

# **CHRISTCHURCH CITY COUNCIL SUPPLEMENTARY AGENDA (NO. 2)**

**THURSDAY 30 SEPTEMBER 2010**

**1PM**

**COUNCIL CHAMBER, CIVIC OFFICES,  
53 HEREFORD STREET**

# AGENDA - OPEN SUPPLEMENTARY

## CHRISTCHURCH CITY COUNCIL

**Thursday 30 September 2010 at 1pm  
in the Council Chamber, Civic Offices, 53 Hereford Street**

**Council:** The Mayor, Bob Parker (Chairperson).  
Councillors Helen Broughton, Sally Buck, Ngaire Button, Barry Corbett, David Cox, Yani Johanson,  
Claudia Reid, Bob Shearing, Gail Sheriff, Mike Wall, Sue Wells, Chrissie Williams and Norm Withers.

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30. 9. 2010

**22. RESOLUTION TO BE PASSED - SUPPLEMENTARY REPORTS**



Approval is sought to submit the following reports to the meeting of the Council on Thursday 30 September 2010:

- Report by the Chairperson of the Fendalton/Waimairi Community Board: 28 September 2010
- Report by the Chairperson of the Lyttelton/Mt Herbert Community Board: 28 September 2010
- 2010 Christchurch Civic Awards (Public Excluded)

The reason, in terms of section 46(vii) of the Local Government Official Information and Meetings Act 1987, why the reports were not included on the main agenda is that they were not available at the time the agenda was prepared.

All reports are urgent and cannot wait for the next meeting of the Council.

**RECOMMENDATION**

That the reports be received and considered at the meeting of the Council on 30 September 2010.

30. 9. 2010

**23. REPORT BY THE CHAIRPERSON OF THE FENDALTON/WAIMAIRI COMMUNITY BOARD:  
28 SEPTEMBER 2010**

Attached.

**REPORT BY THE CHAIRPERSON OF THE  
FENDALTON/WAIMAIRI COMMUNITY BOARD  
28 SEPTEMBER 2010**

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

**1. HEATON STREET/ALLISTER AVENUE/CIRCUIT STREET– PROPOSED PARKING RESTRICTIONS**

<b>General Manager responsible:</b>	General Manager City Environment, DDI 941-8608
<b>Officer responsible:</b>	Transport and Greenspace Manager
<b>Author:</b>	Peter Barnes, Consultation Leader, Capital programme

**PURPOSE OF REPORT**

1. The purpose of this report is to:
  - (a) Seek the Community Board approval of the proposed parking management of Heaton Street (Papanui Road to Allister Avenue), Allister Avenue and Circuit Street as illustrated on **Attachment 1**.
  - (b) Recommend to Council that further improvements to this section of the network be considered in the 2012-22 LTCCP.

**EXECUTIVE SUMMARY**

2. Proposed parking restrictions in the area of Heaton Street, Allister Avenue and Circuit Street are to address the high level of 'all day' parking in these Streets. This proposal includes school drop off /pick up areas and new bus stop locations.
3. Parking management in this area has been the subject of significant discussion between the Council and the community over the past three years. More recently, an initial survey (August 2009), workshop (June 2010) and formal submission period (July 2010) have provided the project team with a good understanding of residents' and other stakeholders' perspectives on parking issues in this area. The attached plan (**Attachment 1**) shows the proposed parking restrictions, school drop off/pick up areas and bus stop locations.
4. In addition to recent consultation and feedback, the project builds upon previous work. This includes:
  - (a) **September 2004**  
The Council commissioned a parking occupancy survey together with a resident and motorist perception survey of the Streets surrounding Merivale Mall. This was in response to local residents and retailers concerned about parking availability. In April 2005 Abley Transportation Consultants produced a report addressing the issues raised by this survey.
  - (b) **February 2009**  
The Fendalton/Waimairi Community Board approved the Merivale Parking Plan. In doing so the Board resolved:

*"That a separate detailed study be undertaken on Heaton Street between Allister Avenue and Papanui Road, to include Allister Avenue and Circuit Street. This study should consider changes to parking restrictions and general traffic management including possible introduction of cycle lanes and changes to nearby bus stop locations. The study should focus on school safety, parking demand and changing parking demands due to surrounding activities, support of the Proposed Merivale Parking Plan, and any changing parking demands on Allister Avenue and Circuit Street."*

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(c) **October 2009**

Following an initial issues survey of residents (August 2009), Abley Transportation Consultants analysed the results and assessed and scored based on meeting technical and community objectives. A preferred scheme was identified.

(d) **December 2009**

A report was submitted to the F/W Community Board recommending that formal consultation on the preferred option ( from the Abley report ) take place with residents and other stakeholders. However it was apparent that many residents and other stakeholders would benefit from, and welcome, a further opportunity to discuss all of the proposals and as a consequence the formal consultation was deferred to enable a workshop with residents to take place ( see Clause 3 above ).

**PROPOSAL**

5. This proposal is based on analysis over a period of time of investigation. While staff initially considered a more encompassing traffic parking and management plan for the area, with additional elements such as intersection improvements and cycle lanes, this proposal focuses on residents' primary concerns around parking and school drop off/pick up areas. Staff still acknowledge the need to consider these additional matters in the future, however that will be subject to further planning and consultation at that time.
6. The project team has reviewed feedback received to date and believe the proposed concept plan strikes a fair balance between the needs of residents, schools and other road users. A summary of the features of the proposal (refer to attachment 1 for full details) is as follows:
  - (a) P120 restricted parking on sections of Heaton Street between Papanui Road and Allister Avenue, 11am – 3pm, Monday to Friday.
  - (b) P120 restricted parking on both sides of Circuit Street, 11 am – 3pm, Monday to Friday.
  - (c) P120 restricted parking on the north-east side of Allister Avenue, 11am – 3pm, Monday to Friday.
  - (d) P3 school "drop off" area on both sides of the Street outside Heaton Normal Intermediate, 8am – 9:30am and 2:30pm – 3:30pm on school days only (and reverts to P120 11am – 3 pm at other times on Monday to Friday).
  - (e) North east bound bus stop, located outside 121/123 Heaton Street.
  - (f) South west bound bus stop, located outside 138 Heaton Street.
7. A report by Traffic Engineering Consultants (Abley Transportation) was submitted to the Board in December 2009, and identified and considered a number of parking restriction options.
8. The Abley Report was used as a starting point for both staff and residents to consider further (sub)options. As a result, this concept was developed and consulted on in July 2010.

**FINANCIAL IMPLICATIONS**

9. The estimated cost of this proposal is approximately \$8,000. This cost includes the installation of signs and posts associated with the implementation of the parking management.

**Do the Recommendations of this Report Align with 2009-19 LTCCP budgets?**

10. Yes. The installation of road markings and signage is within the current LTCCP Streets and Transport operational budgets.

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**LEGAL CONSIDERATIONS**

11. Part 1, Clause 5 of the Christchurch City Council Traffic and Parking Bylaw 2008 provides the Council with the authority to install parking restrictions by resolution.
12. The installation of any parking restriction signs and/ or markings must comply with the Land Transport Rule: Traffic Control Devices 2004.

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

13. As above.

**ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS**

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

**Do the recommendations of this report support a level of service or project in the 2009-19 LTCCP?**

15. As above.

**ALIGNMENT WITH STRATEGIES**

16. The recommendations align with a number of Council Strategies including the Parking Strategy 2003, Road Safety Strategy 2004 and the Safer Christchurch Strategy 2005.

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

17. As above.

**CONSULTATION FULFILMENT**

18. Consultation for this project built upon previous consultation undertaken for the Merivale Parking Plan (2008). More recent consultation consisted of three stages:
  - (a) **August 2009**  
Residents of the three subject Streets were consulted with initial an issues survey and asked to identify traffic and parking issues and the severity of these issues. Residents identified key issues as pedestrian safety, parking and school drop-off areas.
  - (b) **1 June 2010**  
A workshop was held with residents and Heaton Intermediate School representatives to allow staff to outline the consultation process, preferred option development, and to enable residents to provide their own perspectives and feedback on the various options identified in the Abley Report. A clear preference and outcome from the meeting was that residents requested for parking restrictions as a matter of priority. Other improvements to this section of the network for example potential cycle lanes, intersection changes etc. would require additional funding and would therefore need to be considered in future LTCCP funding rounds.
  - (c) **1-15 July 2010**  
A public information leaflet and submission form was distributed to all residents/property owners of the three Streets, and other stakeholders.
19. Of the 135 leaflets that were distributed in early July 2010, a total of 25 leaflets were returned (19%). Eighteen responses stated they "generally supported the proposal" (72%), while five responses stated that they "generally did not support the proposal" (20%).

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20. When respondents were asked if they supported the extension of P120 restricted parking on Heaton Street between Allister Avenue and Rossall Street, nine respondents supported this (36%), and five respondents (20%) opposed. It is noted that of those respondents that supported the extended parking to Rossall Street, only one was a resident within that section of Heaton Street.
21. The project team received strong feedback comments supporting both sides of Circuit Street restricted P120 parking, as opposed to just one side as per the consultation plan.
22. The school drop off zones received no feedback (including no comment from Heaton Intermediate).
23. The location of bus stops was touched upon in four submissions.
24. The project team received some feedback on the timing and duration of P120 parking restriction restrictions. A survey of the Merivale Parking Plan has indicated that the P120 11am to 3pm parking restriction (week days only) is very effective at deterring all day parking and the project team recommends that this format is used for ease of interpretation and consistency. A monitoring regime will be implemented that will measure the effectiveness of each implemented phase. Any identified problems or opportunities will be addressed as part of a subsequent review.
25. Following the evaluation of submissions by the project team, it was determined that the following amendment to the concept (as circulated) was appropriate:
  - (a) Both sides of Circuit Street to have P120 restricted parking, 11am to 3pm weekdays.

**STAFF RECOMMENDATION**

It is recommended that the Fendalton/Waimairi Community Board:

- (a) Approve the following:
  - (i) That all existing parking restrictions on the southeast side of Heaton Street commencing at its intersection with Papanui Road and extending in a south westerly direction to its intersection with Allister Avenue be revoked.
  - (ii) That all existing parking restrictions on the northwest side of Heaton Street commencing at its intersection with Papanui Road and extending in a south westerly direction to its intersection with Circuit Street be revoked.
  - (iii) That all existing parking restrictions on the northwest side of Heaton Street commencing at its intersection with Circuit Street and extending in a south westerly direction for a distance of 361 metres be revoked.
  - (iv) That all existing parking restrictions on the northeast side of Allister Avenue commencing at its intersection with Heaton Street and extending in a south easterly direction to its intersection with Leinster Road be revoked.
  - (v) That all existing parking restrictions on the south west side of Allister Avenue commencing at its intersection with Heaton Street and extending in a south easterly direction to its intersection with Leinster Road be revoked.
  - (vi) That all existing parking restrictions on the north east side of Circuit Street commencing at its intersection with Heaton Street and extending in a north westerly direction to the road termination be revoked.
  - (vii) That all existing parking restrictions on the south west side of Circuit Street commencing at its intersection with Heaton Street and extending in a north westerly direction to the road termination be revoked.



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- (viii) That the stopping of vehicles be prohibited (at any time) on the north west side of Heaton Street commencing at its intersection with Papanui Road and extending in a south westerly direction for a distance of 55 metres.
- (ix) That the parking of vehicles be restricted to a maximum period of 120 minutes on the north west side of Heaton Street commencing at a point 55 metres south west of its intersection with Papanui Road and extending in a south westerly direction for a distance of 35 metres. This restriction is to apply from 11am to 3pm, Monday to Friday.
- (x) That the stopping of vehicles be prohibited (at any time) on the north west side of Heaton Street commencing at its intersection with Circuit Street and extending in a north easterly direction for a distance of 16 metres.
- (xi) That the stopping of vehicles be prohibited (at any time) on the north west side of Heaton Street commencing at its intersection with Circuit Street and extending in a south westerly direction for a distance of 29 metres.
- (xii) That the parking of vehicles be restricted to a maximum period of 120 minutes on the north west side of Heaton Street commencing at a point 29 metres south west of its intersection with Circuit Street and extending in a south westerly direction for a distance of 43 metres. This restriction is to apply from 11am to 3pm, Monday to Friday.
- (xiii) That the parking of vehicles be restricted to a maximum period of 3 minutes on the north west side of Heaton Street commencing at a point 78 metres south west of its intersection with Circuit Street and extending in a south westerly direction for a distance of 17 metres. This restriction is to apply from 8.30am to 9.30am and from 2.30pm to 3.30pm, on school days only.
- (xiv) That the stopping of vehicles be prohibited (at any time) on the north west side of Heaton Street commencing at a point 95 metres south west of Circuit Street and extending in a south westerly direction for a distance of 35 metres.
- (xv) That a Bus stop be created on the north west side of Heaton Street, commencing at a point 130 metres south west of Circuit Street and extending in a south westerly direction for a distance of 19 metres.
- (xvi) That the stopping of vehicles be prohibited (at any time) on the north west side of Heaton Street commencing at a point 149 metres south west of Circuit Street and extending in a south westerly direction for a distance of 10 metres.
- (xvii) That the parking of vehicles be restricted to a maximum period of 3 minutes on the north west side of Heaton Street commencing at a point 159 metres south west of its intersection with Circuit Street and extending in a south westerly direction for a distance of 48 metres. This restriction is to apply from 8.30am to 9.30am and from 2.30pm to 3.30pm, on school days only.
- (xviii) That the parking of vehicles be restricted to a maximum period of 120 minutes on the north west side of Heaton Street commencing at a point 217 metres south west of its intersection with Circuit Street and extending in a south westerly direction for a distance of 144 metres. This restriction is to apply from 11am to 3pm, Monday to Friday.
- (xix) That the stopping of vehicles be prohibited (at any time) on the south east side of Heaton Street commencing at its intersection with Papanui Road and extending in a south westerly direction for a distance of 36 metres.

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- (xx) That the parking of vehicles be restricted to a maximum period of 120 minutes on the south east side of Heaton Street commencing at a point 36 metres south west of its intersection with Papanui Road and extending in a south westerly direction for a distance of 75 metres. This restriction is to apply from 11am to 3pm, Monday to Friday.
- (xxi) That the stopping of vehicles be prohibited (at any time) on the south east side of Heaton Street commencing at a point 111 metres south west of Papanui Road and extending in a south westerly direction for a distance of 58 metres.
- (xxii) That the parking of vehicles be restricted to a maximum period of 3 minutes on the south east side of Heaton Street commencing at a point 169 metres south west of its intersection with Papanui Road and extending in a south westerly direction for a distance of 11 metres. This restriction is to apply from 8.30am to 9.30am and from 2.30pm to 3.30pm, on school days only.
- (xxiii) That the stopping of vehicles be prohibited (at any time) on the south east side of Heaton Street commencing at a point 180 metres south west of Papanui Road and extending in a south westerly direction for a distance of 8 metres.
- (xxiv) That a Bus stop be created on the south east side of Heaton Street, commencing at a point 188 metres south west of Papanui Road and extending in a south westerly direction for a distance of 14 metres.
- (xxv) That the stopping of vehicles be prohibited (at any time) on the south east side of Heaton Street commencing at a point 202 metres south west of Papanui Road and extending in a south westerly direction for a distance of 36 metres.
- (xxvi) That the parking of vehicles be restricted to a maximum period of 3 minutes on the south east side of Heaton Street commencing at a point 238 metres south west of its intersection with Papanui Road and extending in a south westerly direction for a distance of 49 metres. This restriction is to apply from 8.30am to 9.30am and from 2.30pm to 3.30pm, on school days only.
- (xxvii) That the parking of vehicles be restricted to a maximum period of 120 minutes on the south east side of Heaton Street commencing at a point 301 metres south west of its intersection with Papanui Road and extending in a south westerly direction for a distance of 177 metres. This restriction is to apply from 11am to 3pm, Monday to Friday.
- (xxviii) That the stopping of vehicles be prohibited (at any time) on the south east side of Heaton Street commencing at its intersection with Allister Avenue and extending in a north easterly direction for a distance of 27 metres.
- (xxix) That the stopping of vehicles be prohibited (at any time) on the north east side of Allister Avenue commencing at its intersection with Heaton Street and extending in a south easterly direction for a distance of 9 metres.
- (xxx) That the stopping of vehicles be prohibited (at any time) on the north east side of Allister Avenue commencing at a point 19 metres south east of its intersection with Heaton Street and extending in a south easterly direction for a distance of 33 metres.
- (xxxi) That the stopping of vehicles be prohibited (at any time) on the north east side of Allister Avenue commencing at its intersection with Leinster Road and extending in a north westerly direction for a distance of 16 metres.
- (xxxii) That the stopping of vehicles be prohibited (at any time) on the south west side of Allister Avenue commencing at its intersection with Heaton Street and extending in a south easterly direction for a distance of 18 metres.

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- (xxxiii) That the parking of vehicles be restricted to a maximum period of 120 minutes on the south west side of Allister Avenue commencing at a point 18 metres south east of its intersection with Heaton Street and extending in a south easterly direction for a distance of 36 metres. This restriction is to apply from 11am to 3pm, Monday to Friday.
- (xxxiv) That the stopping of vehicles be prohibited (at any time) on the south west side of Allister Avenue commencing at a point 54 metres south east of its intersection with Heaton Street and extending in a south easterly direction for a distance of 32 metres.
- (xxxv) That the parking of vehicles be restricted to a maximum period of 120 minutes on the south west side of Allister Avenue commencing at a point 86 metres south east of its intersection with Heaton Street and extending in a south easterly direction for a distance of 50 metres. This restriction is to apply from 11am to 3pm, Monday to Friday.
- (xxxvi) That the stopping of vehicles be prohibited (at any time) on the south west side of Allister Avenue commencing at its intersection with Leinster Road and extending in a north westerly direction for a distance of 16 metres.
- (xxxvii) That the stopping of vehicles be prohibited (at any time) on the north east side of Circuit Street commencing at its intersection with Heaton Street and extending in a north westerly direction for a distance of 9 metres.
- (xxxviii) That the parking of vehicles be restricted to a maximum period of 120 minutes on the north east side of Circuit Street commencing at a point 9 metres north west of its intersection with Heaton Street and extending in a north westerly direction for a distance of 159 metres. This restriction is to apply from 11am to 3pm, Monday to Friday.
- (xxxix) That the stopping of vehicles be prohibited (at any time) on the south west side of Circuit Street commencing at its intersection with Heaton Street and extending in a north westerly direction for a distance of 9 metres.
- (xxxx) That the parking of vehicles be restricted to a maximum period of 120 minutes on the south west side of Circuit Street commencing at a point 9 metres north west of its intersection with Heaton Street and extending in a north westerly direction for a distance of 159 metres. This restriction is to apply from 11am to 3pm, Monday to Friday.
- (xxxxi) That the stopping of vehicles be prohibited (at any time) on the north east side of Circuit Street commencing at a point 168 metres north west of its intersection with Heaton Street and extending in an anti clockwise direction around the cul-de-sac kerb line to a point on the south western kerb side that is 168 metres north west of its intersection with Heaton Street.

- (b) Recommend to the Council that the related Capital works be put into the 2012/22 LTCCP planning process for consideration.

**BOARD RECOMMENDATION**

The Fendalton/Waimairi Community Board recommend to the Council that staff recommendation (b) be considered.

## 2. RURAL YALDHURST AREA – PROPOSED NIGHT-TIME RESTRICTION FOR VEHICLES

<b>General Manager responsible:</b>	General Manager City Environment, DDI 941 8608
<b>Officer responsible:</b>	Transport and Greenspace Manage
<b>Author:</b>	George Kuek, Traffic Engineer – Transport

**PURPOSE OF REPORT**

1. The purpose of this report is for the Council to consider a recommendation from the Fendalton/Waimairi Community Board that it prohibit motor vehicles weighing less than 3,500 kilograms from stopping, entering and/or being used on the roads listed in paragraphs five and six below and as shown on the plan **Attachment 1**.

**EXECUTIVE SUMMARY**

2. At the Board meeting on 18 August 2009, a deputation by several residents living in the rural area of Yaldhurst sought measures to be implemented to curb anti-social driver (boy racer) activities and behaviour in their community.
3. The delegation outlined their experiences and concerns regarding the safety for road users and for local residents and they described the wilful damage occurring to private and public property, the litter being generated, the intimidation and fear arising from the activities, and the pollution resulting from fuel deposits and tyre burnouts.
4. In the past two years, Police have responded to numerous callouts (refer to paragraph 19 below) from residents related to the illegal activities as detailed in paragraph three above.
5. Following the deputation, the Board decided that staff be requested to investigate whether Clause 68A (*“Prohibition Times on Roads”*) of the **Traffic and Parking Bylaw 1991** can be extended to include the Streets below:
  - (a) Ryans Road (from Russley Road to Guys Road)
  - (b) Grays Road (from Avonhead Road to Ryans Road)
  - (c) Pound Road (from Yaldhurst Road to McLeans Island Road)
  - (d) Guys Road (from School Road to Conservators Road)
  - (e) School Road (from Yaldhurst Road)
  - (f) Savills Road
  - (g) Conservators Road
  - (h) Coringa Road.
6. During investigations, it has been noted that the following roads are not among the roads listed above but they are linked, and have the potential to attract undesirable anti-social driver activities (refer Attachment 1):
  - (a) **Jessons Road** – this is a local no-exit road which runs east off the north end of Pound Road near its existing intersection with McLeans Island Road. Police records show that anti-social driver activities have taken place in this location.
  - (b) **Avonhead Road** – this is the 1270 metre long section at the west end of Avonhead Road, linking Russley Road with the north end of Grays Road.
  - (c) **Hasketts Road** – this is the 200 metre long section at the north end of Hasketts Road providing access to School Road from West Coast Road.
  - (d) access (no road name) to School Road from West Coast Road – this is the 80 metre long access road near the east end of School Road.

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7. Given the potential to attract anti-social driver activities, it is recommended that the roads listed in paragraph six above should also be considered for appropriate prohibition to curb these activities.
8. Note that Clause 68A (*"Prohibition Times on Roads"*) of the **Traffic and Parking Bylaw 1991** referred to in paragraph five above has been superseded by Clause 15 (*"Prohibited Times on Roads"*) in Part 2 of the current **Traffic and Parking Bylaw 2008**.
9. At its 22 April 2010 meeting, the Council resolved the following **additions** and **amendments** to council's *"Prohibited Times on Roads"* policy:
  - (a) that the following be added as a second and third paragraph of the Scope and Definitions section of the "Prohibited Times on Roads" policy (**Attachment 2** to the agenda):
    - (i) *Where a "Prohibited Times on Roads" request is for well-defined industrial areas with no through function, the prohibition should be seven days a week, from 10 pm to 5 am the following morning.*
    - (ii) *Where a "Prohibited Times on Roads" request is for an area where people live or where the roads have a through function then the prohibition is to apply only during limited times, in particular: – Thursday to Friday 10 pm - 5 am; Friday to Saturday 10 pm – 5 am; Saturday to Sunday 10 pm – 5 am; Sunday to Monday 10 pm – 5 am; and from 10 pm on the day preceding any public holiday until 5 am on that statutory holiday; and from 10 pm on the public holiday to 5 am the following morning.*
  - (b) That the issues to be considered section of the flowchart (Attachment 2 to the agenda) in the "Prohibited Times on Roads" policy be amended so that the second bullet point reads *"The problem has persisted for a considerable period of time, even though other enforcement has been carried out."*
  - (c) That the issues to be considered section of the flowchart in the "Prohibited Times on Roads" policy be amended so that the fourth bullet point reads *"No arterial roads, or collector roads, are included."*
  - (d) That the existing "Prohibited Times on Roads" be reassessed into the two categories and a report be presented to the Council to align the days and times of the prohibitions on the existing roads with (a)(i) and (ii) above.
10. Prior to the prohibition time regime and "days of the week" regime resolved by the Council at their meeting on 22 April 2010, several different time regimes and "days of the week" regimes existed for several areas of prohibition around the city. The Police had indicated that the inconsistencies would cause issues for enforcement, and could cause confusion over what days and times existed when a callout came in, therefore requiring Police to check the details on the signs on arrival would not provide effective enforcement.
11. The *Prohibited Times on Roads* recommended in this report are consistent with the above amended council's *"Prohibited Times on Roads"* policy.
12. All the roads covered in this report are located in the sparsely populated rural area of Yaldhurst and Harewood west and south of Christchurch International Airport, where the properties are mainly farms and lifestyle blocks. The rural setting of this area attracts anti-social driver behaviour at night.
13. Apart from Pound Road which is a collector road, all the other roads (including the additional roads listed in paragraph six) are classified as local roads.

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14. The current speed limit is 50 kilometres per hour on School Road east of Hasketts Road, and on the access road to School Road from West Coast Road. On all the other roads under consideration, the current speed limit is 100 kilometres per hour. However, the following roads are listed on Council's current Speed Limit Review:
  - (a) Pound Road, from Yaldhurst Road to Ryans Road
  - (b) Guys Road, from School Road to Ryans Road
  - (c) Hasketts Road, from West Coast Road to School Road
  - (d) School Road, from Hasketts Road to west end.
15. Currently there are plans to stop and close off the section of Pound Road, from a point approximately 1120 metres north of Ryans Road, to its intersection with McLeans Island Road north of Jessons Road. This is to facilitate the provision of a protection area extension of the Christchurch International Airport east-west runway, as required by New Zealand Civil Aviation Authority. The plan includes re-aligning Pound Road to re-join McLeans Island Road at a point approximately 1660 metres west of the existing McLeans Island Road/Pound Road intersection (see Attachment 1). The re-alignment work is planned to be completed by October 2011, after which the road stopping of Pound Road (as described above) will be implemented.
16. Apart from approximately 330 metres of existing No Stopping restrictions (No Stopping broken yellow lines) on Pound Road along the Airport boundary at the west end of the airport east-west runway, there are no other restrictions on the other roads. **Note:** the section of Pound Road with No Stopping restrictions is in the section to be stopped and closed, as discussed in paragraph 15 above.
17. The traffic survey carried out on Pound Road in May 2010 showed that traffic volumes were 3,950 vehicles per day.
18. On Guys Road and School Road, a traffic survey carried out in May 2008 showed that traffic volumes were recorded at approximately 236 vehicles a day and 313 vehicles a day, respectively. No traffic volume data are available for the other roads.
19. The following reported information on traffic incidents have been provided by Police (refer to **Attachment 2** copy of letter dated 20 July 2010 from Police):
  - (a) between July 2008 and June 2010, Police received 288 complaints regarding anti-social driver behaviour
  - (b) in that same period, Police received a further 192 complaints regarding general traffic offending, some of which could have been related to anti-social drivers
  - (c) although there are records of anti-social driver behaviour dating back to 1999, Police have noticed an increase in incidents involving such behaviour in the last five years
  - (d) Police records for the area show that anti-social drivers are most active on Pound Road, Ryans Road, Guys Road, Yaldhurst Road and West Coast Road, and to a lesser extent on School Road, Grays Road, Savills Road, Conservators Road, Jessons Road and Avonhead Road.
20. Based on the above information provided by Police, an average of between two to three Police complaints per week were laid. These do not include the 192 complaints in paragraph 19 (b) above.

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21. The Police have powers to deal with offences relating to the lack of traction of vehicles and the speed of vehicles. However, this behaviour usually stopped by the time the Police arrived on the scene. It can start up again minutes after the Police leave. Prohibiting both the spectators and the participants from taking their cars on the affected roads will allow the Police to deal with this undesirable behaviour. The most effective way to achieve this is to prohibit those vehicles from using or parking on the road unless they are driven by residents or bona fide visitors of properties in that road.
22. Pound Road being a collector road should not be included on the "*Prohibited Times on Roads*" Register as this road is a designated traffic route and therefore the 'New Zealand Bill of Rights' issues need to be considered. It is therefore more appropriate to install a night time parking restriction on this road, which would give the Police the power to stop anti-social drivers from gathering on Pound Road at night, which is an effective method of dealing with the problem.
23. Given the planned stopping, closing off and re-alignment of Pound Road as discussed in paragraph 15 above, the following options for this section of Pound Road were considered:

**Option One:**

- (a) Install appropriate signs on Pound Road, including in the section to be stopped and closed. Upon completion of the re-alignment of Pound Road, shift the affected signs to the newly re-aligned section of Pound Road.

**Option Two:**

- (b) Install appropriate signs on Pound Road, but not in the section to be stopped and closed. Upon completion of the re-alignment of Pound Road, installed the remaining signs in the newly re-aligned section of Pound Road.
24. Option two is the preferred option because it will not involve installing, removing and re-installing the affected signs. Even if anti-social driver activities take place on Pound Road before it is stopped, closed and re-aligned, the disturbance will be minimal given that the nearest dwelling is 240 metres away on Savills Road.
  25. It is proposed that the following prohibitions be imposed:
    - (a) the stopping of vehicles on Pound Road, from Yaldhurst Road to a point approximately 1120 metres north of the Pound Road/Ryans Road intersection, between 10pm and 5am on Thursdays, Fridays, Saturdays, Sundays, on the day preceding a public holiday, and on the public holiday from 10pm to 5am the following day.
    - (b) the stopping of vehicles on Pound Road along its new alignment, from a point approximately 1120 metres north of the existing Pound Road/Ryans Road intersection to the new Pound Road/McLeans Island Road intersection approximately 1660 metres west of the current Pound Road/McLeans Island Road intersection, between 10pm and 5am on Thursdays, Fridays, Saturdays, Sundays, on the day preceding a public holiday, and on the public holiday from 10pm to 5am the following day.
    - (c) the entry and/or use of vehicles weighing less than 3,500 kilograms on the roads listed below, between 10pm and 5am on Thursdays, Fridays, Saturdays, Sundays, on the day preceding a public holiday, and on the public holiday from 10pm to 5am the following day:
      - (i) Ryans Road (from Russley Road to Guys Road)
      - (ii) Grays Road (from Avonhead Road to Ryans Road)
      - (iii) Guys Road (from School Road to Conservators Road)
      - (iv) School Road (from Yaldhurst Road)
      - (v) Savills Road
      - (vi) Conservators Road
      - (vii) Coringa Road
      - (viii) Jessons Road (from Pound Road)

2 Cont'd

- (ix) Avonhead Road (from Russley Road to Grays Road)
- (x) Hasketts Road (from West Coast Road to School Road)
- (xi) access road near east end of School Road (from West Coast Road to School Road)

26. If adopted by the Council, the names of the roads affected by the *Prohibited Times on Roads* proposal will be added to the "*Prohibited Times on Roads*" Register.
27. This will allow the Police to carry out effective enforcement.
28. Police have also pointed out that "law abiding" members of the public regularly park in the area at night to observe aircraft movements (aircraft watching) at the airport. The vantage points for aircraft watching in the affected area are Pound Road, Grays Road and Avonhead Road.
29. Current domestic flight schedules show that the first and last flight arrivals are at approximately 7.30am and 10.05pm respectively, while the first and last flight departures are at approximately 5.40am and 8.45pm respectively. The proposed prohibitions on the roads will only minimally affect aircraft watching of the arrival of the last domestic flight.
30. International flight schedules for winter show that the first and last flight departures are at approximately 6.00am and 7.05pm respectively, so aircraft watching of departing international flights will not be affected by the proposed hours of prohibitions on the roads.
31. The first and last international flight arrivals in winter are at approximately 12.25am and 11.55pm respectively. Of the 100 international weekly arrivals, 43 of these flights arrive between 10.25pm and 1.00am during the proposed hours of prohibition for the roads.
32. Aircraft watching on Grays Road and Avonhead Road during the times of prohibition will not be possible if the proposed prohibition of vehicles weighing less than 3,500 kilograms entering and/or being used on the roads is imposed.
33. Similarly, aircraft watching on Pound Road will not be possible if the proposed prohibition on stopping on the road by vehicles is imposed. However, when patrolling Pound Road, Police can exercise discretion if they encounter legitimate aircraft watchers who are not engaging in anti-social driver activities.
34. Other than the Police, no consultations have been carried out due to the fact that residents in the area initiated the deputation to the Board.

**FINANCIAL IMPLICATIONS**

35. The estimated cost of this proposal is approximately \$55,000.

**Do the Recommendations of this Report Align with 2009-19 LTCCP budgets?**

36. The installation of traffic signs is within the LTCCP Transport and Greenspace Operational Budgets.

**LEGAL CONSIDERATIONS**

37. Complies with the provisions of the New Zealand Bill of Rights Act 1990.
38. Clause 15 (1) of the Christchurch City Council Traffic and Parking Bylaw 2008 provides that "The Council may by resolution specify any road or part of a road and the days and times during which motor vehicles weighing less than 3,500 kilograms are prohibited from being used on the road or part of that road or roads".
39. The installation of any parking restriction signs and/or markings must comply with the Land Transport Rule: Traffic Control Devices 2004.



2 Cont'd

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

40. As above.

**ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS**

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

**Do the recommendations of this report support a level of service or project in the 2009-19 LTCCP?**

42. This contributes to improve the level of service for safety and access.

**ALIGNMENT WITH STRATEGIES**

43. The recommendations align with the Council's Road Safety Strategy, Safer Christchurch Strategy and Litter Strategy.

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

44. As above.

**CONSULTATION FULFILMENT**

45. The Police support this recommendation.

46. The request for the "*Prohibited Times on Road*" to be extended to the Yaldhurst area came from the Board during its meeting on 18 August 2009 following a deputation from area residents who outlined their experiences and concerns resulting from anti-social driver activities and behaviour in their community.

**STAFF RECOMMENDATION**

It is recommended that the Fendalton/Waimairi Community Board recommends to the Council:

- (a) to prohibit the stopping of vehicles on Pound Road, from Yaldhurst Road to a point approximately 1120 metres north of the Pound Road/Ryans Road intersection, between 10 pm and 5 am on Thursdays, Fridays, Saturdays, Sundays, on the day preceding a public holiday, and on the public holiday from 10 pm to 5 am the following day.
- (b) to prohibit the stopping of vehicles on Pound Road along its new alignment, from a point approximately 1120 metres north of the existing Pound Road/Ryans Road intersection to the new Pound Road/McLeans Island Road intersection approximately 1660 metres west of the current Pound Road/McLeans Island Road intersection, between 10pm and 5am on Thursdays, Fridays, Saturdays, Sundays, on the day preceding a public holiday, and on the public holiday from 10pm to 5am the following day.
- (c) that pursuant to the Clause 15 in Part 2 of the Christchurch City Council's **Traffic and Parking Bylaw 2008**, motor vehicles weighing less than 3,500 kilograms be prohibited from entering and/or being operated on the following roads between 10pm and 5am on Thursdays, Fridays, Saturdays, Sundays, on the day preceding a public holiday, and on the public holiday from 10pm to 5am the following day:
  - (i) Ryans Road (from Russley Road to Guys Road)
  - (ii) Grays Road (from Avonhead Road to Ryans Road)
  - (iii) Guys Road (from School Road to Conservators Road)
  - (iv) School Road (from Yaldhurst Road)
  - (v) Savills Road
  - (vi) Conservators Road

## 2 Cont'd

- (vii) Coringa Road
- (viii) Jessons Road (from Pound Road)
- (ix) Avonhead Road (from Russley Road to Grays Road)
- (x) Hasketts Road (from West Coast Road to School Road)
- (xi) access road near east end of School Road (from West Coast Road to School Road).

**BOARD RECOMMENDATION**

The Fendalton/Waimairi Community Board recommends to the Council that the staff recommendation be adopted.

3. **POUND ROAD STOPPING**

<b>General Manager responsible:</b>	General Manager, City Environment Group DDI 941-8608
<b>Officer responsible:</b>	Asset and Network Planning Manager
<b>Author:</b>	Weng – Kei Chen, Asset Engineer and Bill Morgan, Property Consultant

**PURPOSE OF REPORT**

1. The purpose of the report is to seek a resolution from the Council, in accordance with Section 342(1) of the Local Government Act 1974 to stop part of Pound Road (as defined in the resolution below). Notice is not to be published until the new alternative road is open and available to traffic.

**EXECUTIVE SUMMARY**

2. The Council at its meeting on 26 November 2009 approved the Fendalton/Waimairi Community Board's recommendation to commence road stopping procedures, pursuant to the Tenth Schedule of the Local Government Act 1974, with respect to those parcels of Pound, Savills and Jessons Roads shown as Sections 16 to 23 inclusive on Survey Office Plan 424971 (**Attachment 1**). This was prompted by a request from CIAL to realign the location of the existing Pound Road from Savills Road to McLean's Island Road. The deviation is required to meet with Civil Aviation regulations for the operation of the east/west runway which must be complied with by the end of 2011.
3. The Council has complied with the requirements of the Tenth Schedule by notifying all of the owners adjoining the road proposed to be stopped, publicly notifying the intention to stop the road twice as required, in the Christchurch Press, calling for objections to the proposal and placing a copy of the notice at each end of the portion of the road to be stopped.
4. In all eleven submissions were received of which two were in support, two were from Companies seeking to protect their services and seven opposed to the proposal. Following discussions with the Companies they have accepted that their services (electricity and fibre copper cables) will be protected by easements. With respect to the private objectors their concerns were generally based around boy racer problems being experienced in Jessons Road. It was agreed at a meeting with the residents to undertake some traffic treatment measures to the intersection of Jessons and Pound Roads and if found necessary CIAL has agreed to gate Pound Road, once stopped, to prevent activity in the area outside of normal business hours. Having completed the traffic improvements and accepted CIAL's undertaking the residents have now withdrawn their objections.
5. The next step in the process is for the Council to resolve by public notice to declare that the road is stopped and to forward two copies of the notice and plans to the Chief Surveyor so that the land records can be noted. The road stopping will not take effect until the matter has been actioned by the Chief Surveyor.

**3 Cont'd**

6. This action cannot, however, be completed until the realignment of the road has been constructed, legalised and opened for traffic. The passing of the resolution to give public notice of the stopping will enable the stopping to be completed to coincide with the opening of the new road.

**FINANCIAL IMPLICATIONS**

7. There are no financial implications for the Council as all costs are being met by CIAL.

**Do the Recommendations of this Report Align with 2009-19 LTCCP budgets?**

8. Not applicable.

**LEGAL CONSIDERATIONS**

9. The requirements of the Local Government Act 1974 section 342 Stopping and Closing of roads have been met.

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

10. Yes - see above.

**ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS**

11. Yes - the resolution required for the road stopping will enable the realignment of Pound Road to proceed. The new road alignment will provide a safer, sustainable network that enables access to goods and services, work and leisure activities.

**Do the recommendations of this report support a level of service or project in the 2009-19 LTCCP?**

12. Not applicable.

**ALIGNMENT WITH STRATEGIES**

13. This work is consistent with the traffic objectives in the Christchurch City Plan.

**CONSULTATION FULFILMENT**

14. All of the requirements have been met.

**STAFF RECOMMENDATION**

That the Board recommends to Council:

- (a) That pursuant to the provisions of Section 345 (1) (a) of the Local Government Act 1974, the Council, by public notice, hereby declares that those parcels of Pound, Jessons and Savill's Roads, as defined in the following schedule, are stopped; and the road shall, subject to the Council's compliance with clause 9 of the Tenth Schedule of the Act, thereafter cease to be road.

3 Cont'd

**SCHEDULE**

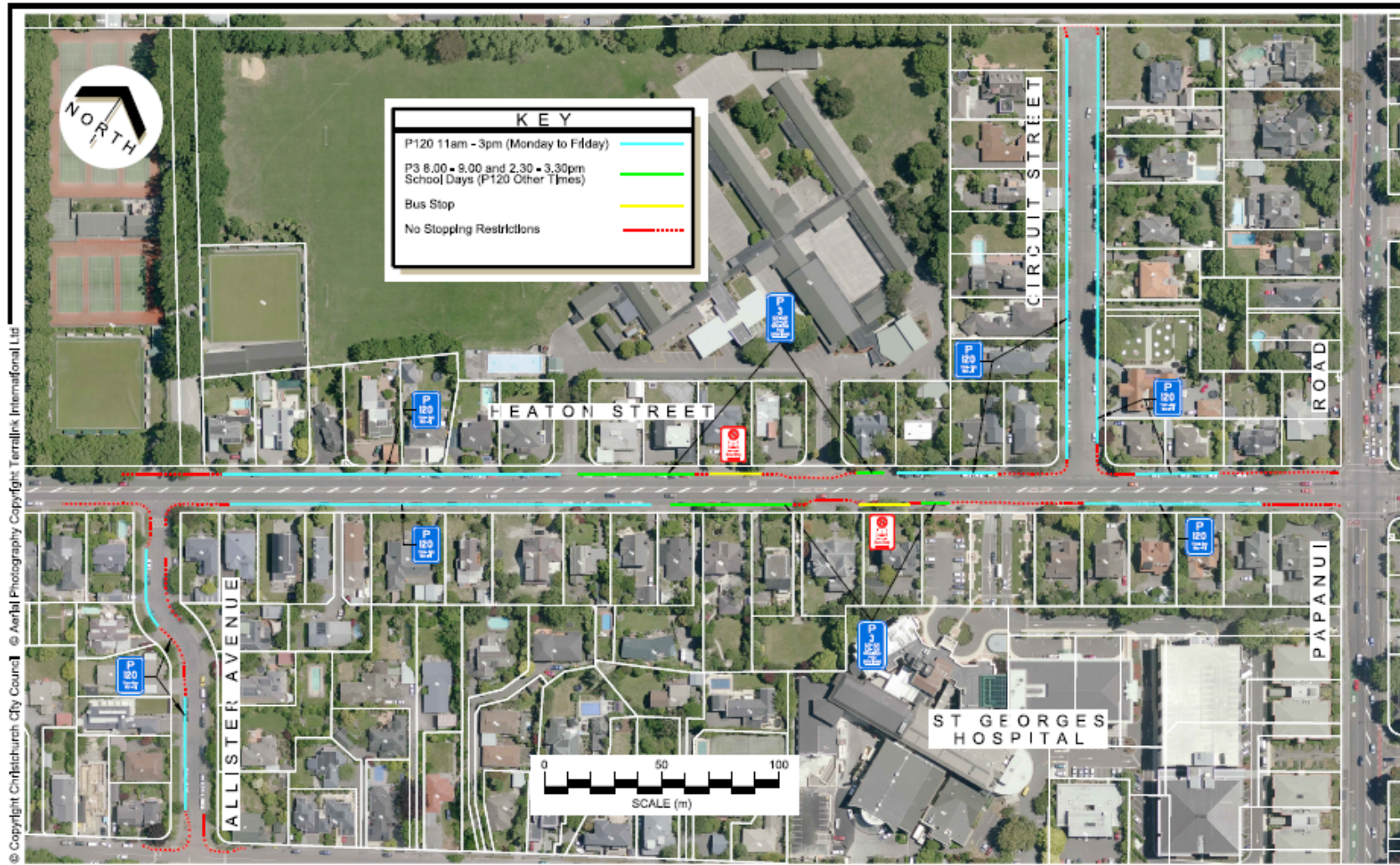
**Road to be stopped**

<b>Section</b>	<b>Plan No</b>	<b>Area</b>
16	SO 424971	0.6230 ha
17	SO 424971	0.4731 ha
18	SO 424971	0.0515 ha
19	SO 424971	0.3930 ha
20	SO 424971	0.3858 ha
21	SO 424971	2.0236 ha
22	SO 424971	1.0157 ha
23	SO 424971	0.9488 ha

- (b) That the above resolution only be actioned to coincide with the opening of the new realigned road between Savills and McLean's Island Road.

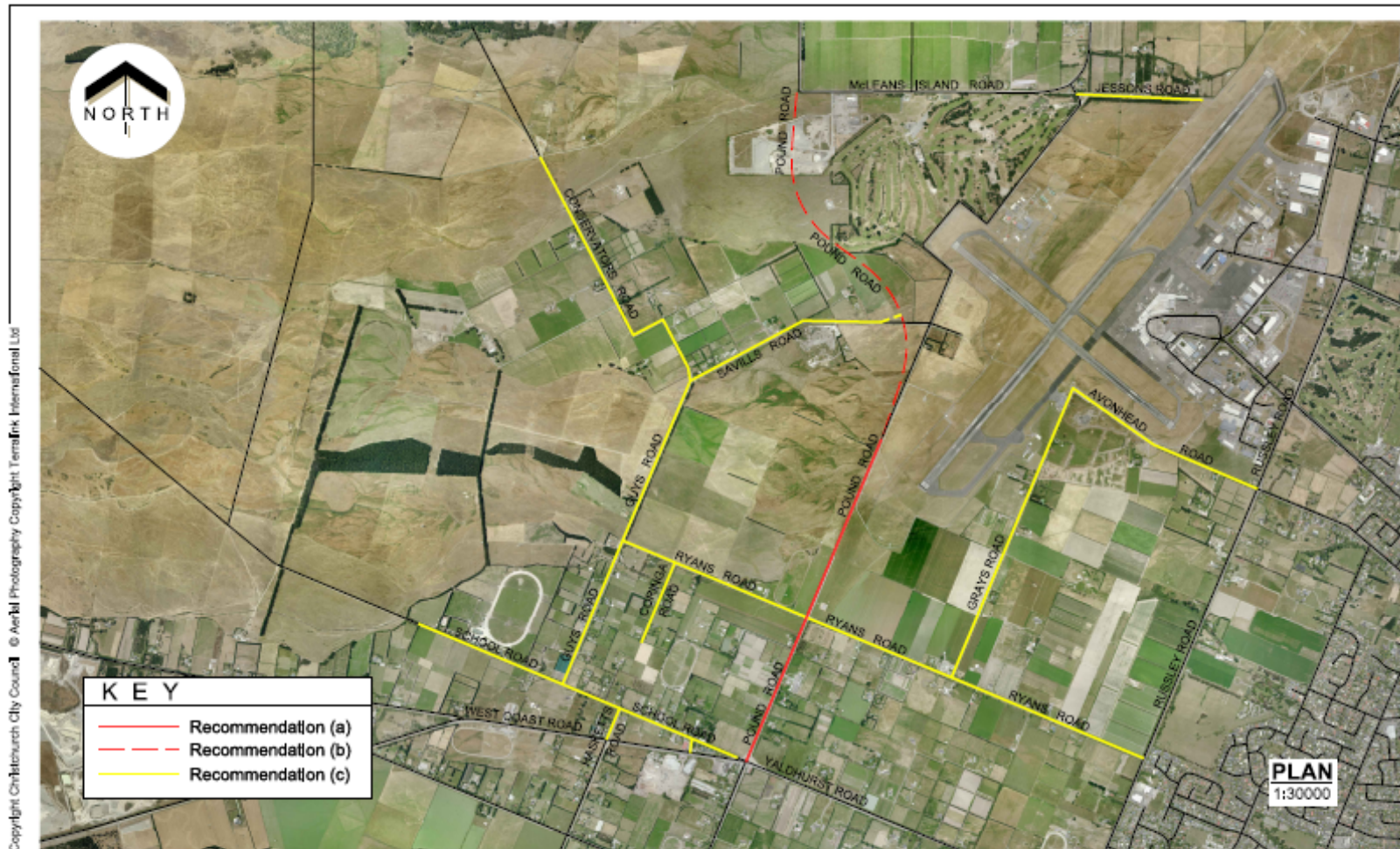
**BOARD RECOMMENDATION**

The Fendalton/Waimairi Community Board recommends to the Council that the staff recommendation be adopted.



**Heaton Street** (Allister to Papanui) Allister Ave and Circuit St  
Proposed Parking Restrictions  
For Board Approval

Original Plan Size: A4  
ISSUE.1 10/08/10  
TG105401 VMI



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### YALDHURST AREA - Prohibitions for boy racers

For Board Approval

Attachment 1

Original Plan Size: A4

ISSUE.1 12/08/10  
TG103663 JM

## Attachment 2



cs 0808

20 July 2010

Mr Barry Cook  
Team Leader  
Network Operations and Traffic Systems  
Christchurch City Council  
PO Box 237  
Christchurch 8140

Dear Barry

In response to your email on 17 June 2010, to Inspector Al Stewart, concerning a request for information on anti-social road user behaviour in the Yaldhurst area I furnish the following report. I regret the delay but it has taken some time to compile these figures as requested.

- 1 Between July 2008 and June 2010, Police have received a total of 288 complaints regarding this sort of behaviour and a further 192 complaints regarding driving related offending that may or may not be related to the 288 complaints aforementioned. The reason for this is that some codings are specific to anti-social road user behaviour (288) and some are coded with the general coding for traffic offending (192). This means that there may well be complaints of an anti-social road user nature that are part of the 192 figure.
- 2 Boy racers/anti-social road users have been active in this area for at least the past five years during which time they have continually come to Police attention. It has been in the past five years that I have noticed an increase in their behaviour although it was noted there was some offending occurring as far back as 1999 but on a lesser scale.
- 3 Police are active in this area although enforcement is almost impossible to determine due to the fact that offending is not searched by street names, but rather by area or sector. I have attached a map of the area and if you examine that map you will see where the majority of offending is occurring indicated by pink dots. This is predominantly on Pound, Ryans and Yaldhurst Roads. This sector boundary is indicated on the map in a red border.

**NEW ZEALAND POLICE CANTERBURY DISTRICT HQ**  
Cnr Hereford St/Cambridge Tce, Christchurch. P.O.Box 2109  
Telephone: NZ (03) 363-7400; Fax (03) 363-5619

## Attachment 2

2

- 4 Police have been active in this area and will continue to be in an endeavour to suppress this type of activity. It is my belief, that if Police were not active in this area then the offending would continue and, more than likely, increase. The Police would support this proposal although this may well cause displacement as has occurred in other areas and this would remain to be seen. However, police have and will enforce this by-law and note that in other areas it seems to have had the desired effect.
- 5 It is my view that when examining the figures of enforcement over the past two years in this particular sector, it is more than likely that the majority of offending is attributable to this boy racer (anti-social road user) behaviour.

There are of course "law abiding" members of the public who regularly park in this area at night to observe aircraft movements and I consider it is worth noting this. This will restrict their freedom of movement.

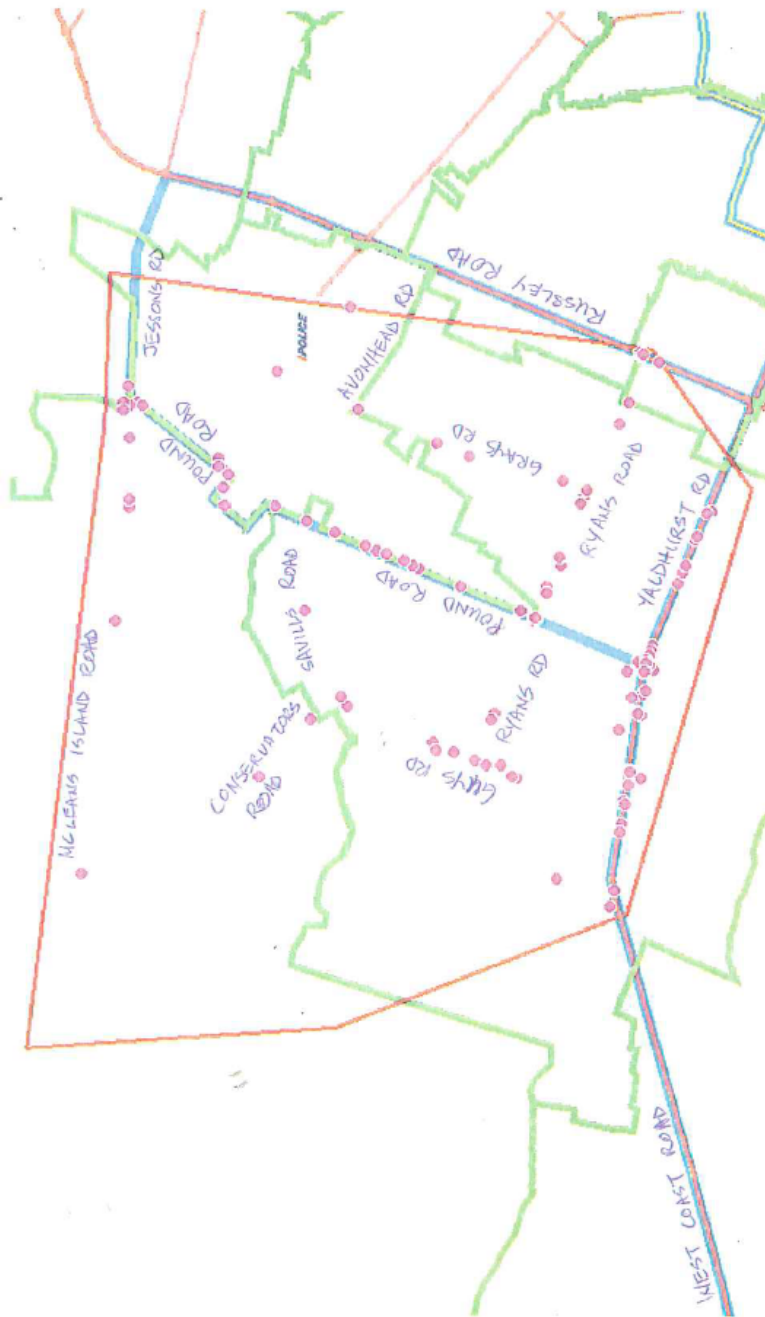
I trust this information will be of assistance to you when preparing a report for the Fendalton/Waimairi Community Board.

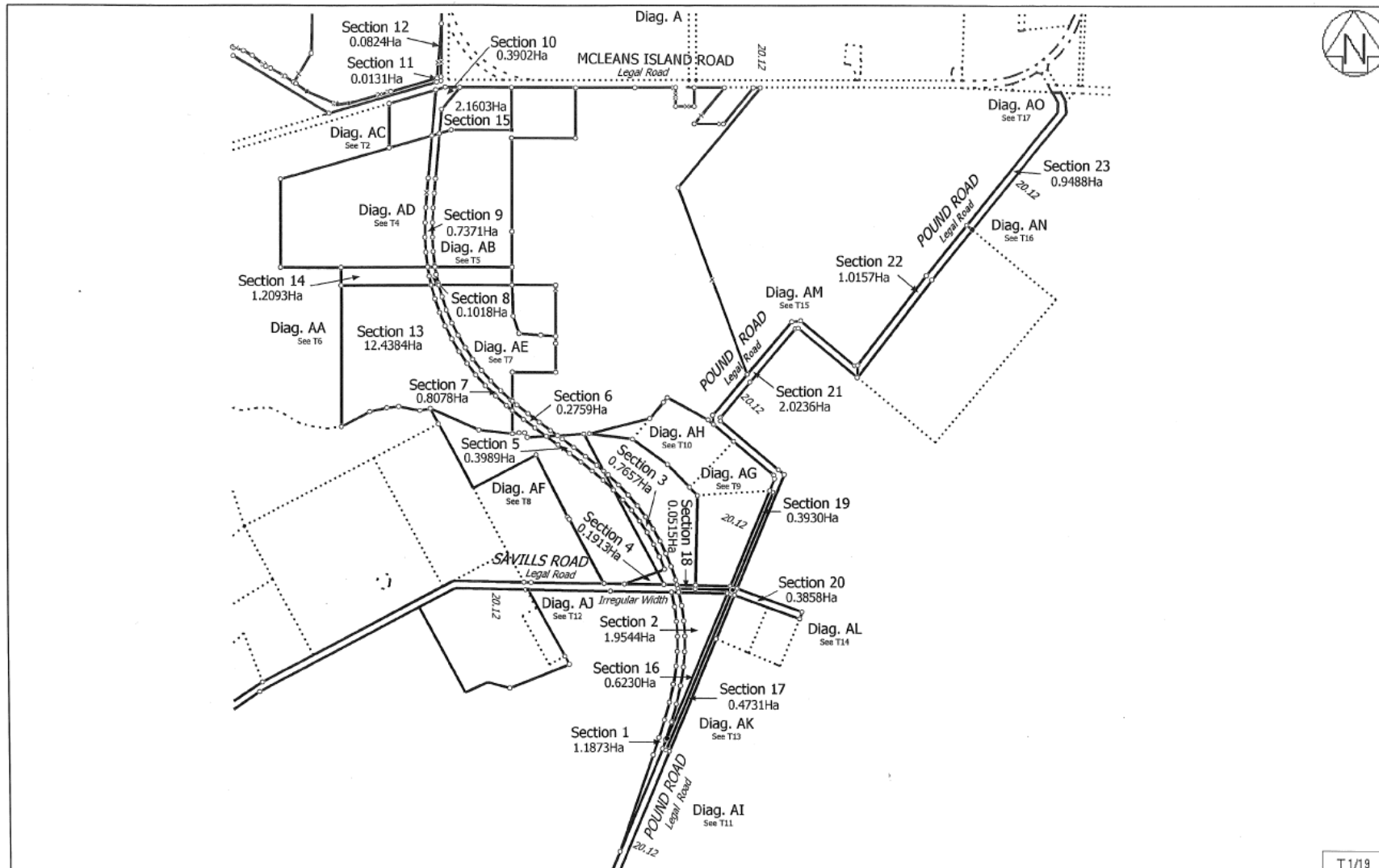


T D Pullen  
Acting Road Policing Manager  
Canterbury



Attachment 2





T 1/19

Land District: Canterbury  
Digitally Generated Plan  
Generated on: 23/10/2009 3:56pm Page 1 of 19

Sections 1 - 23

Surveyor: Michael Howard Croucher  
Firm: City Solutions - Christchurch City Cour

Digital Survey Plan  
SO 424971

30. 9. 2010

**24. REPORT BY THE CHAIRPERSON OF THE LYTTTELTON/MT HERBERT COMMUNITY BOARD:  
28 SEPTEMBER 2010**

Attached.

30. 9. 2010

REPORT BY THE CHAIRPERSON OF THE  
LYTTELTON/MT HERBERT COMMUNITY BOARD  
28 SEPTEMBER 2010

PART A - MATTERS REQUIRING A COUNCIL DECISION

1. 47 DUBLIN STREET, LYTTELTON – ADDITIONAL INFORMATION REPORT  
ACQUISITION FOR RECREATION RESERVE

General Manager responsible:	General Manager City Environment, DDI 941 8608
Officer responsible:	Unit Manager. Asset and Network Planning
Author:	Richard Holland, Team Leader, Asset and Network Planning Greenspace

PURPOSE OF REPORT

1. The purpose of this report is to:
  - (a) Provide the Council with additional information relating to the proposed purchase of 47 Dublin Street, Lyttelton, that was not included in the previous report of 13 July 2010, and;
  - (b) Present the reconfirmed recommendations from the Board to the Council, made at the Board meeting on 13 July 2010, namely that the Council purchase 47 Dublin Street, Lyttelton subject to certain conditions, and that the Council resolve to classify the land as a recreation reserve, and;
  - (c) For the Council to note that development of the land as a neighbourhood park would include the removal of the buildings, and will be funded from the Neighbourhood Reserves Capital Purchase Fund.

EXECUTIVE SUMMARY

2. On 13 July 2010 the Board adopted the staff recommendation to recommend to the Council that the property at 47 Dublin Street be purchased for use as a neighbourhood park and the land be classified as Recreation Reserve.
3. The Council was advised verbally that its tender for the property had been successful. A sale and purchase agreement has been entered into conditional on Council approval to the purchase and the terms and conditions. New information on the suitability of acquiring the property has come to light hence the matter is again before the Board.
4. The Strategy and Planning Group have provided advice on the heritage significance of the property and the dwelling. Initial research indicates that this is an early 1860's to 1870's colonial weatherboard cottage and part of a precinct of colonial dwellings that characterise the early housing stock of Lyttelton.
5. Lyttelton is a registered Historic Area under the Historic Places Act 1993 and although there is no short or long-term obligations on property owners that arise from registration it is an advocacy means of identifying important heritage in a locality.
6. The building is not listed in the Banks Peninsula District Plan however the site is considered to be an archaeological site under the Historic Places Act. The Historic Places Trust would need to advise on the authority required for demolition of the building and creation of the park. The Historic Places Trust may also advocate for retention of the cottage.
7. The heritage significance of the dwelling has only been assessed from the exterior due to the very poor condition of the building and safety of the site. A draft Heritage Assessment has been prepared (see **Attachment**). A full inspection of the property and further background research is likely to result in the assessment being revised. It is evident that the cottage does have some heritage significance to the City, and despite its poor condition a significant amount of heritage fabric remains, although it is not known what fabric remains internally. The social significance as the home of Captain Samuel Keeble will be recognised by the community.

## 30. 9. 2010

8. Other issues raised by the Strategy and Planning Group regarding the suitability of the site for a neighbourhood park are in relation to consideration of urban design principles and connectivity to the community along with safety and site stability. City Environment Group staff has considered these issues and do not believe that the additional information materially alters the recommendation to acquire the site for a park, however there are community implications of the Council purchasing land then removing a colonial cottage.
9. The decision to continue with the purchase of the property to create a neighbourhood park after considering the additional information will need to be made by the Board. The community perception regarding the purchase of the site and demolition of the heritage building by Council will need to be considered. The good work that the Council has undertaken on the restoration of Grubb Cottage could potentially be undermined by the Council removing another colonial cottage to make way for a new reserve. If the Council is to acquire the land for a neighbourhood park the near derelict cottage must be removed, establishment of a park and retention of the cottage are not compatible. If the Council does decide to proceed with purchase and creation of the park there is potential for the heritage of the site to be recorded and commemorated by the community through interpretation or artwork as part of the neighbourhood park.

### **FINANCIAL IMPLICATIONS**

10. Costs estimated to be in the order of \$25,000 will be incurred in demolition of the derelict house, tidying and grassing the site, these costs to be capitalised against the capital purchase programme.
11. Estimated maintenance costs are \$1800 per year as contained within the Transport and Greenspace Operations programme.

### **Do the Recommendations of this Report Align with 2009-19 LTCCP budgets?**

12. The purchase is to be funded from the Neighbourhood Parks Land Purchase, in the Greenspace Capital Programme for 2010/2011

### **LEGAL CONSIDERATIONS**

13. The Board does not have the delegated authority of Council to approve this purchase which is a Council decision. The Board does however have recommendatory powers.
14. The Council has until 30 September 2010 to confirm or otherwise with the vendor the purchase on terms and conditions that is fully acceptable to the Council and in making such decision shall not be under any obligation whatsoever to provide the vendor with reasons for the decision that is made.

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

15. Yes as above.

### **ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS**

16. Yes. Parks, open spaces and waterways, Neighbourhood Parks (2009-19 LTCCP-Page 122). Provide a network of safe, accessible and attractive neighbourhood parks. This is important to provide a network of neighbourhood parks and provide necessary connections and access points
  - (a) To encourage community interaction.
  - (b) Provide places for recreation and children's play.
  - (c) Maintain and manage neighbourhood parks.

### **Do the recommendations of this report support a level of service or project in the 2009-19 LTCCP?**

17. Yes. Page 138 2009-19 LTCCP. The Council's plans for key assets relating to parks, open spaces and waterways include: Land for new neighbourhood parks will be purchased, planted and provided with playground and other equipment

## ALIGNMENT WITH STRATEGIES

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

18. Yes.
- (a) Physical Recreation and Sport Strategy- Objective 1.2: There are a range of locations at which people can take part in unstructured, casual recreation activities within easy reach of Christchurch.
  - (b) Active Living Strategy: This aims to support Christchurch people so that they can enjoy regular physical activity as part of their every day lives and improve their health and wellbeing.
  - (c) The draft Open Space Strategy as discussed in this report.

## CONSULTATION FULFILMENT

19. There is no requirement for statutory consultation to be carried out. General consultation has been carried out through the draft Open Space Strategy and engagement with families in the area.

## STAFF RECOMMENDATION

It is recommended that Council consider the additional information relating to the proposed purchase of 47 Dublin Street, Lyttelton, and;

- (a) Receive the following reconfirmed recommendations from the Lyttelton/Mt.Herbert Community Board meeting of 13 July 2010:
  - (i) That the Lyttelton/Mt Herbert Community Board recommend to Council, the purchase of 47 Dublin Street, Lyttelton (on the terms and conditions recommended in the public excluded section of the 13 July 2010 report) as a recreation reserve under the Reserves Act 1977, to be developed and used as a neighbourhood park.
  - (ii) Further that, subject to the first recommendation, and the Council resolving to purchase the property, the Board recommend to Council that it pass the following resolution:

That pursuant to Section 16 (2A) of the Reserves Act 1977 the Christchurch City Council classifies the land in the schedule as recreation reserve within the meaning of Section 17 of the said Act.
- (b) Note that development of the land as a neighbourhood park would include the removal of the buildings, and the purchase of the land will be funded from the Neighbourhood Reserves Capital Purchase Fund.

## BOARD CONSIDERATION

The Board received advice that at the Council meeting on 23 July, the Board's recommendation of 13 July 2010 was left to lie on the table until further consideration by the Board.

The Board acknowledged that development of the land as a neighbourhood park would include the removal of the cottage on the land. Board members requested that an opportunity should be provided to salvage any heritage items or materials from the cottage.

Members asked for the historic significance of the building to be recognised, and suggested consideration of this through the appropriate naming of the Reserve and the placement of an interpretative panel which could incorporate photos of the cottage.

**BOARD RECOMMENDATION**

That the Council consider the additional information relating to the proposed purchase of 47 Dublin Street, Lyttelton, and:

- (a) Receive the reconfirmed recommendations from the Lyttelton/Mt Herbert Community Board meeting of 13 July 2010:
- (i) That the Lyttelton/Mt Herbert Community Board recommend to Council, the purchase of 47 Dublin Street, Lyttelton (on the terms and conditions recommended in the public excluded section of the 13 July 2010 report) as a recreation reserve under the Reserves Act 1977, to be developed and used as a neighbourhood park.
  - (ii) Further that, subject to the first recommendation, and the Council resolving to purchase the property, the Board recommend to Council that it pass the following resolution:  
  
That pursuant to Section 16 (2A) of the Reserves Act 1977 the Christchurch City Council classifies the land in the schedule as recreation reserve within the meaning of Section 17 of the said Act.
- (b) Note that development of the land as a neighbourhood park would include the removal of the buildings, and the purchase of the land will be funded from the Neighbourhood Reserves Capital Purchase Fund and that, in association with the demolition of the buildings request that an opportunity be provided for the salvage of any heritage items or materials.

**BACKGROUND (THE ADDITIONAL ISSUES)**

20. On purchase of this property a priority will be to demolish the cottage and make the site tidy in anticipation of its development as a park and playground.
21. The property is wholly contained within Computer Freehold Register CB11A/1326 legally described as Part Lot 3 DP 8473 comprising 959m<sup>2</sup>. The site is presently covered in scrub, long grass and vines; and has no boundary fencing. A retaining wall is constructed along the site's southern boundary protecting the neighbouring property. The property when occupied would have been accessed by foot from the staircase within the road carriageway on the Dublin Street boundary. Vehicle access if created would only be possible from Jackson's Road or Keebles lane. Suitability for inclusion in the Council's property portfolio) and the terms and conditions of this agreement are fully acceptable to the Council. The Council may take into account any matters it considers appropriate (in its sole and absolute discretion) in making such decision and shall not be under any obligation whatsoever to provide the vendor with reasons for its decision under this clause." The site is zoned "Residential" under the Banks Peninsula District Plan.
22. Staff have investigated whether the site may be contaminated with household waste. No evidence has come to hand of site contamination apart from what appears to be the storage of newspapers in plastic bags beside the house. Property Consultancy staff have further researched the records available with one of our data analysts, talked to the contamination officer at Environment Canterbury, and perused the property file held at Lyttelton Service Centre. No evidence has come to light indicating the property is contaminated. It is unlikely there would be any recorded contamination over the time the property has been used for residential purposes. It is unknown if any ground contamination has arisen from the domestic rubbish left on the property since it was vacated 8 to 10 years ago. It is interesting to note that before the current owner William Thomas estate, this property was Christ College leasehold.
23. Consideration has been given as to whether a Crime Prevention through Environmental Design (CPTED) audit was necessary for the site. A full audit has not been undertaken at this time but with three street frontages on the sides of the property and views into the site from surrounding higher streets plus natural surveillance from dwellings overlooking the proposed park, staff are confident the park will be safe as viewed from the street. There are currently wild plants such as Ivy growing along the Keebles Lane frontage and other scrub and long grass that will need to be removed. Once the buildings are removed from the site no views into the park will be

**30. 9. 2010**

blocked. It is proposed that visually permeable fences will be installed on the street frontages and the steps on Dublin Street will provide pedestrian movement around the proposed park. Any paths or future play facilities will have clear sight lines from within and outside the site. A well maintained park will be a key factor once the site is developed. There are therefore no issues that cause staff concern regarding CPTED.

24. Urban design principles were considered in terms of good connections to enhance choice, support social cohesion, make places lively and safe, and facilitate contact among people with the addition of the park. This proposed neighbourhood park links the streetscape plantings on Dublin Street to the south and Jacksons Road to the north. These existing areas of greenspace increase the park size to around 1600m<sup>2</sup>. In terms of character, quality urban design reflects and enhances the distinctive character and culture of the Lyttelton urban environment, and recognises that character is dynamic and evolving. This will be an objective of the landscape plan developed for the park. The development of a neighbourhood park in this area of Lyttelton improves the quality, quantity and distribution of local open space over the long term.
25. Site stability has also been considered. It will be difficult to establish the soil stability risk without having a full Geotechnical survey carried out. The web map data shows approximately half the site in the slight to moderate erosion zone. Locally a full Geotechnical survey was carried out in 2008 for a garage/carport on the property above at 1 Keebles Lane which concluded that the ground characteristics have a very high bearing capacity and exceed the required allowable bearing values for light timber buildings. The Senior Planner at Lyttelton Service Centre has reported that the web map data is quite generic and the development constraints would probably only have any bearing if a subdivision/building consent was being applied for. Records would not go back any further than the 1950's. He mentioned that there was a brick barrel drain in the western corner that takes up about a 1/10 of the property. This barrel drain is likely to be an area of archaeological interest.
26. The request for the reserve came from the community. Alternatives are limited in this area of Lyttelton and the opportunity to purchase this land and develop a neighbourhood park has therefore been progressed in light of the objectives in the Open Space Strategy. Although the south facing sloped land is not totally ideal as a park site it is an opportunity to acquire land without much in the way of capital or building improvement costs. The community views on this purchase may however be divided between the desire to provide community open space and concerns regarding retention of local heritage.



30. 9. 2010

ATTACHMENT TO CLAUSE 1

DRAFT HERITAGE ASSESSMENT - 47 DUBLIN STREET



Photographs 28 July 2010



**Captain Keeble's House, c1901, Liza Rossie**

### **Historical and Social Significance**

*Historical and social values that demonstrate or are associated with: a particular person, group, organisation, institution, event, phase or activity; the continuity and/or change of a phase or activity; social, historical, traditional, economic, political or other patterns.*

The house at 47 Dublin Street has historical and social significance as the home of Captain Samuel Keeble, a local identity within the seafaring community of the port town of Lyttelton. Lyttelton was settled in 1849 as part of the Canterbury Association's establishment of Christchurch. Lyttelton was the main port town, the original town grid remaining clearly visible in the layout of the town. Keeble was born in England in 1842 emigrating to Australia and later, New Zealand. In 1875 he qualified as a Pilot with the Pilot Board of Victoria, Australia. By 1880 he was living in Lyttelton, and working as the master of the schooner 'Cleopatra', a position he held for four years. He then became Captain of the steamship 'Timaru', a position he held until 1888. As master of these important vessels Keeble worked coastal, trans-Tasman and International routes. Keeble met his second wife, Eliza Frances Amy Apted, in Australia, his first wife having died in that country. When they established a home in Lyttelton they leased the property on Dublin Street from Christ's College Canterbury. His first seven children were born at this house, with the youngest child being born after the family moved to Wellington c.1889. Keeble worked on several other ships including captaining 'Rona' in 1906.

The lane that runs between Jacksons Road and Oxford Street was originally part of the property at 47 Dublin Street. This land was sold to the Lyttelton Borough Council to create a link between the two larger roads and was named Keebles Lane after Captain Keeble.

During the 19<sup>th</sup> century and much of the 20<sup>th</sup> century the property was part of a large block of land extending from the top to Jacksons Road to beyond College Road that was owned by Christ College Canterbury, having been granted by an ordinance from the Superintendent and Provincial Council of Canterbury. The cottage was leased from 1932 until the 1950s by John Taylor, who lived there with his wife and seven children. In 1952 William Thomas of Lyttelton, a Harbour Board Employee, leased the property, purchasing the title freehold in 1977. Thomas remained at the property until c2005.

The cottage has been identified as an 1860 or 1870s era dwelling by the New Zealand Historic Places Trust (NZHPT Lyttelton Township Historic Area Registration report, 2009).

### **Cultural and Spiritual Significance**

*Cultural and spiritual values that demonstrate or are associated with the distinctive characteristics of a way of life, philosophy, tradition, religion, or other belief, including: the symbolic or commemorative value of the place; significance to Tangata Whenua; and/or associations with an identifiable group and esteemed by this group for its cultural values*

The cottage at 47 Dublin Street has cultural significance as it is representative of the way of life of seafarers and those associated with the port of Lyttelton during the 19<sup>th</sup> century. The cottage was home to Captain Keeble, his wife and seven children during the late 1870s/1880s, reflecting the scale and style of living of a ship's master and a respected member of the seafaring community.

The house was part of a larger block of land owned by Christ's College Canterbury. The College was granted blocks of land throughout the city by the Canterbury Association which was leased as a source of income for the College. During the second half of the 20<sup>th</sup> century a number of these residential properties were sold as freehold titles.

#### **Architectural and Aesthetic Significance**

*Architectural and aesthetic values that demonstrate or are associated with design values, form, scale, colour, texture and material of the place*

The dwelling at 47 Dublin Street is a simple two storeyed weatherboard cottage with gabled roof. The cottage dates from the 1860s/1870s and is typical of the early colonial vernacular style of smaller dwellings during this period. The house has had several additions including early lean-tos on the east and north end of the cottage. Additions and outbuildings to the east are evident in the c1901 photograph of the cottage. Other changes include a mid-late 20<sup>th</sup> century external open concrete block extension to the east side. A freestanding hen house is located to the immediate south of the cottage. The windows on the south façade have been replaced in the second half of the 20<sup>th</sup> century, and the window openings altered. Windows on the upper storey appear to be at least partially original, or of an early date, in terms of their size, location and timber surrounds. The entrance on the south façade is currently boarded up. The south façade has a layer of metal cladding which has been attached to the original weatherboard cladding. The cottage has been reroofed with decramastic tiles in the latter part of the 20<sup>th</sup> century. Although the original cottage remains largely intact, its condition is poor. The interior has been altered, with c1950s era wall and ceiling linings evident. These may be covering earlier fabric, or may have replaced earlier fabric.

#### **Technological and Craftsmanship Significance**

*Technological and craftsmanship values that demonstrate or are associated with: the nature and use of materials, finishes and/or technological or constructional methods which were innovative, or of notable quality for the period*

The cottage has technological significance as it is representative of colonial timber construction methods during the 1860/1870s.

#### **Contextual Significance**

*Contextual values that demonstrate or are associated with: a relationship to the environment (constructed and natural) setting, a group, precinct or streetscape; a degree of consistency in terms of scale, form, materials, texture, colour, style and/or detailing in relationship to the environment (constructed and natural), setting, a group, precinct or streetscape; a physical or visible landmark; a contribution to the character of the environment (constructed and natural) setting, a group, precinct or streetscape.*

The cottage at 47 Dublin Street has contextual significance as it is part of the colonial built fabric of the 19<sup>th</sup> century port town of Lyttelton. The cottage sits above the main township in a section that has three street frontages; Jacksons Road to the west, Dublin Street to the east and Keebles Lane to the north of the section. The house is positioned roughly centrally on the steep property, sitting below the Keebles Lane roadway. The property is unfenced however the house is enclosed by thick foliage. Dublin Street has a high proportion of 19<sup>th</sup> century timber dwellings (NZHPT), which as a group, at the upper end of Dublin Street, retain the residential colonial character of the 19<sup>th</sup> century port town. The street is notable for its volcanic stone walls and steps, such as those on the east boundary of the property running from Keebles Lane down to Dublin Street. As part of a broader precinct of colonial vernacular timber dwellings 47 Dublin Street makes a contribution to the residential historic character of the streetscape in this part of Lyttelton.

### **Archaeological Significance**

*Archaeological values that demonstrate or are associated with: potential to provide archaeological information through physical evidence; an understanding about social historical, cultural, spiritual, technological or other values or past events, activities, people or phases.*

The cottage at 47 Dublin Street has archaeological significance because it has the potential to provide archaeological evidence relating to past building construction methods and materials, and human activity on the site, including that which occurred prior to 1900. The cottage has been used for residential occupation from the time of its construction in 1860s/1870s (NZHPT).

### **Assessment Statement**

The historical significance of 47 Dublin Street rests with its association with Captain Keeble and its value as a representative example of an early colonial cottage, typical of those built in the port town of Lyttelton during the 1860s/1870s. As a Ship Master, Captain Keeble was a respected member of the local seafaring community with a reputation as a reliable, competent and honest captain. His name is memorialised in Keebles Lane, a lane that was subdivided from the property at which he lived. The cottage is typical of those built during the early colonial period in that it is a two-storeyed weatherboard dwelling with a single gabled roof. The house is part of a precinct of colonial weatherboard dwellings that characterise the colonial residential housing stock of Lyttelton, a high proportion of which remain in Dublin Street. The corner section, with three street frontages increases the prominence of this property. Although the house is in a poor state of repair and has had some additions and alterations over the years it retains its colonial character in its scale, weatherboard construction, cottage style and openness to the street.

### **References**

New Zealand Historic Places Trust (2009) Lyttelton Township Historic Area.  
Reddell, Enid. (1995) Recollected Rellies: of the Keeble/Apted type.

*DISCLAIMER: This assessment has been based on information available through external viewing of the property on 28 July 2010 and the references noted above. Inspection of the internal fabric and further background research may result in this assessment of significance being revised.*

30. 9. 2010

**25. RESOLUTION TO EXCLUDE THE PUBLIC (CONT'D) (NO. 2)**

Attached.

THURSDAY 30 SEPTEMBER 2010

COUNCIL

RESOLUTION TO EXCLUDE THE PUBLIC (CONT'D) (NO. 2)

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

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

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

	<b>GENERAL SUBJECT OF EACH MATTER TO BE CONSIDERED</b>	<b>REASON FOR PASSING THIS RESOLUTION IN RELATION TO EACH MATTER</b>	<b>GROUND(S) UNDER SECTION 48(1) FOR THE PASSING OF THIS RESOLUTION</b>
26.	<b>2010 CHRISTCHURCH CIVIC AWARDS</b>	) <b>GOOD REASON TO ) WITHHOLD EXISTS ) UNDER SECTION 7</b>	<b>SECTION 48(1)(a)</b>

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

**Item 26      Protection of privacy of natural persons      (Section 7(2)(a))**

**Chairman's**

**Recommendation:** That the foregoing motion be adopted.

**Note**

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

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

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