



Christchurch City Council

FENDALTON/WAIMAIRI COMMUNITY BOARD WORKS, TRAFFIC AND ENVIRONMENT COMMITTEE AGENDA

MONDAY 29 SEPTEMBER 2008

AT 8.00 AM

**IN THE BOARDROOM
FENDALTON SERVICE CENTRE
CORNER JEFFREYS AND CLYDE ROADS**

Committee: Cheryl Colley (Chairperson), Sally Buck, Faimeh Burke, Val Carter, Jamie Gough, Mike Wall and Andrew Yoon.

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

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29. 9. 2008

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1. APOLOGIES

Sally Buck, Mike Wall and Andrew Yoon.

2. DEPUTATIONS BY APPOINTMENT

3. CORRESPONDENCE

4. BRIEFINGS

5. COX STREET – KERB AND DISH CHANNEL RENEWAL

| | |
|-------------------------------------|--|
| General Manager responsible: | General Manager, City Environment, DDI 941- 8608 |
| Officer responsible: | Transport and Greenspace Unit Manager |
| Author: | Brian Boddy, Consultation Leader |

PURPOSE OF REPORT

1. To seek the Board's approval for the Cox Street kerb and dish channel replacement project (as shown in **Attachment 1**) to proceed to final design, tender and construction.

EXECUTIVE SUMMARY

2. This project involves the replacement of all the existing kerb and dish channel with kerb and flat channel for the full length of Cox Street. The primary (must do) objective for the project is to replace the kerb and deep dish channel with kerb and flat channel.
3. The secondary (would like to do, but at added cost) objectives for the project are as follows in priority order:
 - (a) Maintain or improve the existing level of service.
 - (b) To complete the project within budget and time.
 - (c) Enhance the safety for alternative transport modes.
 - (d) Ensure the current low speed environment is maintained.
 - (e) Improve street lighting.
 - (f) Improve landscaping.
 - (g) To deliver a project that meets the needs of the community.
4. Cox Street, a 10 metre (boundary to boundary) wide local road with a length of 370 metres is located in Merivale between and parallel to Aikmans Road and Office Road. It extends from Stirling Street to Akela Street. Akela Street is the western boundary of the Merivale Mall parking lot.
5. This project will narrow the existing effective roadway width from a maximum of seven point five (it should be noted that the power poles are in the existing carriageway on the northern side) to six point seven metres; introduce trees in the extended berm areas where underground services allow and to assist in reducing the mean speed of vehicular traffic. Kerbside parking is provided on one side of the road except where kerb build-outs are proposed as shown in **Attachment 1**.

FINANCIAL IMPLICATIONS

6. The proposed kerb and channel renewal works for the Cox Street project are recommended in the Transport and Greenspace Unit's capital programme for implementation in the 2008/2009 financial year.

5. Cont'd

7. Financial breakdown as below:

| | |
|--------------------------|-----------|
| Available budget 2008/09 | \$559,627 |
| Estimate to complete | \$559,627 |

8. Funding is provided from within the Transport and Greenspace Capital Programme in the 2006-2016 Long Term Council Community Plan (LTCCP).

LEGAL CONSIDERATIONS

9. There are no legal implications for this project. Community Board resolutions are required to approve the new traffic and parking restrictions. The Land Transport Rules provide for the installation of traffic and parking restrictions.

ALIGNMENT WITH STRATEGIES

10. The recommendations in this report align with current Council strategies including the Parking Strategy, the Road Safety Strategy and the Cycling Strategy; and are consistent with the requirements for a local road as defined within the City Plan.

CONSULTATION FULFILMENT

11. The Board was advised of the proposed consultation programme in May 2006, prior to an initial survey which was carried out with the residents of Cox Street in May-June 2006. Approximately sixty survey forms were distributed and thirty-three responses were received which identified landscaping, personal security, traffic speed, and street drainage as the key issues of concern in the street.
12. In June 2006 the project was deferred and a letter sent to residents informing them of the deferment.
13. A seminar was held with the Board on 23 June 2008, prior to the publicity pamphlet (including concept plan) being distributed to the Cox Street community and stakeholders for consultation. The feedback period was from 2 July until 28 July 2008. Approximately two hundred and fifty pamphlets were distributed in Cox Street and the surrounding area plus other interest groups. Twenty-four responses were received. The fifteen respondents were in full or general support of the proposal. Four were in opposition. The key issues raised related to on-street parking, traffic safety concerns and pedestrian facilities.
14. A summary of the feedback received in the consultation phase and the project team's responses are shown in **Attachment 2**. As a result of the feedback received, the preferred option for the Cox Street project is shown in **Attachment 1**.

STAFF RECOMMENDATION

That the Works, Traffic & Environment Committee recommend that the Fendalton/Waimairi Community Board:

- (a) Approve the plan as shown on **Attachment 1** for final design, tender and construction.
- (b) Approve the following parking restrictions

“No Stopping” to be removed:

- (i) That the no stopping restriction on the north side of Cox Street commencing at its intersection with Akela Street and extending 3.0 metres in a westerly direction, be revoked.
- (ii) That the no stopping restriction on the west side of Akela Street commencing at its intersection with Cox Street and extending 9.0 metres in a northerly direction, be revoked.

5. Cont'd

- (iii) That the no stopping restriction on the west side of Akela Street commencing at its intersection with Cox Street and extending 3.0 metres in a southerly direction, be revoked.
- (iv) That the no stopping restriction on the south side of Cox Street commencing at its intersection with Akela Street and extending 8.5 metres in a westerly direction, be revoked.

New "No Stopping":

- (v) That the stopping of vehicles be prohibited at any time on the north-east side of Stirling Street commencing at its intersection with Cox Street and extending in a north-westerly direction for a distance of 12 metres.
- (vi) That the stopping of vehicles be prohibited at any time on the north-west side of Cox Street commencing at its intersection with Stirling Street and extending in a north-easterly direction for a distance of 122 metres.
- (vii) That the stopping of vehicles be prohibited at any time on the north-west side of Cox Street commencing at its intersection with Akela Street and extending in a south-westerly direction for a distance of 142 metres.
- (viii) That the stopping of vehicles be prohibited at any time on the south-west side of Akela Street commencing at its intersection with Cox Street and extending in a north-westerly direction for a distance of 10 metres.
- (ix) That the stopping of vehicles be prohibited at any time on the south-west side of Akela Street commencing at its intersection with Cox Street and extending in a south-easterly direction for a distance of 10 metres.
- (x) That the stopping of vehicles be prohibited at any time on the south-east side of Cox Street commencing at its intersection with Akela Street and extending in a south-westerly direction for a distance of 10 metres.
- (xi) That the stopping of vehicles be prohibited at any time on the south-east side of Cox Street commencing at a point 122 metres from its intersection with Akela Street and extending in a south-westerly direction for a distance of 143 metres.
- (xii) That the stopping of vehicles be prohibited at any time on the south-east side of Cox Street commencing at its intersection with Stirling Street and extending in a north-easterly direction for a distance of 10 metres.
- (xiii) That the stopping of vehicles be prohibited at any time on the north-east side of Stirling Street commencing at its intersection with Cox Street and extending in a south-easterly direction for a distance of 10 metres.

New Parking restriction:

- (xiv) That the parking of vehicles be restricted to a maximum period of 120 minutes on the north-west side of Cox Street commencing at a point 122 metres from its intersection with Stirling Street and extending in a north-easterly direction for a distance of 106 metres.
- (xv) That the parking of vehicles be restricted to a maximum period of 120 minutes on the south-east side of Cox Street commencing at a point 8 metres from its intersection with Akela Street and extending in a south-westerly direction for a distance of 114 metres.
- (xvi) That the parking of vehicles be restricted to a maximum period of 120 minutes on the south-east side of Cox Street commencing at a point 10 metres from its intersection with Stirling Street and extending in a north-easterly direction for a distance of 94 metres.

5. Cont'd

BACKGROUND (THE ISSUES)

15. This project was initiated by the Asset Renewal Team and involves the replacement of all the existing kerb and dish channel with kerb and flat channel for the full length of Cox Street. The surrounding area is mainly residential and is zoned L2 (Living 2) apart from the Merivale Mall at the north-eastern end which is zoned B2 (business 2).
16. Cox Street is a local road which carries on average 200 vehicles per day. Akela Street at its north-eastern end and Stirling Street at its south-western end are also local roads. Merivale Mall at its Akela Street end generates an on-street parking demand with some of its staff which has been managed in the past by the existing P120 parking restrictions on both sides for the full length of Cox Street.
17. The Land Transport Safety Crash Analysis System shows there has been only one crash recorded for the period between 2000 and 2006. This accident was a loss of control with no other vehicle involved and alcohol may have been a factor.
18. There is a history of some on-street ponding in Cox Street. This appears to be the result of the poorly graded channel, which will be improved by the renewal of the kerb and channel. There has been an improvement in the flooding issues in the street in recent years as a result of development on private properties.
19. There have been requests for the undergrounding of overhead services. The Orion and Telecom services are currently carried by overhead lines. At this stage the budget does not allow for undergrounding these services in the foreseeable future. Preliminary costs from Orion and Telecom have indicated the cost of relocating their services to underground and removing the power poles would be in the \$150,000 - \$180,000 range. There would also be the additional costs of new street lighting poles to replace the power poles for general street lighting.
20. There are the following four land ownership issues along Cox Street, which ultimately require resolution:
 - (a) No 10 and No 14. Fence on legal road. Resumption.
 - (b) No 30. Note – hedge intrudes significantly onto legal road.
 - (c) No 67 Akela Street corner of Cox Street. Fence has not been set back to the widened road boundary line. Resumption if required. Possible stopping and disposal if not required.
 - (d) No 2 Akela Street/Cox Street corner. Corner splay will vest as road on deposit of plan LT 365210. This process has not been completed to date.
 - (e) There are no widening designation issues.
21. None of these issues will affect the kerb locations. They do however, affect the width of footpath remaining for pedestrians to use. Overhanging vegetation already influences the effective footpath width; consequently the relocation of fences onto the legal boundary and pruning/removal of vegetation back to the legal boundary will enable pedestrians to use the full width of the 2.3m wide footpath.
22. The City Plan, Part 14, Appendix 5 also has minimum roadway widths (that portion of the road devoted particularly to the use of motor vehicles, inclusive of shoulders and auxiliary lanes) for different road classifications. This scheme has a width of 6.7 m and the requirement in the City Plan is 7.5m therefore a consent is required. Where a road is proposed to be narrower than that outlined by Appendix 2 a resource consent will be required unless the kerb and channel is being replaced on an original alignment which is less than that required by the Plan, where a consent is not required due to existing use rights. Whether the application will be publicly notified or just notified to the residents of Cox St basis will be decided when the consent application is made to the Resource Management Team.

5. Cont'd

THE OPTIONS

23. Four options were developed for Cox Street. The common features of all three options are:
- (a) Kerb and dish channel will be replaced with kerbs and flat channel.
 - (b) All overhead power and telephone lines are to remain.
 - (c) Street lighting will be upgraded to current standards where required.
 - (d) There is a section of new kerb and flat channel at the western end that will not be renewed.

Option 1

24. Option 1 (no action) involves no changes to the existing street arrangement. The existing carriageway width is 7.5 metre wide with kerb and dish channels on both sides of the street and a 2.25 metre footpath on the southern side of the street. On-street parking is provided with two hour parking restrictions in force on both sides of the street.
25. It should be noted that the existing Telecom service poles on the northern side of Cox Street are located within the existing carriageway resulting in narrowing the effective (trafficable) carriageway width to 6.6 metres.

Option 2

26. Option 2 includes the replacement of the existing dish channel on its existing alignment, thus retaining its existing carriageway width of 7.8 metres. The existing speed environment has been maintained by retaining the existing carriageway width and the poor condition of the existing carriageway necessitates that the pavement be fully reconstructed.
27. Due to the minimal carriageway width and the on-street parking, three central splitter islands have been introduced at locations equidistant along the length of the street to enhance traffic flow and provides an opportunity for the introduction of some landscape planting and street trees.

Option 3

28. This option consists of a carriageway width of 7.5 metre, on-street parking along sections (alternating north and south) of the street with chicanes narrowing the carriageway to 4.5 metre at No. 22 and No. 48. The footpath on the southern side of Cox Street will be renewed and be 1.4 metre wide and located against the kerb for the length of the Project. The existing shrubs and trees which overhang and impede pedestrian flow will be trimmed back to the property boundary thus improving pedestrian access along the length of the street.
29. The shape of the existing carriageway and the minimal construction in the existing pavement necessitates that the pavement be fully reconstructed as part of the project. The street lighting will also be upgraded as part of the project and consequently the intersections and chicanes will be well lit.
30. The proposed no stopping areas which alternate between the northern and southern sides of Cox Street provide a wider trafficable lane for two-way traffic flow than is currently available. While the parking demand on Cox Street is low, in the event that a car is parked on either side of the street (existing) the vehicular flow is limited to one trafficable lane of 2.5 metres. The proposed parking restrictions address this issue, by providing two trafficable lanes of 2.5 metres, thus enhancing two-way traffic flow.

5. Cont'd

31. "No Stopping" areas are proposed at:

- (a) Chicanes at No. 22 and No. 48
- (b) Akela Street intersection
- (c) Stirling Street intersection

Narrow vehicle crossovers will be widened to 3.5 metres as part of the works.

Option 4

32. This option consists of a carriageway width of 6.6 metres, on-street parking along sections (alternating north and south) of the street with chicanes narrowing the carriageway to 4.5 metres at No. 22 and No. 48 as shown in **Attachment 1**.

33. The footpath on the southern side of Cox Street will be renewed along the existing alignment and be 2.3 metre wide and located against the kerb for the length of the Project. However there is a section of new kerb and flat channel at the western end that will not be renewed. There will consequently be a change in street cross section in this area as the 1.1 metre service strip will not be created from the western boundary of No 17 to the intersection with Stirling Street.

34. The existing shrubs and trees which overhang and impede pedestrian flow will be trimmed back to the property boundary thus improving pedestrian access along the length of the street.

35. The shape of the existing carriageway and the minimal construction in the existing pavement necessitates that the pavement be fully reconstructed as part of the project.

36. The street lighting will also be upgraded as part of the project and consequently the intersections and chicanes will be well lit.

37. The proposed no stopping areas which alternate between the northern and southern sides of Cox Street provide a wider trafficable lane for two-way traffic flow than is currently available. While the existing parking demand on Cox Street is low with the P120 parking restrictions on both sides of the road. In the event that cars are parked on both sides of the street at a location the vehicular flow would be limited to one trafficable lane of 2.5 metres maximum. The proposed parking restrictions address this issue, by providing two trafficable lanes of 2.2 metres, thus enhancing two-way traffic flow. "No Stopping" areas are proposed at the following locations:

- (a) Chicane at No. 22 and No. 48
- (b) Akela Street intersection
- (c) Stirling Street intersection

38. Narrow vehicle crossovers will be widened to 3.5 metre as part of the works.

39. The service strip on the northern side of the street cannot be considered as a footpath due to the obstruction caused by the power poles. However, it will provide pedestrians with some protection, which does not currently exist, when crossing the road, emerging from properties or getting into/out of parked vehicles on the northern side.

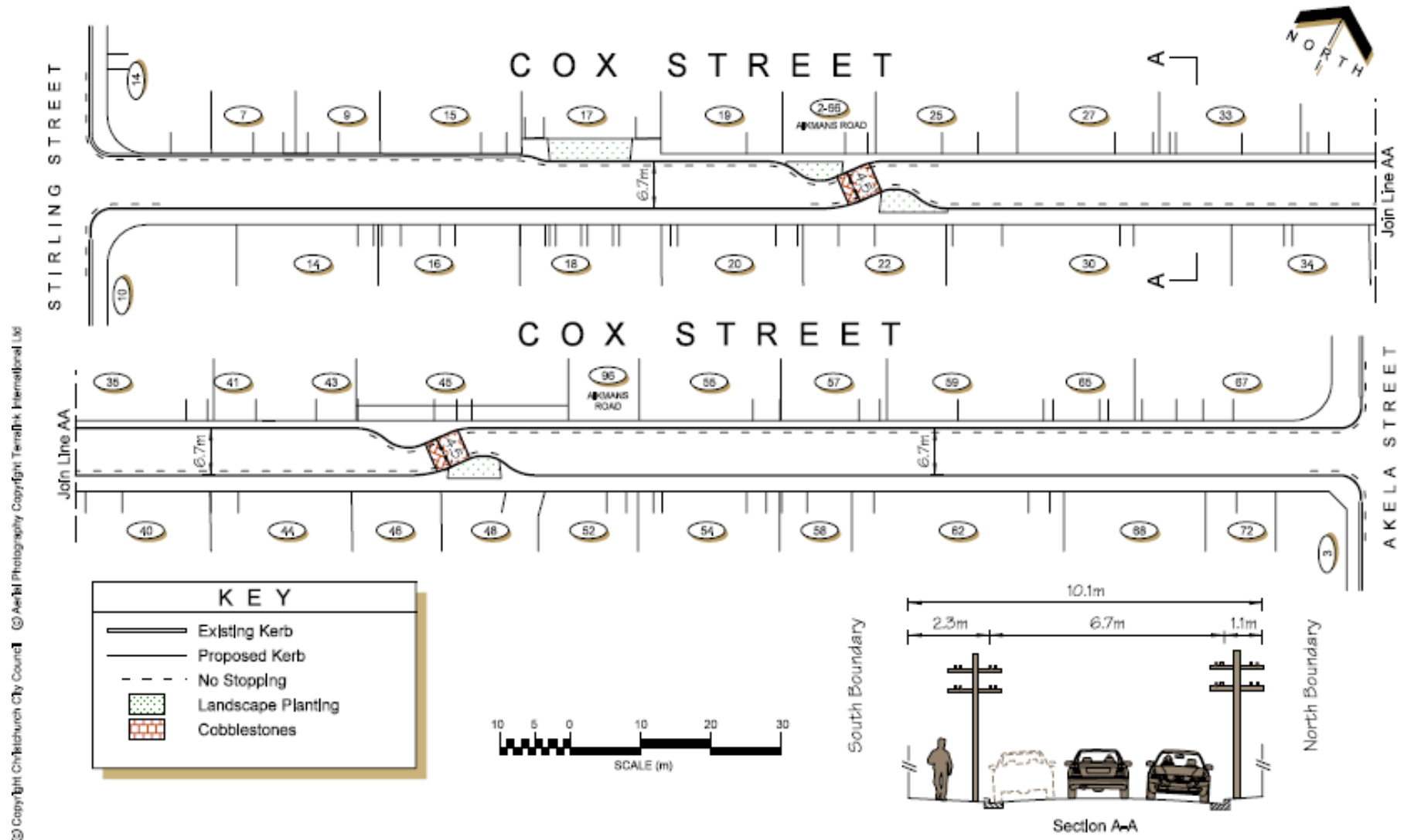
40. This scheme has been based on the pavement assessment which recommended the full reconstruction of the carriageway due to the condition of the existing pavement. It is not evident that this was taken into account when the budget was set for this project; hence the project cost significantly exceeds the project budget.

5. Cont'd

41. Due to the narrowness of the road and footpaths there will not be any significant landscaping proposed for this project. The landscaping at the slow points will be low groundcovers less than 500 mm high.

THE PREFERRED OPTION

42. Option Four has been chosen as the preferred option for Cox Street because it meets all the project objectives by:
 - (a) Creating a lower and safer speed environment for all users.
 - (b) Renewing the existing kerb and dished channel with kerb and flat channel.
 - (c) Improving safety for all road users.
 - (d) Improving the landscape and installs new street trees and landscaping.
 - (e) Ensuring adequate provision for on-street parking for residents.
 - (f) Enhancing the character of the street.



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COX STREET
Street Renewal
For Board Approval

Original Plan Size: **A4**

ISSUE.2 13/08/08
TP191301 MJR

Christchurch City Council

Capital Programme Group

FEEDBACK TO PROJECT: COX STREET – KERB AND DISH CHANNEL RENEWAL

CLOSING DATE FOR FEEDBACK: 28/7/08 INFORMATION PAMPHLET

Responses received: -

| Support | Number of Responses | % of Total Responses |
|-----------------------------------|---------------------|----------------------|
| Full Support | 7 | 29.2% |
| General Support (with suggestion) | 8 | 33.3% |
| Does Not Support | 4 | 16.7% |
| No Support Comment | 5 | 20.8% |
| Total | 24 | 100% |

Names and addresses, along with personal identifying information have been deleted from this document for privacy reasons. This information has been taken into consideration in the analysis of submissions.

| FEEDBACK SUMMARY: | RESPONSE: |
|--|---|
| General | |
| An excellent proposal. 10 | Agree, No action required |
| My wife and I support the Cox street upgrade. 15 | Agree, No action required |
| We support the traffic calming build-outs with the appropriate landscaping. 21 | Agree, No action required |
| A very good proposal But you are only doing half the job (see other comments). 24 | Agree, No action required |
| Proposed kerb channelling is well overdue 5 | No action required |
| Staff from the Merivale Mall should be able to use their carpark. 5 | Some Merivale staff do use their carpark. Comment will be passed to the Merivale Parking Strategy Project Team. |
| At the exit point there is a lamppost on the road 5. | The lamppost will be positioned behind the new kerb. |
| Would you please commence work on Blighs/Wairakei Rd upgrade first. 8 | The Wairakei/Blighs Project Team will be advised. |
| Too much consultation, not enough action. 8 | No action required |
| Rockgas has no pipes in this area. 11 | No action required |
| The street is so narrow now. I don't think it requires change. 3 | No action required. |
| We have a single car entrance with the chicane so close we are concerned about the turning into our driveway from the northern side of Cox Street (from Akela). To fix this we request that a double driveway entrance to be installed. This will permit a car to enter our drive without having to do a three point turn. 9 | A driveway of appropriate width will be incorporated in the detailed design. |
| I have been here for 10 or more years and we have been told we would be upgraded in 2 years time at least 3 times. 2 | No action required |
| In regard to cost of upgrade (long overdue!) I'm sure we are "rated" on the same basis of any other Merivale location. 16 | No action required |
| We we're very pleased to see the proposed new Cox St plan. Thank you for the opportunity to comment. 20 | No action required |

| FEEDBACK SUMMARY: | RESPONSE: |
|--|--|
| Landscaping | |
| Landscaping appears as the token gesture. 1 | It is the best that can be done in the available space. |
| Emphasis should be on creating a safe and legible streetscape. 1 | Agree, No action required. |
| Pedestrian | |
| We do look forward to any change to the old and dangerous kerbs and paths are in this area 14 | Agree, No action required |
| The primary concern is in the retaining of the temporary wooden power poles on the North side of the street. We understand that typically the council do not carry out undergrounding however we believe this is a unique case. The North side of the street is used by pedestrians as it is human nature to take the quickest route (especially with the school closest to the North side), so it is pleasing to see a narrow footpath proposed. However having a power poles embedded in this narrow sidewalk is a huge safety concern as people will step off, scooter off, bike off, buggy off, onto the road to get round them. This is of major concern as the road is so narrow and cars travel at speed as it is a quick thoroughfare (both for getting children to school and whizzing to the Mall). 20 | The Project Team acknowledges the concern; however undergrounding is outside the scope of the project. |
| The footpath width of 2.3m, appear to be of a consistent and desirable width. It is recognised that the width of the street cannot accommodate footpaths on both sides of the street and due to the access function of Cox Street, it is therefore only necessary to provide a minimum of one footpath on one side of the street. 22 | A 1.1 metre wide path will be provided on the north side. |
| 2.3m Kerb width is unnecessary the posts should be removed - the path on the South side only need to be 1200 mm to 1500 mm wide. 24 | The Project Team acknowledges the point, however post removal is outside the scope of the project. |
| Parking | |
| We are unable to exit our property by car if there is a car parked opposite. 5 | The situation will be improved by removing parking on one side of road, and installing the wider 3.5 metre standard driveway entrances. |
| I agree that the street is too narrow to have parking on both sides as well as provision of clear through access for emergency vehicles at all times. Parking restrictions may be applicable on Cox Street. 22 | Agree, No action required |
| The street is just fine now, with the exception of the silly 120P BOTH sides. It should only be one side (the one with no footpath) as sensibly proposed by stage one of your new parking plan. This plan conflicts with that. 13 | From traffic calming point of view alternating parking is preferable because it breaks up the sightline down the street. After considering options and all feedback the team has chosen to retain the no stopping layout as per the consultation plan. |
| It is a narrow street, but at least that slows drivers down, and it's an accepted fact of life in the inner city guests, visitors, people dropping their children at school need somewhere to stop. 120 min max parking stops Mall staff parking close to our driveways all day. It has worked well for us in this street with the 120 min parking. 12 | |
| We would prefer that the "no parking" restriction was on one side of the street only - the North side. 21 | |
| Do not support no parking on one side of the street at all 17 | |
| My car is best parked on the road as otherwise I would have to twice daily swap it with my wife's car parked off road. That is a waste of time, fuel and is unsafe due to 4-8 extra movements across the footpath. The other choice is to park in our garden. I shall not do that. Therefore your excessive parking restrictions must be altered to accommodate the residents. 13 | |
| 2/17 Cox Street currently has car parking where the landscaping - planting - is proposed. The plan shows car parking allowed on the other side of the road outside 18 Cox Street, also 16 and 20 Cox | |

| FEEDBACK SUMMARY: | RESPONSE: |
|---|--|
| Street. It is important that car parking is available on the street opposite this property. 18 | |
| You have some 'no stopping' on the footpath. Residents, visitors, contractors, home-help etc need to park on the footpath side. Do you expect passengers to get out on the footpath side into the gutter! 13 | |
| We support the retention of the P120 restrictions where there is "no parking" restrictions. 21 | Agree, no action required. |
| Extend the "No Stopping Zone" in front of No. 25 to the property line at No. 27 because there is a "Fire Hydrant" to the left of our driveway. Currently, parked cars pay no attention to the "Fire Water Access" designation. 15 | This is an enforcement issue. No action required. |
| There should be residents parking on both sides of the road. This street is only a thoroughfare for residents as it leads nowhere. Surely residents and their friends visiting should be able to park outside their own residence. 17 | Residents' parking only is permissible only if a property has no vehicle access and it is therefore unable to be provided in this situation. |
| We agreed to 120 minute parking because of congestion from Mall staff etc. parking all day, some type of exemption for home owners by way of car window sticker? or similar as many properties in Cox St have small sections, limited off street parking (3 bin rubbish collection will not help this) 16 | |
| You could save a lot of money by leaving things as now. There is no problem needing fixing. But if you must do something, do less; NO need for 'bottlenecks' at all, as the last thing we need is an even narrower street! 13 | No action required, comment not supported by initial consultation responses or feedback from this consultation. |
| No. 65 Cox Street which has no off street parking. I am enclosing a photograph of the street frontage and request the area between the power pole and the concrete path leading to the front door be tenant parking. 19 | Consultation Leader to advise resident on the process to apply for resident's only parking. If the process permits this it will be incorporated with the Community Board report. |
| I request tenants only parking notice to be erected in front of 65 Cox Street. To the best of my knowledge, this is the only residence in Cox St. in this position 16. | |
| Will the present parking limit of 2 hours between the hours of 8:30 a.m. and 5:00 p.m. still apply? 16 | Yes it will – no action required. |
| Traffic Control | |
| I agree with slowing indents in road. 1 | Agree, no action required |
| Do not agree that the road in Cox Street should be narrowed. 5 | The effective width of the carriageway will not be changed. |
| Put up 20 kph speed limit and 2 speed humps. They do work. 13 | No action required, comment not supported by initial consultation responses or feedback from this consultation. |
| Speed restriction 40 kph (also in Aikmans Rd in vicinity of Elmwood School) 16 | No action required, there is already a slow speed environment in Cox Street. |
| Speed of traffic - I believe 50 km/h is an appropriate speed limit to set for Cox St. Actual vehicular traffic speeds will be lower than 50 km/h due to the existence of traffic calming measures such as the narrow 6.7m and 4.5m narrowing of the carriageway. 22 | Agree, no action required. |
| Very disappointed to hear you will not move Power Poles we have just moved into Merivale from the Harewood area very dangerous street with the speed of traffic down Cox St to still have lower Power Poles on the road especially in this area. 14 | Power poles will behind kerb, this will require 4 poles to be moved. One pole will remain in the carriageway in the section that is already flat channel. |
| Lamp posts located on the road is very dangerous. Needs to be removed. 6 | |
| Cox street becoming one-way. 14 | Consultation response does not support making Cox Street one way |
| Outside the Scope of the Project | |
| Undergrounding of services is essential to the upgrading - this will positively contribute to the character of the street. Spending half a | The Christchurch City Council is |

| FEEDBACK SUMMARY: | RESPONSE: |
|--|--|
| million is a waste if Undergrounding of services is not included within the scheme. 1 | considering its existing policy on the undergrounding of overhead wiring. |
| Spending half a million is a waste if Undergrounding of services is not included within the scheme. 5 | |
| Cox St. deserves underground wiring 3 | |
| The residents of Cox St. deserve underground wiring. I would get a petition going to see how many residents would be willing to pay their own little bit of underground wiring if that would help. 2 | Consultation Leader advised resident that this would need to be organised by the residents. |
| I am very disappointed that Cox St isn't currently being considered for underground wiring. Other streets that are not "Main Roads" have been undergrounded. Stirling St for instance, there are many others. 12 | The Christchurch City Council is considering its existing policy on the undergrounding of overhead wiring. |
| Underground wiring please! For obvious reasons 16 | |
| Do not support non-removal of o/head wiring 17 | |
| Narrowness of street needs poles placed underground. 23 | |
| We request that the council asks the Utility Companies to review the appropriateness of their wiring infrastructure in Cox Street, noting that some poles may need upgrading. 21 | |
| Power supply should be placed underground. Could property owners contribute? 24 | |
| Special consideration should be given to the poles on this side being made underground as the speed of the cars combined with the narrow street and pedestrians having to walk onto the road (around poles) is a risk that creates a situation for an accident waiting to happen. 20 | |
| Suggestion re Elmwood school; Drive in to grounds off road and out to drop pupils off and pick up - maybe staggered finishing times to accommodate this. 5 | The Consultation Leader has advised the school of this suggestion. |

6. WATFORD STREET – KERB AND DISH CHANNEL RENEWAL

| | |
|------------------------------|---------------------------------------|
| General Manager responsible: | General Manager DDI 941- 8656 |
| Officer responsible: | Transport and Greenspace Unit Manager |
| Authors: | David Pinkney, Project Manager |

PURPOSE OF REPORT

1. To seek the Works, Traffic & Environment Committee's recommendation to the Fendalton/Waimairi Community Board to approve the Watford Street kerb and dish channel replacement project (as shown in **Attachment 1**) to proceed to final design, tender and construction.

EXECUTIVE SUMMARY

2. This project involves the replacement of all the existing kerb and dish channel with kerb and flat channel for the full length of Watford Street. The primary (must do) objectives for the project are as follows:
 - Replace the kerb and dish channel.
 - To meet the needs of and improve safety for all road users.
 - Upgrade of Street Lighting to current standards.

Secondary aims are:

- Provide suitable on-street parking to meet the needs of residents and clubs.
 - Minimise whole of life costs.
3. This project will reduce the roadway width to a maximum of nine metres, introduce trees in the extended berm areas where underground services allow and install raised platforms along Watford Street to assist in reducing the mean speed of through traffic. Kerbside parking is continually provided on both sides of the road except where kerb build-outs are proposed. Sixteen angle parks have been provided in the area outside the Waimairi Tennis Club as shown in **Attachment 1**.

FINANCIAL IMPLICATIONS

4. The proposed kerb and channel renewal work for the Watford Street project is recommended in the Transport and Greenspace Unit's capital programme for implementation in the 2008/2009 financial year.

| | Budget | Actual |
|---------|--------------|---------------|
| 2005/06 | \$52,010 | \$13,505 |
| 2006/07 | | \$8,292 |
| 2007/08 | \$75,975 | \$75,975 |
| 2008/09 | \$1,290,396* | \$1,290,396** |

*Funding was carried forward from 2007/08

**Projected spend for 2008/09 – includes project management, design and supervision.

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

5. Yes. Funding is provided from within the Transport and Greenspace Capital Programme in the 2006-2016 Long Term Council Community Plan (LTCCP).

LEGAL CONSIDERATIONS

6. There are no legal implications for this project. Community Board resolutions are required to approve the new traffic and parking restrictions. The Land Transport Rules provide for the installation of traffic and parking restrictions.

6. Cont'd

7. There is a land ownership issue associated with this project, in that several properties in the northern half of Watford Street are occupying legal road. This issue will be the subject of a separate report to Council.
8. This project aligns with the Transport and Greenspace Unit's Asset Management Plan, and the Street Renewals Project of the Capital Works Programme, pg 85, Our Community Plan 2006-2016.

ALIGNMENT WITH STRATEGIES

9. The recommendations in this report align with current Council strategies including the Parking Strategy, the Road Safety Strategy and the Cycling Strategy; and are consistent with the requirements for a Local Road as defined within the City Plan.

CONSULTATION FULFILMENT

10. A seminar was held with the Fendalton/Waimairi Community Board on 23 April 2007 advising the Board of the proposed consultation programme, prior to an initial survey which was carried out with the residents of Watford Street in May 2007. Approximately one hundred and ninety survey forms were distributed and fifty-one responses were received which identified traffic speed, on-street parking and landscaping as the key issues of concern in the street.
11. A further seminar was held with the Fendalton/Waimairi Community Board on 11 December 2007, prior to the publicity pamphlet (including concept plan) being distributed to the Watford Street community and stakeholders for consultation. The feedback period was from 25 January until 17 February 2008. Approximately three hundred and fifty pamphlets were distributed in Watford Street and the surrounding area plus other interest groups. Fifty-eight responses were received. The thirty-six respondents were in general support of the proposal. Eight were in opposition. The key issues raised related to landscaping, on-street parking, pedestrian and traffic safety concerns.
12. A revised consultation plan was drawn incorporating this feedback where appropriate and all properties directly affected by the changes were visited by the Consultation Leader in August 2008. No adverse feedback has been received in response to these changes. A summary of the feedback received in the consultation phase and the project team's responses are shown in **Attachment 2**.

As a result of the feedback received, the preferred option for the Watford Street project is shown in **Attachment 1**.

STAFF RECOMMENDATION

That the Works, Traffic & Environment Committee recommend:

- (a) That Fendalton/Waimairi Community Board approve the plan as shown on **Attachment 1** for final design, tender and construction.
- (b) Approve the following parking restrictions

Remove existing "No Stopping":

- (i) That all existing no stopping resolutions on the eastern side of Watford Street from Normans Road to Blighs Road, be revoked.
- (ii) That all existing no stopping resolutions on the western side of Watford Street from Normans Road to Blighs Road, be revoked.
- (iii) That the existing no stopping resolutions on the northern side of Normans Road commencing at its intersection with Watford Street and extending 15 metres in an easterly direction, be revoked.

6. Cont'd

- (iv) That the existing no stopping resolutions on the northern side of Normans Road commencing at the intersection with Watford Street and extending 10 metres in a westerly direction, be revoked.

New "No Stopping":

- (v) That the stopping of vehicles be prohibited at any time on the eastern side of Watford Street commencing at its intersection with Blighs Road and extending 12 metres in a southerly direction.
- (vi) That the stopping of vehicles be prohibited at any time on the western side of Watford Street commencing at its intersection with Blighs Road and extending 12 metres in a southerly direction.
- (vii) That the stopping of vehicles be prohibited at any time on the eastern side of Watford Street commencing at its intersection with Hawthorne Street and extending 12 metres in a northerly direction.
- (viii) That the stopping of vehicles be prohibited at any time on the western side of Watford Street commencing at its intersection with Hawthorne Street and extending 12 metres in a northerly direction.
- (ix) That the stopping of vehicles be prohibited at any time on the eastern side of Watford Street commencing at its intersection with Hawthorne Street and extending 14 metres in a southerly direction.
- (x) That the stopping of vehicles be prohibited at any time on the western side of Watford Street commencing at its intersection with Hawthorne Street and extending 14 metres in a southerly direction.
- (xi) That the stopping of vehicles be prohibited at any time on the northern side of Hawthorne Street commencing at its intersection with Watford Street and extending 11 metres in a westerly direction.
- (xii) That the stopping of vehicles be prohibited at any time on the southern side of Hawthorne Street commencing at its intersection with Watford Street and extending 11 metres in a westerly direction.
- (xiii) That the stopping of vehicles be prohibited at any time on the northern side of Hawthorne Street commencing at its intersection with Watford Street and extending 11 metres in an easterly direction.
- (xiv) That the stopping of vehicles be prohibited at any time on the southern side of Hawthorne Street commencing at its intersection with Watford Street and extending 11 metres in an easterly direction.
- (xv) That the stopping of vehicles be prohibited at any time on the northern side of Halton Street (north) commencing at its intersection with Watford Street and extending 18 metres in a westerly direction.
- (xvi) That the stopping of vehicles be prohibited at any time on the southern side of Halton Street (north) commencing at its intersection with Watford Street and extending 18 metres in a westerly direction.
- (xvii) That the stopping of vehicles be prohibited at any time on the western side of Watford Street commencing at its intersection with Halton Street (north) and extending 6 metres in a northerly direction.
- (xviii) That the stopping of vehicles be prohibited at any time on the western side of Watford Street commencing at its intersection with Halton Street (north) and extending 8 metres in a southerly direction.

6. Cont'd

- (xix) That the stopping of vehicles be prohibited at any time on the eastern side of Watford Street commencing at its intersection with Halton Street (south) and extending 17 metres in a northerly direction.
- (xx) That the stopping of vehicles be prohibited at any time on the eastern side of Watford Street commencing at its intersection with Halton Street (south) and extending 15 metres in a southerly direction.
- (xxi) That the stopping of vehicles be prohibited at any time on the northern side of Halton Street (south) commencing at its intersection with Watford Street and extending 10 metres in an easterly direction.
- (xxii) That the stopping of vehicles be prohibited at any time on the southern side of Halton Street (south) commencing at its intersection with Watford Street and extending 10 metres in an easterly direction.
- (xxiii) That the stopping of vehicles be prohibited at any time on the western side of Watford Street commencing 14 metres north of Halton Street (south) (northern kerb line) and extending 52 metres in a southerly direction.
- (xxiv) That the stopping of vehicles be prohibited at any time on the eastern side of Watford Street commencing 12 metres north of Brenchley Street (northern kerb line) and extending 54 metres in a southerly direction.
- (xxv) That the stopping of vehicles be prohibited at any time on the western side of Watford Street commencing at its intersection with Brenchley Street and extending 9 metres in a northerly direction.
- (xxvi) That the stopping of vehicles be prohibited at any time on the western side of Watford Street commencing at its intersection with Brenchley Street and extending 22 metres in a southerly direction.
- (xxvii) That the stopping of vehicles be prohibited at any time on the northern side of Brenchley Street commencing at its intersection with Watford Street and extending 13 metres in a westerly direction.
- (xxviii) That the stopping of vehicles be prohibited at any time on the southern side of Brenchley Street commencing at its intersection with Watford Street and extending 13 metres in a westerly direction.
- (xxix) That the stopping of vehicles be prohibited at any time on the eastern side of Watford Street commencing at its intersection with Normans Road and extending 14 metres in a northerly direction.
- (xxx) That the stopping of vehicles be prohibited at any time on the western side of Watford Street commencing at its intersection with Normans Road and extending 14 metres in a northerly direction.
- (xxxi) That the stopping of vehicles be prohibited at any time on the northern side of Normans Road commencing at its intersection with Watford Street and extending 18 metres in an easterly direction.
- (xxxii) That the stopping of vehicles be prohibited at any time on the northern side of Normans Road commencing at its intersection with Watford Street and extending 13 metres in a westerly direction.

6. Cont'd

Remove Existing Parking Restriction

(xxxiii) That the existing 120 minute vehicle parking restriction (from 9 am to 3 pm, Monday to Friday, between February and November) on the eastern side of Watford Street commencing at its intersection with Normans Road and extending 180 metres in a northerly direction, be revoked.

New Parking Restriction

(xxxiv) That the parking of vehicles be restricted to a maximum period of 120 minutes, (from 9 am to 3 pm, Monday to Friday, between February and November) on the eastern side of Watford Street commencing at a point 19 metres north from its intersection with Normans Road and extending in a northerly direction for a distance of 130 metres.

BACKGROUND (THE ISSUES)

13. This project was initiated by the Asset Renewal Team and involves the replacement of all the existing kerb and dish channel with kerb and flat channel for the full length of Watford Street. Watford Street is a street with an existing thirteen metre wide carriageway in the southern section and a nine metre wide carriageway in the northern section. The surrounding area is mainly residential and is zoned L1 (Living 1).
14. Watford Street is a local road which carries on average 1200 vehicles per day. Blighs Road at its northern end is a minor arterial road carrying on average 11,000 vehicles per day. St. Andrews College at its southern end generates through-traffic especially at school pickup and drop-off times and an on-street parking demand with some of its students.
15. The Land Transport New Zealand Crash Analysis System shows there have been three crashes recorded for the 5-year period between 2002 and 2006 in the vicinity of Watford Street.
 - Crash 1 – Blighs Road and Watford Street. This crash involved a car turning right from Watford Street onto Blighs Road hitting a cyclist heading WB on Blighs Road. Car failed to give way.
 - Crash 2 – Hawthorne Street and Watford Street. This crash involved car 1 heading NB on Watford Street hitting car 2 heading WB on Hawthorne Street. Car 1 failed to give way at stop sign.
 - Crash 3 – Hawthorne Street and Watford Street. This crash involved car 1 heading WB on Hawthorne Street hitting car 2 heading SB on Watford Street. Car 2 failed to give way at stop sign.

The proposed changes at the Hawthorne Street/Watford Street intersection are expected to improve safety by slowing vehicles down and improving sight lines at the intersection.

16. Several of the properties on the east side of Watford Street between Hawthorne Street and Blighs Road have encroached onto the road reserve which is the property of the Christchurch City Council. There is land ownership issues associated with this project, as follows:
 - (a) No 170. Blighs Road corner. Minor fence intrusion onto road.
 - (b) No 127. Fence not set back. **Resumption.**
 - (c) No.s 125, 123, 121, 119, 117, 115, 109, 105, and 103.
 - (d) Fences haven't been set back to the widening line. **Resumptions.**
 - (e) No 120. Note fence is set back beyond the boundary.
 - (f) No 101. Hasn't been legally widened. **Legalisation** if road alignment needs to be consistent. Not designated for widening.

6. Cont'd

- (g) No 95. (Hawthorne Street corner). Fence not set back to correct alignment. **Resumption.**
- (h) No 92. (Hawthorne Street corner). Fence set back behind boundary. Path and berm on private property. **Legalisation.**
- (i) No 76 Hawthorne Street. Fence not set back to correct alignment. **Resumption.**
- (j) Halton Street corner. Minor intrusion of wall onto road.
- (k) No 35. (Brenchley Avenue). Fence not set back to correct alignment. **Resumption.**
- (l) No 4. (Normans Road corner). Fence set back behind boundary. **Legalisation.**

Council staff are investigating options to address the encroachment issues separately from this project.

17. A contract has been let to:

- (a) renew the sewer between Halton Street and No. 7 Watford Street
- (b) install a new stormwater pipeline in Watford Street between number 42 Hawthorne Street and Halton Street and also along Halton Street between Watford Street and number 49.

Contractors started work in late August 2008 and are expected to complete the work in fourteen weeks.

THE OPTIONS

18. Three options were developed for comparison for Watford Street. The common features of all three options are:

- (a) Kerb and dish channel will be replaced with kerbs and flat channel.
- (b) Landscaped areas are to be planted with sedges, grasses, or similar small shrub species less than 1.0m high for visibility. The landscaping serves to emphasise the road narrowing along the street. All the options will have a minimum effect to the existing trees planted in the berm along Watford Street.
- (c) All kerb build-outs etc. are located to minimise access problems to existing residential driveways. Access will be maintained for those driveways affected near the build-outs. All works to tie into existing kerbing and footpaths on all side roads and the new works at Normans and Blighs Roads.
- (d) Between Normans Road and Hawthorne Street there will be a total carriageway reconstruction and from Hawthorne Street through to Blighs Road shoulder treatment is proposed.
- (e) In all options between Blighs Road and house number 77 the kerb line on the south side of Watford Street is to be replaced on the existing alignment. There needs to be at least 300 mm clearance between the proposed kerb face and the outside face of the existing power poles.
- (f) Between Normans Road and Hawthorne Street there will be a total carriageway reconstruction and from Hawthorne Street through to Blighs Road shoulder treatment is proposed.

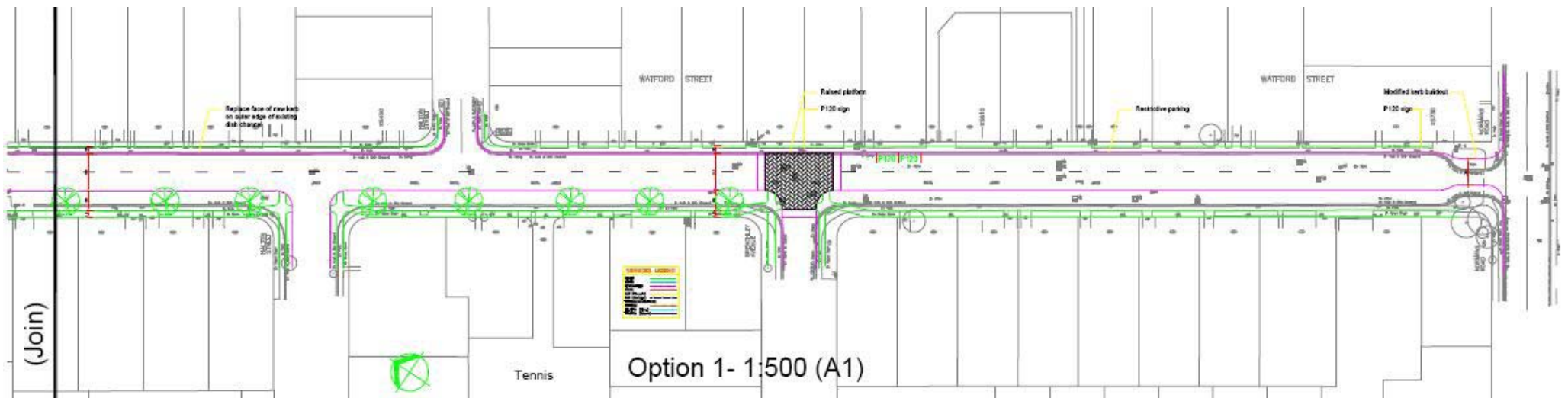
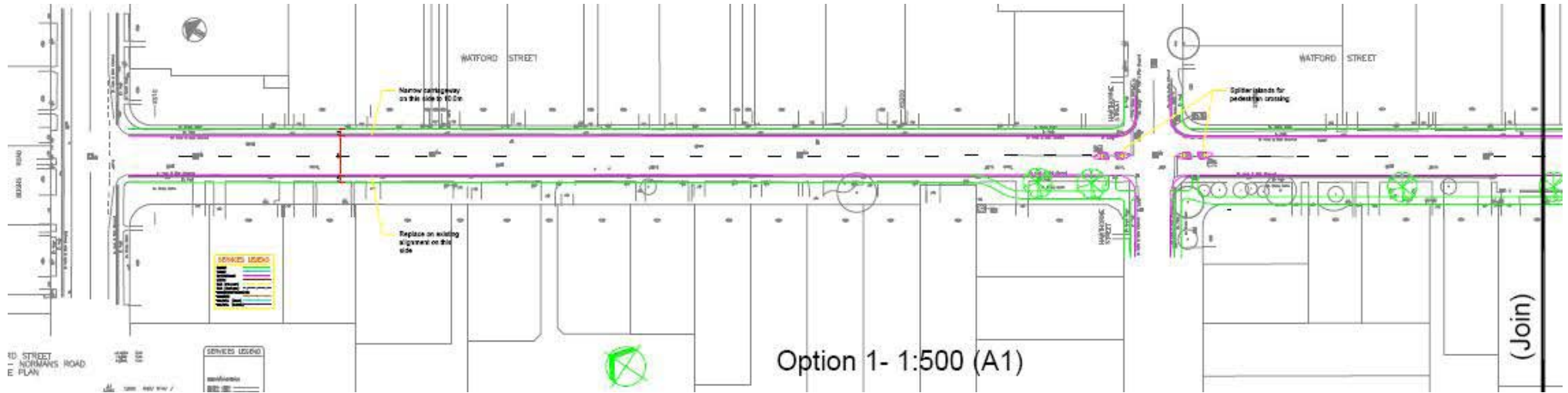
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Notes:

- (a) All overhead power and telephone lines are to remain.
- (b) Street lighting will be upgraded to current standards where required.
- (c) The parking generating activities located along Watford Street, include:
 - (i) St Andrew College on Normans Road affects on-street parking at the southern end of Watford Street, between Brenchley Avenue and Normans Road.
 - (ii) Waimairi Tennis Club on the western side of Watford Street, between Brenchley Avenue and Halton Street.

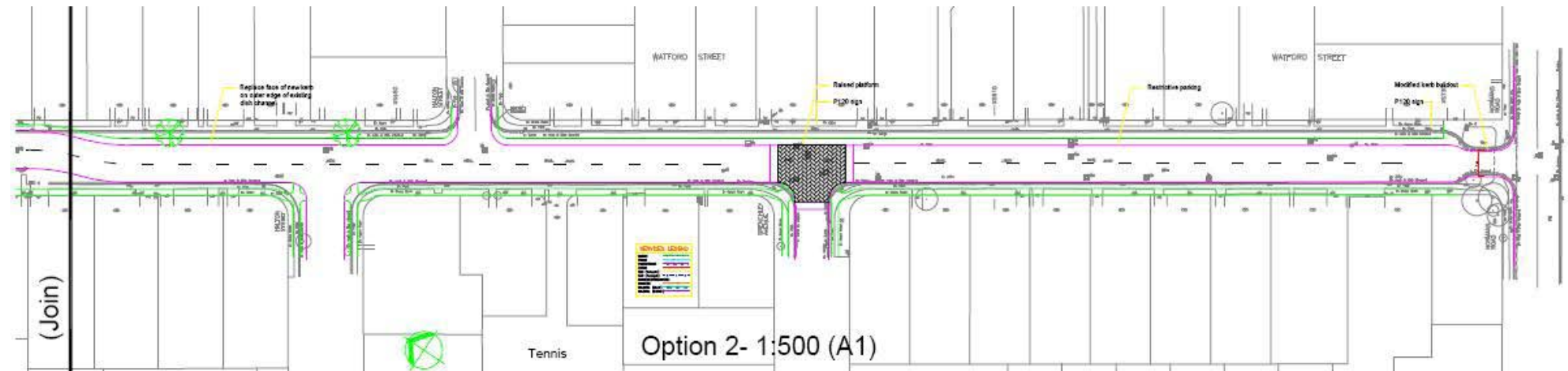
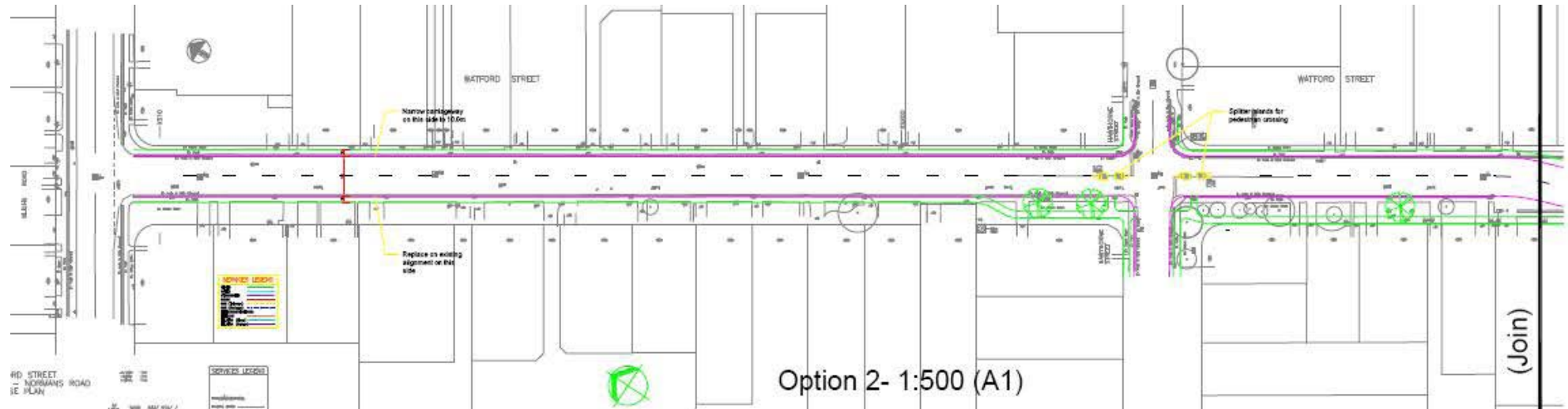
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19. Option 1 involves the installation of two pedestrian islands on Watford Street at the Hawthorne Street intersection, and a 75 mm raised platform at the intersection with Brenchley Avenue. This option reduces the existing carriageway width of 13 m, (from Normans Road to house number 73) and 9.5m (from house number 73 to Blights Road), to a proposed overall carriageway width of 10.0m. No kerb build-outs are proposed as shown in the following plan.



6. Cont'd

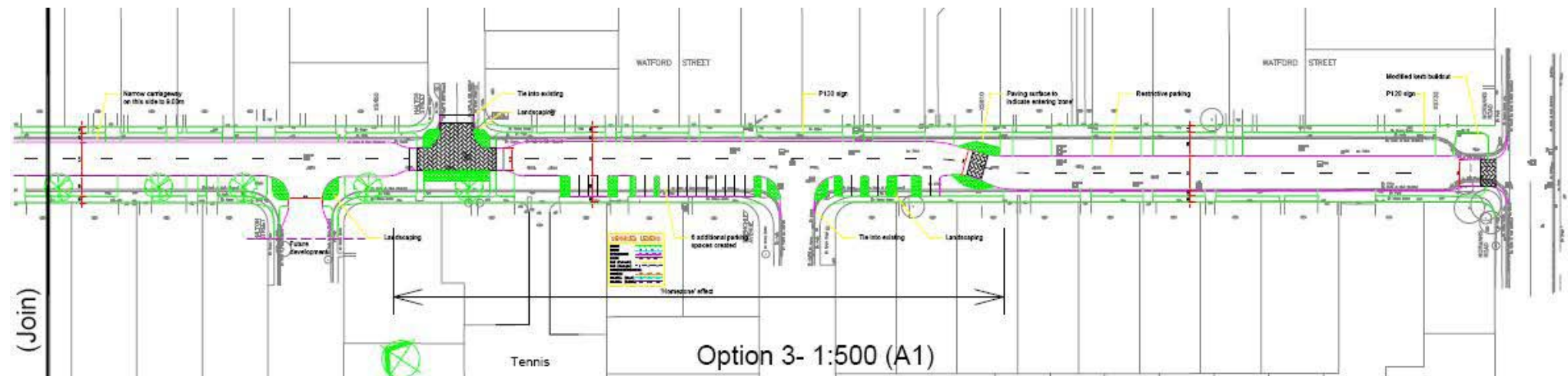
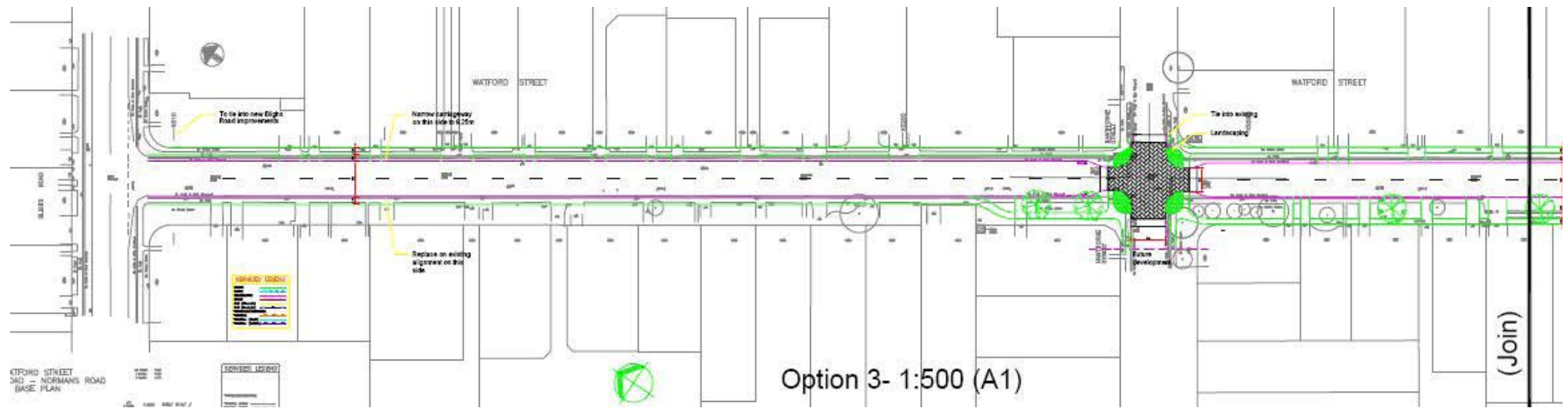
20. Option 2 is similar to Option 1 but with an offset kerb stagger of 4.0m starting from house number 74 and continues through to Normans Road. This has been done to take advantage of the existing kerb alignment and reduce the 'see-through' effect along Watford Street. This is expected to reduce vehicle speeds. Carriageway width along Watford Street is still 10 m as shown in the following plan.



6. Cont'd

21. Option 3 involves two 75 mm raised platforms one at the intersection with Hawthorne Street and the other at the intersection with Halton Street. There is also a surface treatment patch of pavers (not raised) 7.0m wide x 4.0m long outside house number 25 incorporated into a 3.7m right hand stagger of the kerb line along Watford Street. The platform at Halton Street serves to highlight the entrance/exit to the 'Home zone' area where the pavement patch outside house number 25 serves to highlight the other entrance/exit to the 'Home zone'. The 'Home zone' area provides right angle parking and landscaping on the west side of the street (adjacent to the tennis court), with kerb build outs offsetting both onto the existing carriageway and back against the proposed footway (to provide sufficient room for parked vehicles).
22. The carriageway width along Watford Street is reduced to 9.25m between Blighs Road and Hawthorne Street. (The 9.0m original design width was increased to avoid conflict with the water main on the east side). To tie into the existing new kerbing works at Blighs Road the kerb face on the west side of Watford Street will be at least 0.5m offset from the existing kerb face. Carriageway width from Hawthorne Street through to Normans Road is 9.0m. Carriageway width at the platforms will be 6.0m as shown in the following plan.

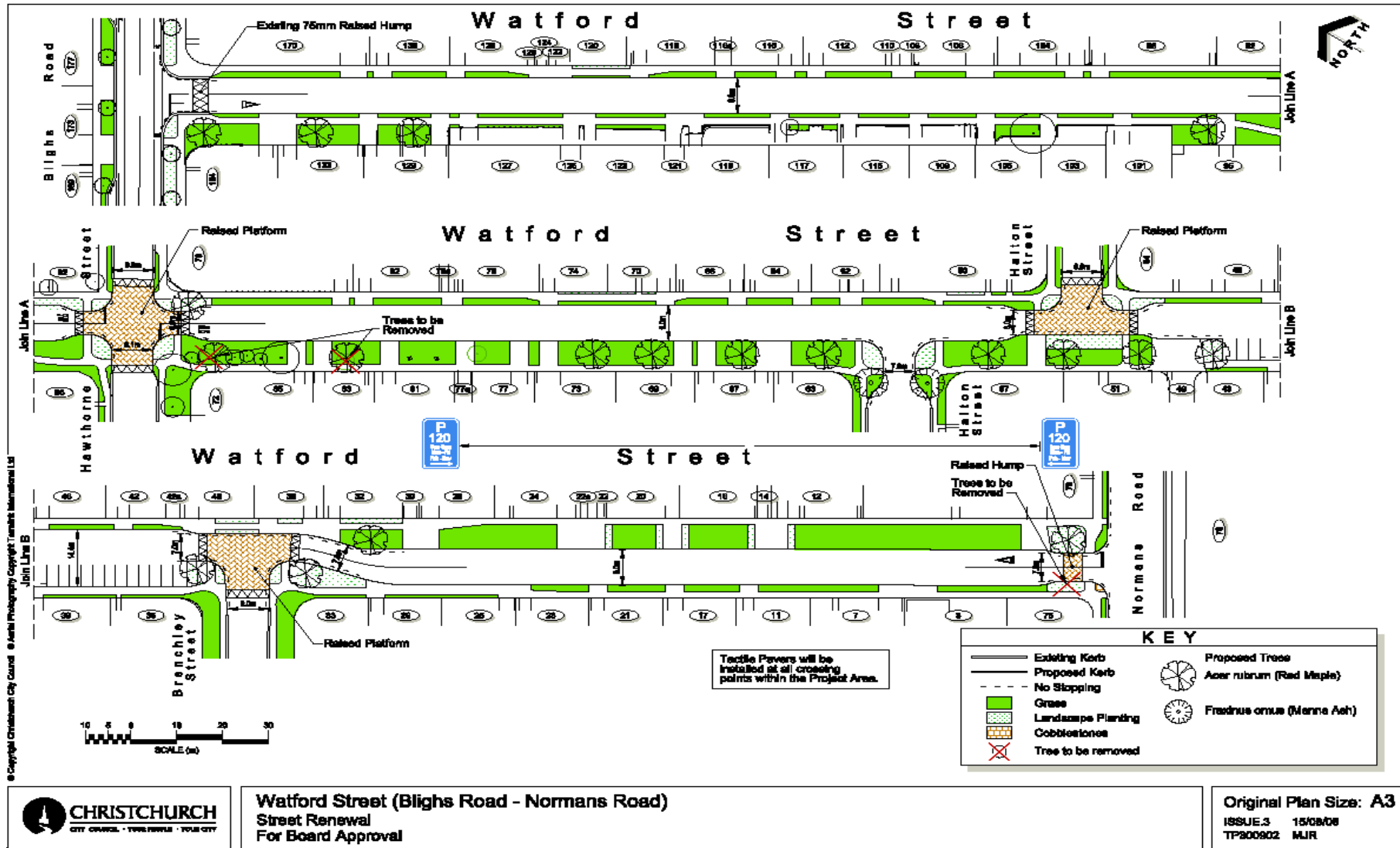
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6. Cont'd

THE PREFERRED OPTION

23. Option 3 was chosen as the preferred option with modifications made as a result of an independent safety audit and in response to feedback comments as follows:
- (a) At the angled parking bays; the end parking spaces have been increased to 3.0m wide, landscaping strips have been removed to improve drainage and landscaping areas at the ends of the bays have been increased to allow placement of ornamental trees.
 - (b) Watford Street between Blighs Road and Hawthorne Street; the edge of footpath on the west side is now against the boundary with a berm strip of 1.0m wide to avoid the power poles and the width of the carriageway is reduced from 9.25m to 9.0m, to align with the new kerbing works at Blighs Road
 - (c) The angle parking spaces have been reduced and the chicane moved northwards as shown on **Attachment 1**.
- 24 This proposal for Watford Street was chosen as the preferred option because:
- (a) A lower and safer speed environment will be created for all users.
 - (b) Renews the existing kerb and dished channel with kerb and flat channel.
 - (c) Improves safety for all road users.
 - (d) Improves the landscape and installs new street trees.
 - (e) Ensures adequate provision for on-street parking for residents and the local tennis club.
 - (f) Enhances the character of the street.



Watford Street**Public Consultation Issues & Responses**

350 households in Watford Street and part way along adjacent streets, and other interested groups, were consulted, of which 58 responded. The majority of respondents (62%) were in support of the proposal.

Responses received from 25/1/08 to 3/3/08:

| Support | Number of Responses | % of Total Responses |
|--------------------|----------------------------|-----------------------------|
| Full Support | 36 | 62.1% |
| Does Not Support | 8 | 13.8% |
| No Support Comment | 14 | 24.1% |
| Total | 58 | 100% |

A schedule of specific concerns raised and responses to these are given below:

Summary of Community Issues and Team Responses

| Concern | Ref | Summary Description | Team Response |
|----------------|----------------|--|---|
| General | 17, 48 | The plan is good (17, 48) | No action required |
| | 49 | It is good to see the dish channel is to be replaced (49) | No action required |
| | 12 | Can't wait for the work to start (12) | No action required |
| | 18, 28, 37, 45 | Generally happy with the proposal (18,28,37, 45) | No action required |
| | 30 | Thank you for keeping us informed. (30) | No action required |
| | 7 | We are against the proposal because we want to purchase the road widening in front of our property (7) | Action – consultation leader to talk to resident [at No 95] regarding council policy for selling. The proposed scheme would not prevent land purchase in the future. |
| | 31 | Please remove the shared water connection and install two individual connections. (31) | Action – resident to be advised to contact water supplier as outside of scope of project. |
| | 32 | Some sturdy public seating would be helpful. (32) | Action – Consultation leader to contact resident [at No 106] to ascertain preferred location for further consideration. |
| | 32 | Don't put LPG reticulation in the street. (32) | No action required because LPG reticulation will not be installed as part of this project. |
| | 33 | Make sure the contractors are better managed than the Blighs Road ones. (33) | Action - Capital Delivery to ensure better management of contractors. It is noted that work recently undertaken on Blighs Road involved trialling a new construction method |
| Site Mtgs | 45 | No. 98 is being developed, please work with developer so new seal is not dug up (45) | Action – Capital Delivery to contact builder to confirm underground services needs. |
| | | Correct consultation plan as marked (site meetings) | Action – Scheme Designer to amend drawings with marked up changes. |
| | 23 | Make sure the new proposal stops the flooding of Brenchley [should be Brenchley] Street. (23) | No action required as it is expected that the Watford Street drainage project will minimise risks of localised flooding. |
| Drainage | 32 | Please include rain gardens to clean up the stormwater e.g. Wyndham St. (32) | No action required as rain gardens are considered to be inappropriate for this project. Drainage will be addressed during the detailed design phase. |

| Concern | Ref | Summary Description | Team Response |
|-------------|---|--|--|
| | 49 | Can the stormwater pipe running through #36 be moved? We are prepared to contribute towards the cost (49) | No action required – this is a major stormwater main and rerouting is a major project. Presently the council has no plans to do this. |
| | 48 | Is the stormwater pipe through Nos 32, 36, and 40 being renewed?(48) | No action required – this is a major stormwater main and rerouting is a major project. Presently the council has no plans to do this |
| Landscaping | 2 | Very supportive of the proposed changes that beautify the street. (2) | No action required |
| | 52 | The proposed landscaping from 3 to 33 is good (52) | No action required |
| | 50 | The proposed planting of trees is good (50) | No action required |
| | 5 | Don't plant a tree near my drive (5) | Action – Landscaping to review position of trees [at No 77 / 77A] |
| | 5 | We want less, not more, grass to mow (5) | No action required as it is policy to lay grass in berms and landscape build-outs only. |
| | 6 | The proposed trees outside Nos 92 and 95 appear to be on top of an 11,000 volt cable, please relocate to give a minimum of 1.0 metres clearance (6). | Action – Location of services to be checked. |
| | 13 | Please do not put a tree outside our place (13) | Modification – Tree to be removed from scheme outside property [No.24] as requested |
| | 28 | Can we choose the tree for outside our place? (28) | No action required as the design does not show a tree outside this property [No 104] |
| | 24 | Two new street trees in front of No. 79 are not wanted, (24) | Action – Consultation leader to confirm with resident which two trees are to be removed as there are 3 shown on the scheme design. |
| | 54 | Please plant N.Z. plants not exotics (54) | No action required because natives will be planted in build-outs and exotics will be planted as street trees. |
| | 40, 50 | Trees need to be planted outside every property with no gaps (40, 50) | No action required because trees will be planted where (1) space allows (2) there are no conflicts with services; and (3) adjacent owners want them. |
| | 32 | Please plant native trees rather than exotics. (32) | No action required because natives will be planted in build-outs and exotics will be planted as street trees. |
| | 5 | The camellia tree outside No. 77 should be kept. (5) | Action – Landscaping to review position of trees [at No 77 and 77A]. |
| | 25 | Please remove the landscaping outside No. 25 and continue the grass berm right through. (25) | Modification - as requested |
| | 35 | It is ridiculous having a 9 metre berm on one side and a 2 metre berm on the other. (35) | No changes required because of conflicts with underground services. |
| 36 | Leave the frontage outside No. 50 as it is where there is no fence. (36) | Action – Consultation leader to confer with resident regarding alignment. | |
| 16 | The pocket berm on the corner outside #170 Blighs needs to be removed. (16) | Modification – The pocket berm on the corner outside #170 Blighs is to be removed and replaced with asphalt back to the fenceline. | |

