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**HAGLEY/FERRYMEAD COMMUNITY BOARD  
14 DECEMBER 2005**

**A meeting of the Hagley/Ferrymead Community Board  
was held on Wednesday 14 December 2005 at 3.00 pm**

**PRESENT:** Bob Todd (Chairperson), David Cox, Anna Crighton, John Freeman,  
Brenda Lowe-Johnson and Yani Johanson.

**APOLOGIES:** An apology for absence was received and accepted from  
Brendan Smith.

The Board reports that:

**PART B - REPORTS FOR INFORMATION**

**1. ROAD LEGISLATION, ROAD STOPPING OF UNFORMED ROAD AND OCCUPATION OF ROAD  
AIRSPACE OUTSIDE 1 WHITEWASH HEAD ROAD**

A report was submitted to the Board by Weng Kei Chen, Asset Policy Engineer, requesting the Board to support a proposal:

- (a) To commence road stopping procedures in relation to approximately 59m<sup>2</sup> of unformed legal road outside 1 Whitewash Head Road as shown in the plan attached to the report.
- (b) To commence the formal process to dedicate the existing formed carriageway presently situated on land owned by the owners of 1 Whitewash Head Road as legal road. This process is consequential to the Court Order 6152280.
- (c) To permit the owners of 1 Whitewash Head Road to occupy approximately 90m<sup>2</sup> of legal road as airspace.
- (d) To require the owners of 1 Whitewash Head Road to enter into a Deed of Licence to permit their continued use of their existing garage situated on that part of their existing land intended to vest in the Council as legal road.
- (e) To remove all existing built structures on unformed legal road, eg pond and fence.

As a decision was required prior to the Christmas break, the report was submitted to the 20 December 2005 Council meeting. The Board **decided** to support the staff recommendation subject to an addition to clause (d) "provided that if access is available on-site then the Deed of Licence be revoked".

(Note: John Freeman recorded his vote against the resolution.)

**2. TUAM STREET – CHANGE TO PARKING METER OPERATING PERIOD TO INCLUDE  
SATURDAYS 9.00 AM - 1.00 PM**

A report was submitted to the Board by Barry Cook and Geoff McGregor, Transport and City Streets Unit, requesting the Board to support a proposal to extend the operating period of the parking meters in the section of Tuam Street between Colombo and Durham Streets to include the Saturday normal trading period 9.00 am to 1.00 pm. As a decision on the operating period of the parking meters was required prior to the Christmas break, the report was submitted to the 20 December 2005 Council meeting. The Board **decided** to support the staff recommendation that existing parking meter controlled spaces in Tuam Street between Colombo and Durham Streets be operative 9.00 am to 5.00 pm Monday through Thursday, 9.00 am to 8.30 pm Friday and 9.00 am to 1.00 pm Saturday.

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**3. COMMUNITY BOARD PRINCIPAL ADVISER'S UPDATE**

The Board **received** the information and **resolved** to give delegated authority to the Emergency Committee to approve the Board's submission on the Aquatics Facilities Plan.

**4. CORRESPONDENCE**

**4.1 JOHN BRITTEN RESERVE CONCEPT PLAN**

A petition was received from local residents whose properties adjoin or are in close proximity to John Britten Reserve.

The Board **received** the petition. The Board's decision in relation to this matter is recorded in clause 19 of this report.

**4.2 CRANMER SQUARE – PROPOSED 10 MINUTE PARKING RESTRICTION**

An e-mail was received from Geoff Cain, Bursar, Cathedral Grammar School, outlining the school's support for the proposed 10 minute parking restriction in Cranmer Square.

The Board **received** the e-mail.

**5. DEPUTATIONS BY APPOINTMENT**

**5.1 LINWOOD RESOURCE CENTRE**

Marion Rickerby, Community Development Worker at the Linwood Resource Centre, updated the Board on the Centre. Marion retired on 16 December 2005. The Board thanked Marion for the outstanding contribution she had made to both the Resource Centre and the Linwood Community. The Board also welcomed Marion's replacement, Richard Wisnesky, to his new position.

**5.2 REVIEW OF THE CHRISTCHURCH PUBLIC PASSENGER TRANSPORT STRATEGY**

Robert Woods, Transport Planner, Public Passenger Transport, and Matthew Noon, Environment Canterbury, updated the Board on the abovementioned review.

Five years ago Environment Canterbury and the Christchurch City Council approved the Public Passenger Transport Strategy (1998). This strategy was developed after considerable consultation using focus groups, random phone surveys, submissions on the discussion document and input from the Community Advisory Group.

A full review of the Christchurch Public Passenger Transport Strategy is due to begin shortly and is planned to be completed by June 2006. The Strategy is a joint strategy of Environment Canterbury and the Christchurch City Council.

**5.3 JOHN BRITTEN RESERVE CONCEPT PLAN – RESULTS OF COMMUNITY CONSULTATION**

Derek McCullough, on behalf of the John Britten Reserve Trust, addressed the Board regarding the John Britten Reserve Concept Plan.

The Trust supports the installation of a memorial to John Britten and would like to see the Aeolian Harp reinstated on the concept plan. Mr McCullough suggested that the harp be located slightly west of Weirs Lookout. It was also suggested that the harp could have a disabling device installed to stop it from working when not wanted.

The Board's decision in relation to this matter is recorded in clause 19 of this report.

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**5.4 CRANMER SQUARE – PROPOSED 10 MINUTE PARKING RESTRICTION**

Bruce Bellis and a representative of the Inner City West Neighbourhood Association Inc (ICON) addressed the Board regarding the Cranmer Square proposed 10 minute parking restriction.

Mr Bellis advised that the association was strongly opposed to this proposal and suggested that a drop-off/pick up zone, similar to the situation at Christchurch airport, might be a solution.

(Note: Yani Johanson declared a conflict of interest and took no part in the discussion or voting on this item.)

The Board's decision in relation to this matter is recorded in clause 18 of this report.

**6. McCORMACKS BAY ROAD – SAFETY REVIEW**

The Board considered a report on the outcome of a review of road safety surrounding the McCormacks Bay Road/Main Road intersection. The report also sought the support of the Board for the implementation of one of the review recommendations, which involves the installation of red surfacing over part of the existing cycleway.

The Board **received** the information.

**PART C - REPORT ON DELEGATED DECISIONS TAKEN BY THE BOARD**

**7. CONFIRMATION OF REPORT**

The Board **resolved** that the report of the Board meeting (both open and public excluded) held on Wednesday 23 November 2005 be confirmed.

**8. KIMIHIA YOUTH SKILLS TRUST/KIMIHIA ADVENTURE PROGRAMME – APPLICATION FOR FUNDING**

The Board considered an application for funding from the Kimihia Youth Skills Trust. The funding will assist in covering a predicted shortfall of funds totalling \$23,313 for operational costs for the 2006 calendar year.

The Board **resolved**:

1. To allocate \$11,500 from its 2005/06 discretionary fund.
2. To receive a report on the review and appraisal in October 2006.

**9. SUMNER AMATEUR SWIMMING CLUB – APPLICATION FOR FUNDING**

The Board considered an application for funding of \$4,715 from the Sumner Amateur Swimming Club to cover pool cleaning costs for the 22 week long summer season and for a new sign to notify users of increased costs.

The Board **resolved** to allocate \$4,715 from its 2005/06 discretionary fund to assist with costs associated with keeping the pool clean and new signage.

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**10. PROPOSAL FOR THE COUNCIL TO SUPPORT THE LODGEMENT OF A SURVEY PLAN TO CREATE A RIGHT OF WAY AND ACCESS FOR SERVICES OVER COUNCIL RESERVE LOT 14 DP 30194**

The Board considered an application by Davie Lovell Smith on behalf of Landau Estate Limited for a right of way and associated service easements over Recreation Reserve at Lot 14 DP 301914 to provide physical access through a right of way to an intended adjoining subdivision. The Board's support of the proposal for access is necessary to enable the separate application for subdivision lodged by the applicant with the Council's Environmental Services Unit to proceed.

The Board **resolved** that Landau Estate Limited be granted an easement for a right of way and associated service easements in accordance with Section 48 (1) (a) of the Reserves Act 1977 over approximately 100m<sup>2</sup> (the easement strip being approximately 10 wide by 10 m long), of Lot 14 Deposited Plan 301914 as shown in attachment 1 to the report, subject to the following conditions:

1. That the applicant provides a compensatory payment to the Council, decided by an independent valuation, for the privilege of creating a right of way and easement to accommodate services.
2. That the applicant lodges a survey plan of the proposed easement with Land Information New Zealand within three months of the granting of the easement.
3. That the applicant registers the easement as required by the Reserves Act 1977.
4. That the Council is not responsible for the maintenance of the right of way across the reserve or the maintenance and replacement of services in the right of way.
5. That the applicant provides and implements a landscaping plan of the reserve strip in conjunction with the landscaping requirements of the Greenspace Unit.
6. That the applicant pays all the Council's costs incurred in processing this application.
7. That the approval of the Minister of Conservation is obtained.

**11. AVALON STREET KERB AND CHANNEL RENEWAL PROJECT**

The Board considered a report seeking its approval for the Avalon Street kerb and channel renewal project (Whitmore Street to McLeod Street) to proceed to final design, tender and construction.

The Board **resolved**:

1. To grant approval for the Avalon Street (Whitmore Street to McLeod Street) kerb and channel renewal project to proceed to final design, tender and construction.
2. **Avalon Street Parking Restrictions**
  - (a) That all existing parking restrictions on Avalon Street be rescinded.
  - (b) That the stopping of vehicles be prohibited at any time in the following locations:
    - (i) On the south side of Avalon Street commencing at a point 31 metres west of its intersection with Perth Street and extending in a westerly direction for a distance of 18 metres.
    - (ii) On the south side of Avalon Street commencing at its intersection with Perth Street and extending in a westerly direction for a distance of 10 metres.
    - (iii) On the south side of Avalon Street commencing at its intersection with Perth Street and extending in an easterly direction for a distance of 10 metres.

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- (iv) On the south side of Avalon Street commencing at a point 37 metres east of its intersection with Perth Street and extending in an easterly direction for a distance of 53 metres.
- (v) On the north side of Avalon Street commencing at a point 27 metres west of its intersection with Perth Street and extending in a westerly direction for a distance of 20 metres.

**3. New "Give Way" Control**

That a "Give Way" control be placed against Avalon Street at intersection of Whitmore Street.

**12. SULLIVAN AVENUE KERB AND CHANNEL RENEWAL PROJECT**

The Board considered a report seeking its approval to proceed to final design, tender and construction of the kerb and channel renewal along the length of Sullivan Avenue between Ensors Road and Richardson Terrace.

The Board **resolved:**

- 1. To grant approval for the Sullivan Avenue kerb and channel renewal project, as illustrated in attachment 1 of the report, to proceed to final design, tender and construction.

**2. Removal of Existing "No Stopping" Restriction**

That the existing no stopping restriction on Sullivan Avenue at the intersection with Ensors Road be removed.

**3. New "No stopping" Restrictions**

That the stopping of vehicles be prohibited at any time in the following locations:

- (a) On the northeast side of Sullivan Avenue commencing at its intersection with Ensors Road and extending in a south easterly direction for a distance of 10.5 metres.
- (b) On the southwest side of Sullivan Avenue commencing at its intersection with Ensors Road and extending in a south easterly direction for a distance of 10 metres.
- (c) On the northeast side of Sullivan Avenue commencing at the common boundary of 23 and 25 Sullivan Avenue and extending in a south easterly direction for a distance of 21 metres.
- (d) On the southwest side of Sullivan Avenue commencing at the common boundary of 23 and 25 Sullivan Avenue and extending in a south easterly direction for a distance of 21 metres.
- (e) On the northeast side of Sullivan Avenue commencing at a point 16 metres from the common boundary of 43 and 47 Sullivan Avenue and extending in a south easterly direction for a distance of 41 metres.
- (f) On the southwest side of Sullivan Avenue commencing at its intersection with Whittington Avenue and extending in a north westerly direction for a distance of 21.5 metres.
- (g) On the southeast side of Sullivan Avenue commencing at its intersection with Whittington Avenue and extending in a south easterly direction for a distance of 13.5 metres.
- (h) On the northwest side of Whittington Avenue commencing at its intersection with Sullivan Avenue and extending in a south westerly direction for a distance of 16 metres.
- (i) On the southeast side of Whittington Avenue commencing at its intersection with Sullivan Avenue and extending in a south westerly direction for a distance of 12 metres.

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- (j) On the northeast side of Sullivan Avenue commencing at a point 5 metres from the common boundary of 67 and 69 Sullivan Avenue and extending in a south easterly direction for a distance of 13 metres.
- (k) On the southwest side of Sullivan Avenue commencing at a point 1.5 metres from the common boundary of 67 and 69 Sullivan Avenue and extending in a south easterly direction for a distance of 18 metres.
- (l) On the northeast side of Sullivan Avenue commencing at its intersection with Keswick Street and extending in a north westerly direction for a distance of 15.5 metres.
- (m) On the northeast side of Sullivan Avenue commencing at its intersection with Keswick Street and extending in a south easterly direction for a distance of 13 metres.
- (n) On the southwest side of Sullivan Avenue commencing from the common boundary of 88 and 90 Sullivan Avenue and extending in a south easterly direction for a distance of 34 metres.
- (o) On the northwest side of Keswick Street commencing at its intersection with Sullivan Avenue and extending in a north easterly direction for a distance of 12.5 metres.
- (p) On the southeast side of Keswick Street commencing at its intersection with Sullivan Avenue and extending in a north easterly direction for a distance of 11 metres.
- (q) On the northeast side of Sullivan Avenue commencing from the common boundary of 107 and 109 Sullivan Avenue and extending in a south easterly direction for a distance of 31 metres.
- (r) On the southwest side of Sullivan Avenue commencing at its intersection with Judge Street and extending in a north westerly direction for a distance of 11 metres.
- (s) On the southwest side of Sullivan Avenue commencing at its intersection with Judge Street and extending in a south easterly direction for a distance of 10 metres.
- (t) On the northwest side of Judge Street commencing at its intersection with Sullivan Avenue and extending in a south westerly direction for a distance of 8 metres.
- (u) On the southeast side of Judge Street commencing at its intersection with Sullivan Avenue and extending in a south westerly direction for a distance of 9 metres.
- (v) On the northeast side of Sullivan Avenue commencing at its intersection with Richardson Terrace and extending in a north westerly direction for a distance of 14 metres.
- (w) On the southwest side of Sullivan Avenue commencing at its intersection with Richardson Terrace and extending in a north westerly direction for a distance of 17 metres.
- (x) On the northwest side of Richardson Terrace commencing at its intersection with Sullivan Avenue and extending in a north easterly direction for a distance of 10 metres.
- (y) On the northwest side of Richardson Terrace commencing at its intersection with Sullivan Avenue and extending in a south westerly direction for a distance of 15.5 metres.

#### 13. MOORHOUSE AVENUE – NO RIGHT TURN

The Board considered a report seeking its approval for the banning of right-hand turns from Moorhouse Avenue into Hagley Avenue.

The Board **resolved** to approve the implementation of a restriction prohibiting vehicles making a right-hand turn from the Moorhouse Avenue east approach into Hagley Avenue.

(Note: Brenda Lowe-Johnson abstained from the voting on this item.)

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**14. TALFOURD PLACE – NO STOPPING RESTRICTION**

The Board considered a report seeking its approval for the implementation of a no stopping restriction in Talfourd Place.

The Board **resolved** that the stopping of vehicles be prohibited at all times on the north side of Talfourd Place from a point 71 metres in an easterly direction from the Falsgrave Street intersection and extending 10 metres in an easterly direction.

**15. PETERBOROUGH STREET – PARKING METER INSTALLATION (ONE HOUR RESTRICTION)**

The Board considered a report seeking its approval to install parking meters with a maximum length of stay of 60 minutes covering 10 spaces located on Peterborough Street immediately east of Colombo Street.

The Board **resolved**:

- (a) That the existing 30 minute parking restrictions in the following areas of Peterborough Street be revoked:
  - (i) The north side of Peterborough Street from a point 15 metres east of Colombo Street and extending 30 metres in an easterly direction.
  - (ii) The south side of Peterborough Street from a point 30 metres east of Colombo Street and extending 20 metres in an easterly direction.
- (b) That the parking of vehicles in Peterborough Street be controlled by parking meters and limited to a maximum period of 60 minutes and operative 9.00 am to 5.00 pm Monday through Thursday, 9.00 am to 8.30 pm Friday and 9.00 am to 1.00 pm Saturday in the following locations:
  - (i) The north side of Peterborough Street from a point 15 metres east of Colombo Street and extending 30 metres in an easterly direction.
  - (ii) The south side of Peterborough Street from a point 30 metres east of Colombo Street and extending 20 metres in an easterly direction.

**16. AVONSIDE DRIVE – PROPOSED EXTENSION TO SCHOOL BUS STOP AT AVONSIDE GIRLS' HIGH SCHOOL**

The Board considered a report seeking its approval to extend the existing school bus stop outside Avonside Girls' High School.

The Board **resolved** that the parking of vehicles be limited to school buses only between the hours of 8.30 am and 3.30 pm, Monday through Friday, on the eastern side of Avonside Drive from a point 50 metres south of the intersection of Cowlshaw Street and extending 60 metres in a southerly direction.

**17. PROPOSAL BY COLCANNON LIMITED TO CREATE AN EASEMENT ACROSS COUNCIL RESERVE**

The Board considered a report seeking its approval of a right to convey stormwater and the installation of a 375mm diameter stormwater discharge pipe, swale, and bridge on the Heathcote River Reserve, to enable treated stormwater to be drained from the proposed industrial estate through the Council reserve to the Heathcote River. The proposal is necessary to enable the applicant to complete an application to Environment Canterbury for discharge consent to discharge stormwater to the Heathcote River.

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The Board **resolved** to grant an easement to Colcannon Limited, as provided for in Section 48(f) of the Reserves Act 1977, over approximately 40m<sup>2</sup> (the easement being approximately 2 metres wide by 20 metres long), of Section 1 Survey Plan 19891, an esplanade reserve, as shown in the attachment subject to the following conditions:

1. That the applicant lodges a survey plan of the proposed easement with Land Information New Zealand within three months of the granting of the easement.
2. The approval of the Minister of Conservation being obtained for the granting of the easement.
3. That the applicant obtains all resource and building consents before work commences on the site.
4. That the applicant negotiates a suitable compensation package with the Council, which is subject to an independent valuation, the cost to be borne by the applicant, for the privilege of utilising the Council land as an easement.
5. That before work commences on the site the applicant is responsible for locating any existing services in the reserve, if any, ensuring that they are not damaged by contractors during construction.
6. The easement construction area being maintained by the applicant and their contractors in a safe and tidy condition at all times.
7. A bond of \$2,000 is to be paid by the applicant to the Christchurch City Council via the Parks and Waterways Advocate, Linwood Service Centre, before work commences on the site. This bond, less any expenses incurred by the Council, is to be refunded to the payee upon the completion of the work, and lodgement of the survey plan as built with the Greenspace Unit Policy and Leasing Administrator.
8. The applicant is responsible for maintaining and replacement as necessary the stormwater drain and bridge.

#### 18. CRANMER SQUARE PROPOSED 10 MINUTE PARKING RESTRICTION

The Board considered a report seeking its approval for the relocation of a 10 minute parking restriction, which currently exists on Chester Street west, outside Cathedral Grammar Junior School to a new position on Cranmer Square, outside the Cathedral Grammar Pre-school, north of the Chester Street West intersection.

##### Staff Recommendations

- (a) That the existing parking restriction of 10 minutes maximum, 8.00 am to 9.30 am and 2.00 pm to 4.00 pm, school days, on the north side of Chester Street West commencing at a point 12 metres in a westerly direction from the Cranmer Square (West) intersection and extending in a westerly direction for a distance of 25 metres be revoked.
- (b) That the parking of vehicles be restricted to a maximum of 10 minutes, from 8.00 am to 9.30 am and 2.00 pm to 4.00 pm, school days, on the west side of Cranmer Square (West) commencing at a point 37 metres in a northerly direction from the Chester Street West intersection and extending in a northerly direction for a distance of 25 metres.

The Board **resolved** to decline staff recommendations (a) and (b) as listed above and asked staff to provide a report in 2006 considering varying options to implement a possible one way traffic restriction in Chester Street West, to enable the safe pick up and drop off of children.

(Note: Yani Johanson declared a conflict of interest and took no part in the discussion and voting on this item.)



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**19. JOHN BRITTEN RESERVE CONCEPT PLAN – RESULTS OF COMMUNITY CONSULTATION**

The Board considered a report on the results of community consultation undertaken on the draft concept plan for John Britten Reserve and seeking the Board's approval of the revised concept plan, which had been amended following community consultation.

The Board **resolved** to approve the amended concept plan for John Britten Reserve, subject to the inclusion of provision for the installation of an Aeolian Harp commemorating John Britten, on the site marked on the concept plan.

(Note: John Freeman recorded his vote against the resolution.)

**20. CHRISTMAS BREAK – EMERGENCY DECISION MAKING**

The Board considered a report on emergency issues to be dealt with by the Board over the Christmas period.

The Board **resolved**:

1. To establish an Emergency Committee with power to act to make emergency decisions on behalf of the Board for the period following its 14 December 2005 meeting, up until the Board resumes normal business proposed to commence early February 2006; with any such decisions to be made in the presence of the Community Board Principal Adviser.
2. That the Committee comprise the Chairperson plus any two available members of the Board.
3. That any decisions made be reported to the first Board meeting in 2006.
4. That notices of any Emergency Committee meetings be forwarded to all Board members.

Bob Todd, David Cox and Brendan Smith confirmed their availability over the Christmas period to deal with any emergency issues.

The meeting concluded at 6.00 pm.

**CONFIRMED THIS 8TH DAY OF FEBRUARY 2005**

**BOB TODD  
CHAIRPERSON**