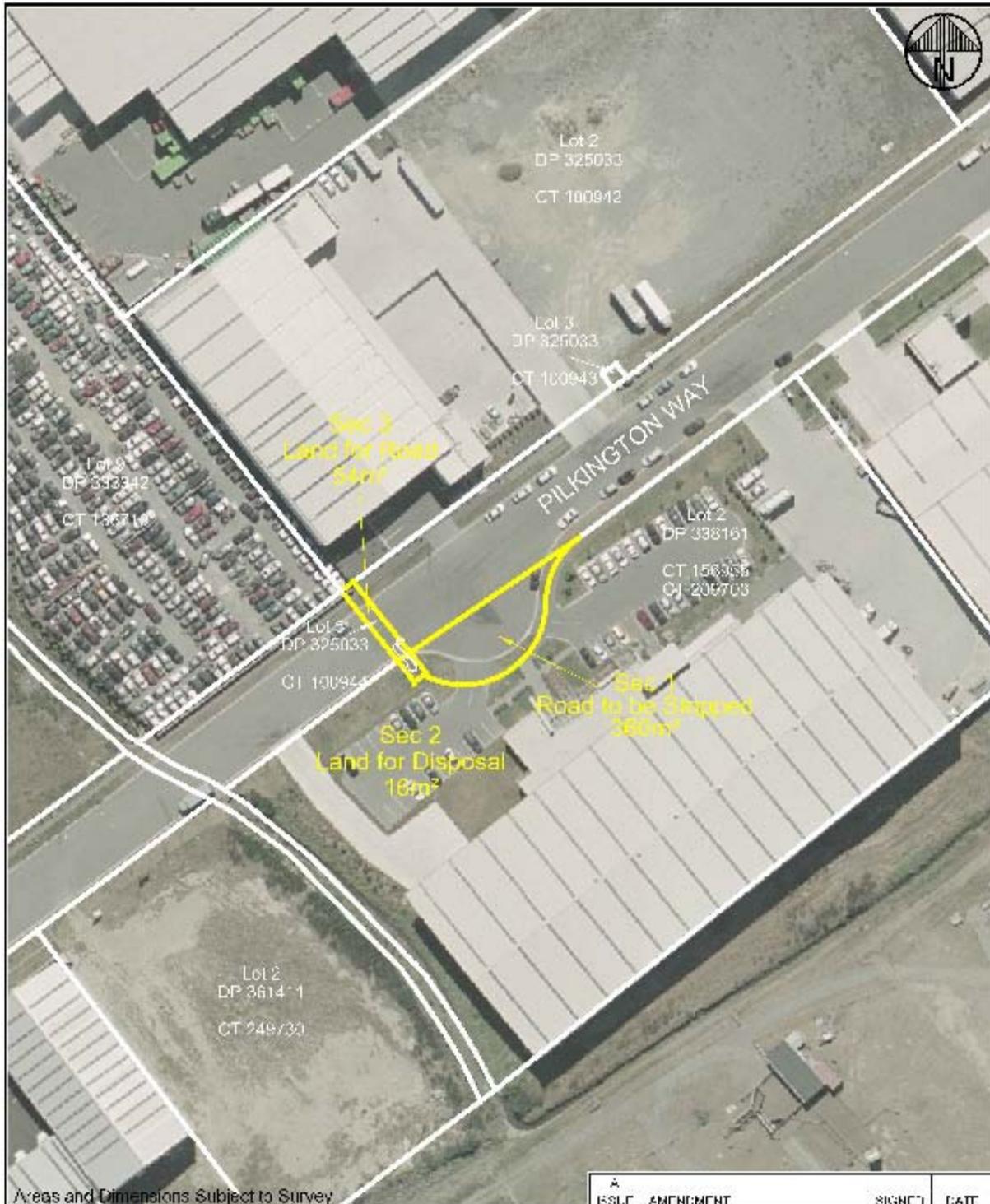
22. Not required.

**Clause 11 Cont'd**

**STAFF RECOMMENDATION**

That the Board recommend to the Council:

- (a) to declare the parcel of land occupied by road shown as Section 1 in **Attachment 1** as surplus to Council's requirements and disposal to adjoining property owner.
- (b) to declare part of the existing link strip between the extended road and the old cul-de-sac shown as Section 3 in **Attachment 1** as part of the road.
- (c) to declare part of existing link strip shown as Section 3 in **Attachment 1** as surplus to Council's requirement and dispose to adjacent land owner.



Areas and Dimensions Subject to Survey

A	ISSUE AMENDMENT	SIGNED	DATE
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## Proposed Road Stopping and Disposal of Pt5 DP325033

 <b>CHRISTCHURCH</b> CITY COUNCIL - YOUR PEOPLE YOUR CITY	SURVEYED	DRAWING NUMBER	ORIGINAL SHEET SIZE	FOILES
	DRAWN: J.A. HULL	500749	A4	1:1000
	DATE: 07/2008	PROJECT NUMBER: 542/137/1/3	SHEET: 2 OF 2	
PREPARED BY: J.A. HULL CHECKED BY: J.A. HULL TITRAL & INTERNATIONAL LTD				

**12. EASEMENT OVER RESERVE – SOCKBURN SERVICE CENTRE & DEPOT**

<b>General Manager responsible:</b>	General Manager, Paul Anderson, Corporate Services DDI 941-8540
<b>Officer responsible:</b>	Chris Kerr Unit Manager, Corporate Support Unit, DDI 941 8671
<b>Author:</b>	Property Consultant Bill Binns

**PURPOSE OF REPORT**

1. The purpose of this report is to seek the Board's approval for the granting of an Easement in Gross to Orion New Zealand Limited.

**EXECUTIVE SUMMARY**

2. The Council has received a request from Waterman Investments Limited trading as Allstors Blenheim Road (532 Blenheim Road) next to the Vehicle Testing Centre seeking the shifting of a power pole so that their adjoining wall can be used for advertising their business.
3. For this to occur, it requires the Council to create an easement in favour of Orion New Zealand Limited in which to partially underground the existing overhead cables at the east end of the reserve. **(refer to Attachment 1)**.
4. The work required involves removing an existing power pole, under grounding the cable four metres and then reinstating the pole.
5. The Council Reserve was originally acquired for a gravel pit and now is vested as a Local Purpose (County Buildings) Reserve contained in Certificate of title CBID/413.

**FINANCIAL IMPLICATIONS**

6. All costs associated with the easement are to be borne by the applicant.

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

7. N/A.

**LEGAL CONSIDERATIONS**

8. Provision exists under Section 48 of the Reserves Act 1977, to grant such easements where the Reserve will not be materially altered or permanently damaged. This application falls into this category and as such approval has been recommended subject to appropriate conditions. Public notification is not required. Legal Services will be involved insuring the easement documentation is correct.

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

9. Refer paragraph 8.

**ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS**

10. N/A.

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

11. N/A.

**ALIGNMENT WITH STRATEGIES**

12. N/A.

**Clause 12 Cont'd**

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

13. N/A.

**CONSULTATION FULFILMENT**

14. N/A.

**STAFF RECOMMENDATION**

It is recommended that the Board pursuant to its delegated powers approve an Easement in Gross to convey power over certificate Title CBID/413 subject to the following conditions.

- (a) that the applicant be responsible for all costs associated with the easement (processing, survey, legal and registration) and the installation of the requisite services, including all Council related costs.
- (b) that the applicant is to provide the Council within three months of completion of the work a copy of the title which the easement is shown and surveyed plan.
- (c) not request a one off compensatory payment for the privilege of having the easement encumbrance placed on the Council's Title because the work being under grounding on existing service which will have environmental benefits for the reserve.
- (d) that the applicant is to pay a \$2,000 bond to the Council via the Greenspace Contract Manager, Sockburn Service Centre and sign a temporary access licence before any construction work commences on the site. The Bond less any expenses incurred by the Council will be refunded to the payee upon completion of the development to a standard acceptable to the Greenspace Manager or his nominee.
- (e) that the applicant advise all the local businesses whose power comes off the same power line that they will be carrying out alterations to the line.



**13. COMMUNITY SERVICES COMMITTEE REPORT –19 FEBRUARY 2008**

<b>General Manager responsible:</b>	General Manager, Regulation and Democracy Services
<b>Officer responsible:</b>	Liz Beaven, Community Board Adviser
<b>Author:</b>	Liz Beaven, Community Board Adviser

**PURPOSE OF REPORT**

The purpose of this report is to submit the outcomes of the Community Services Committee meeting held on Tuesday 19 February 2008.

The meeting was attended by Judy Kirk (Chairperson), Helen Broughton, Jimmy Chen, Beth Dunn, Peter Laloli, Mike Mora, and Bob Shearing.

**1. APPLICATION TO THE RICCARTON/WIGRAM COMMUNITY BOARD'S DISCRETIONARY FUNDING – HORNBY PRESBYTERIAN CHURCH MARRIAGE COURSE**

The Committee considered a report relating to a funding application of \$4,000 from the Hornby Presbyterian Church for a Marriage Course.

The Committee's recommendation on this matter is recorded under clause 3.1 of this report.

**2. RICCARTON/WIGRAM COMMUNITY BOARD YOUTH DEVELOPMENT SCHEME CRITERIA**

The Committee considered a report in regard to the Youth Development Scheme concerning the issue raised by the Committee at its 26 April 2007 meeting of the eligibility of a young person who had only recently started residing in Christchurch.

The Committee's recommendation on this matter is recorded under clauses 3.2 and 3.3 of this report.

Mike Mora put a recommendation to the Committee to request the Council to investigate a metropolitan fund for students living in Christchurch whilst attending tertiary institutions.

(Note: The above recommendation on being put to the meeting was declared lost on Division No 1 by four votes to two with one abstain, the voting being as follows:)

**For (2):** Mike Mora, Jimmy Chen

**Against (4):** Helen Broughton, Peter Laloli, Bob Shearing, Judy Kirk

**Abstained: (1)** Beth Dunn

**3. COMMITTEE RECOMMENDATIONS**

3.1 That the Board allocate \$2,300 from its 2007/08 Discretionary Fund to the Hornby Presbyterian Community Trust Marriage Course providing at least one of the partners resides within the Riccarton/Wigram ward.

3.2 That the Board allocate an additional \$500 from its 2007/08 Discretionary Fund to the Hornby Presbyterian Community Trust Marriage Course for the purchase of furniture.

3.3 That the Board when considering Youth Development Scheme Fund Applications that the Board/Committee take into account the length of time a young person, or their family, has been living in Christchurch.

It was noted that Peter Laloli voted against the Committee's recommendation.

**14. TRANSPORT & ROADING COMMITTEE REPORT – 22 FEBRUARY 2008**

<b>General Manager responsible:</b>	General Manager, Regulation and Democracy Services
<b>Officer responsible:</b>	Lisa Goodman, Democracy Services Manager
<b>Author:</b>	Liz Beaven, Community Board Adviser

**PURPOSE OF REPORT**

The purpose of this report is to submit the outcomes of the Transport and Roading Committee meeting held on Friday 22 February 2008.

The meeting was attended by Mike Mora (Chairperson), Helen Broughton, Jimmy Chen, Judy Kirk, Peter Laloli, and Bob Shearing.

Apologies were received and accepted from Beth Dunn.

**1. BRIEFING**

Andrew Hensley, Consultation Leader, Traffic and Jack Wormald, Project Manager, Capital Programme Team briefed the Committee on proposed safety maintenance planned for the Wigram Road "35km bends". Consultation has been carried out with the effected properties. The cost of the works is \$108,000. It was noted that the proposed Southern Motorway would change the layout of the corners but the Council has decided that the work needs to be carried out for public safety. The Committee **received** the information.

**2. ANDERSON AND POPE STREETS PROPOSED GIVE WAY CONTROLS**

**The** Committee considered a report seeking approval to install a "Give Way" control on Anderson and Pope Streets at their intersection with Tyne Street, Addington.

The Committee's recommendation on this matter is recorded under clause 9.1 of this report.

**3. HYNDRHOPE ROAD – PROPOSED 'NO STOPPING' RESTRICTION**

**The** Committee considered a report seeking approval for the installation of "No Stopping" lines at the western end of Hyndhope Road, Halswell.

The Committee's recommendation on this matter is recorded under clause 11.2 of this report.

**4. AMYES ROAD – PROPOSED 'NO STOPPING' PARKING RESTRICTION**

The Committee considered a report seeking approval to install "No Stopping" lines on Amyes Road, Hornby.

The Committee's recommendation on this matter is recorded under clause 9.3 of this report.

**5. HALSWELL ROAD NO STOPPING AND TIME LIMITED PARKING RESTRICTIONS**

The Committee considered a report seeking approval to reduce the existing broken yellow no stopping lines in Halswell Road south of Sparks Road, to extend the existing 10 minute parking area south of those not stopping lines, and to install a new 30 minute parking area immediately south of the extended 10 minute parking area.

The Committee's recommendation on this matter is recorded under clause 9.4 of this report.

**Clause 14 Cont'd**

**6. CURLETTS ROAD CYCLEWAY**

The Committee considered a Part A report seeking a recommendation from the Board to Council (via the Committee) to proceed to final design, tender and construction of the Curletts Road Cycleway project.

The Committee's recommendation on this matter is recorded within the Part A report – Curletts Road Cycleway Clause 9 of the Board's 4 March 2008 agenda.

**7. UPDATE ON CURRENT TRANSPORT ISSUES**

Weng-Kei Chen, Asset Policy Engineer, discussed with the Committee progress on the traffic management plan for the current development at the former Crown Crystal Glass Works site in Shands Road and the Marsham Subdivision.

The Committee considered the circulated spreadsheet providing an update on current transport issues in the Riccarton/Wigram community and staff noted amendments and requests for further information. The Committee discussed concerns that members had with the document and asked staff to ensure items were not deleted off the document and a column advising the completion date be added.

The Committee discussed with staff the current Speed Review and the inclusion on Cashmere Road between Oderings Nurseries and Hendersons Road. The Committee's recommendation on this matter is recorded under clause 9.5 of this report.

**8. COMMITTEE MEMBERS' INFORMATION EXCHANGE**

Members were provided with an opportunity to share issues of concern and give a brief update on community activities. The following items were noted:

- Mike Mora expressed concern at of emergency vehicles unable to access some residences within Calverton Place.
- Bob Shearing discussed the need for a meeting with Denton Park Users including surrounding landowners/land users, on the future of Denton Park.
- Information was tabled on Dumfries Drive Parking Restrictions and Picton Avenue Heavy Traffic count.

**9. COMMITTEE RECOMMENDATIONS**

**9.1 ANDERSON AND POPE STREETS PROPOSED GIVE WAY CONTROLS**

That the Board approve the following:

- (a). That a "Give Way" control is placed on Anderson Street at its intersection with Tyne Street.
- (b). That a "Give Way" control is placed on Pope Street at its intersection with Tyne Street.

**Clause 14 Cont'd**

**9.2 HYNDHOPE ROAD – PROPOSED “NO STOPPING” RESTRICTION**

That the Board approve:

- (a) That the stopping of vehicles be prohibited at any time on the north side of Hyndhope Road commencing at the western end of Hyndhope Road and extending in an easterly direction for a distance of 30 metres.
- (b) That the stopping of vehicles be prohibited at any time on the south side of Hyndhope Road commencing at the western end of Hyndhope Road and extending in an easterly direction for a distance of 25 metres.
- (c) That a turning bay be installed near the western end of Hyndhope Road as shown in Attachment 1 of the report.

It is noted that Peter Laloli voted against the Committee Recommendation.

**9.3 AMYES ROAD – PROPOSED “NO STOPPING” PARKING RESTRICTION**

That the Board approve:

- (a) That the stopping of vehicles prohibited at any time on the south western side of Amyes Road commencing at the intersection of Shands Road and extending in a south easterly direction for a distance of 41 metres be revoked.
- (b) That the stopping of vehicles be prohibited at any time on the south western side of Amyes Road commencing at the intersection of Shands Road and extending in a south easterly direction for a distance of 52 metres.

**9.4 HALSWELL ROAD NO STOPPING AND TIME LIMITED PARKING RESTRICTIONS**

That the Board approve:

- (a) That the stopping of vehicles prohibited by the installation of the existing broken yellow no stopping lines on the east side of Halswell Road that extend for 22 metres south of the intersection from Sparks Road be revoked.
- (b) That the stopping of vehicles be prohibited at any time on the east side of Halswell Road commencing at the intersection with Sparks Road and extending in a southerly direction for a distance of 19 metres.

**10 Minute Parking Restrictions**

- (c) That the parking of vehicles that is currently restricted to a maximum period of 10 minutes on the east side of Halswell Road commencing at a point 22 metres from the intersection with Sparks Road and extending in a southerly direction for 17 metres be revoked.
- (d) That the parking of vehicles be restricted to a maximum period of 10 minutes on the east side of Halswell Road commencing at a point 19 metres south of the intersection with Sparks Road and extending in a southerly direction for a distance of 20 metres.

**Clause 14 Cont'd**

**30 Minute Parking Restrictions**

- (e) That the parking of vehicles be restricted to a maximum period of 30 minutes be installed on the east side of Halswell Road commencing at a point 39 metres from the intersection with Sparks Road and extending in a southerly direction for a distance of 21 metres.

**9.5 SPEED REVIEW**

That the Board decide:

- (a) to request that Cashmere Road between Oderings Nurseries and Hendersons Road be included in the Speed Review.
- (b) to request an update on the process of the speed review.

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

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- 15.1 Current Issues
  - 15.2 Board funding update for 2007/2008

**16. GOOD NEWS STORIES**

**17. ELECTED MEMBERS' INFORMATION EXCHANGE**

**18. QUESTIONS UNDER STANDING ORDERS**