

**SHIRLEY/PAPANUI COMMUNITY BOARD
AGENDA**

WEDNESDAY 20 AUGUST 2014

AT 4PM

**IN THE BOARD ROOM, FENDALTON SERVICE CENTRE
CORNER JEFFREYS AND CLYDE ROADS, FENDALTON**

Community Board: Mike Davidson (Chairperson), Pauline Cotter, Ali Jones, Aaron Keown, Emma Norrish and Barbara Watson.

Community Board Adviser
Sian Daly
DDI: 941 5415
Email: sian.daly@ccc.govt.nz

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

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1. APOLOGIES

2. DECLARATION OF INTEREST

Members are reminded of the need to be vigilant to stand aside from decision making when a conflict arises between their role as a member of any private or other external interest they might have.

3. CONFIRMATION OF MINUTES

The minutes of the Board's ordinary meeting of Wednesday 6 August 2014 are **attached**.

CHAIRPERSON'S RECOMMENDATION

That the minutes of the Board's ordinary meeting of Wednesday 6 August 2014 be confirmed.

20. 8. 2014

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ATTACHMENT TO CLAUSE 3

**SHIRLEY/PAPANUI COMMUNITY BOARD
6 AUGUST 2014**

**Minutes of the meeting of the Shirley/Papanui Community Board
held on Wednesday 6 August 2014 at 4pm in the Board Room
Papanui Service Centre, corner Langdons Road and Restell Street, Papanui**

PRESENT: Mike Davidson (Chairperson), Pauline Cotter, Ali Jones, Aaron Keown and Barbara Watson.

APOLOGIES: An apology was received and accepted from Emma Norrish.

Ali Jones retired from the meeting at 4.13pm, returning at 4.22pm and was absent for part of clause 2.

Barbara Watson retired from the meeting at 5.15pm, returning at 5.19pm and was absent for part of clause 5.

The Board adjourned from 6.38pm to 6.47pm.

The Board reports that:

PART A - MATTERS REQUIRING A COUNCIL DECISION

1. COMMUNITY BOARD ADVISER'S UPDATE

The Board **received** information from the Community Board Adviser on Board-related activities, including upcoming meetings and events.

1.1 SUBMISSIONS ON THE DISTRICT PLAN REVIEW

Concern was expressed about the design of high and medium density residential complexes and areas. It was **decided** to circulate a draft submission highlighting these concerns to the Board members for consideration.

The Board **decided** to request that the Council grant the Shirley/Papanui Community Board the right to make a submission on the District Plan Review.

PART B – REPORTS FOR INFORMATION

2. DECLARATION OF INTEREST

Barbara Watson gave notice of a declared interest in clause 12 regarding the funding application from Northgate Community Services Trust.

3. DEPUTATIONS BY APPOINTMENT

3.1 NEIGHBOURLY.CO.NZ

Casey Eden, co-founder and Managing Director introduced the Board to the concept and plan for Neighbourly.co.nz. Neighbourly.co.nz is a web-based tool designed to provide a private social network for talk and interaction in a distinct location where members can discuss issues of local significance. The product can be tailored to suit local environments and is particularly relevant to community engagement providing a platform for neighbourhood support, civil defence and other community-based communications. Mr Eden invited Board members to sign up in order to gain first hand experience.

The Board agreed to discuss this item further at the next Board meeting.

3 Cont'd

3.2 SPENCERVILLE RESIDENTS' ASSOCIATION

Jenny Wakelin and Gordon Cockerell representing the Spencerville Residents' Association spoke to the Board about problems in their area, in particular flooding, land drainage and changing water levels in the Styx River. The Residents' Association provided a list of questions regarding the Council's future plans for their area.

Ms Wakelin and Mr Cockerell also brought the issue of flooding at the corner of Spencerville Road by the railway to the Board's attention, stating that drivers are forced to negotiate around the water on the wrong side of the road at a blind corner which is hazardous for oncoming vehicles.

The Board **decided** to send the questions to staff for a response and requested that staff look urgently at the flooding on Spencerville Road as the Board considers this a life-threatening traffic hazard.

4. PRESENTATION OF PETITIONS

Nil.

5. NOTICES OF MOTION

5.1 PERMANENT COMMUNITY FACILITY FOR ST ALBANS

Pauline Cotter submitted the following Notice of Motion in accordance with Standing Order 3.10.1:

"That the Shirley/Papanui Community Board:

- initiate investigation, along with the local community, Council staff and the St Albans Pool Group, of options for a new permanent Community Facility for St Albans, including the option of a mixed use model;
- request that the site at 43a Edgeware Road and adjoining vacant land be included as a site option;
- request that staff, in conjunction with the Community Board, organise a community conversation about a permanent community facility in St Albans by the end of August 2014."

Explanatory Note:

The St Albans transitional community facility is temporary and is only intended to be on site until April 2016.

The Notice of Motion was accepted and altered with the consent of Pauline Cotter as follows:

"That the Shirley/Papanui Community Board begin a conversation with the local St Albans Community, St Albans Residents Association (SARA), The St Albans Pool Group, other local community organisations, and Council staff regarding the options for a long term Community Facility in St Albans, with a view to inclusion on the Council Long Term Plan (LTP). Options will include location and multi-purpose uses, and conversation to begin by the first week of October 2014."

The Notice of Motion was seconded by Ali Jones and on being put to the meeting was declared **carried**.

6. BRIEFINGS

6.1 BELFAST DISTRICT PLAN REVIEW

As part of preparing the draft Future Urban Development Areas chapter under the District Plan Review, the Council engaged Coffey Geotechnics Ltd to undertake a land contamination and geotechnical assessment of 60 hectares of farmland just east of the Mega Centa. This area is identified in the Land Use Recovery Plan (LURP) and the Canterbury Regional Policy Statement as a Greenfield Priority Area Residential.

Council planners Simon Mutohori and Alan Matheson presented the findings of the reports and provided the Board with a brief outline of the District Plan Review process.

6.2 LANGDONS/MARY/MAIN NORTH ROAD INTERSECTION

Mo Kachfi, Senior Traffic Engineer – Capital, Transport and Greenspace provided the Board with a final brief on the traffic light configuration at the Langdons/Mary/Main North Road intersection and the rationale for the set up and phasing which is to ensure reasonable access from the side roads on to a main arterial route with minimum disruption to traffic flow and maximum safety for both vehicles and pedestrians.

7. CORRESPONDENCE

7.1 ENVIRONMENTAL PRELIMINARY SITE INSPECTION R6 – EAST BELFAST, CHRISTCHURCH

The Board noted the Environmental Preliminary Site Inspection R6 – East Belfast, Christchurch report by Coffey Geotechnics Ltd.

7.2 ROSEFIELD LANE, NORTHCOTE – VEHICLE PARKING RESTRICTING VISIBILITY

The Board **received** a letter from a resident of Rosefield Lane, Northcote writing on behalf of herself and the other ten residents of the lane regarding ongoing traffic issues at the entrance to the lane.

The Board **decided** to request that staff ascertain whether the rental car business allegedly being run from the property at the end of Rosefield Lane, Northcote is operating legally and has a legal right to park vehicles associated with the business on the roadside.

The Board also **decided** to request that staff investigate issues around parking at the entrance to Rosefield Lane restricting visibility for residents exiting the lane.

1. COMMUNITY BOARD ADVISER'S UPDATE (CONT'D)

The Board **received** information from the Community Board Adviser on Board-related activities, including upcoming meetings and events.

1.2 COMMUNITY ORCHARD AT SUNLEA

The community conversation held on 23 July 2014 regarding maintenance and upkeep of the fruit trees and environment of the community orchard at Sunlea was well supported and resulted in the setting up of community working bees to prune the trees and weed the grounds.

The Board **decided** to support the community orchard at Sunlea and requested information from staff on the availability of a small storage shed and ladders or the cost of providing these.

ATTACHMENT TO CLAUSE 3 Cont'd

8. ELECTED MEMBERS' INFORMATION EXCHANGE

- The Board **decided** to request an update on the proposed Crossway Church development on the site of the former Shirley community centre and that all relevant updated information be communicated to all relevant parties.

9. QUESTIONS UNDER STANDING ORDERS

Nil.

PART C – REPORT ON DELEGATED DECISIONS TAKEN BY THE BOARD**10. CONFIRMATION OF MEETING MINUTES – 16 JULY 2014**

The Board **resolved** that the minutes of the Board's ordinary meeting of Wednesday 16 July 2014 be confirmed.

11. APPLICATION TO THE SHIRLEY/PAPANUI 2014/15 DISCRETIONARY RESPONSE FUND – NEIGHBOURHOOD WEEK 2014

The Board considered a report seeking its approval of an application for funding from its 2014/15 Discretionary Response Fund for the delivery of the Neighbourhood Week 2014 project.

The Board **resolved** to approve a grant of \$4,000 from its 2014/15 Discretionary Response Fund for the delivery of the Neighbourhood Week 2014 project.

12. SHIRLEY/PAPANUI COMMUNITY BOARD'S 2014/15 STRENGTHENING COMMUNITIES FUNDING ALLOCATIONS

The Shirley/Papanui Community Board considered a report regarding the allocation of the Shirley/Papanui Strengthening Communities Fund for 2014/15.

The Board approved the allocations recommended for its 2013/14 Strengthening Communities Funding as follows:

Priority One Grants

No.	Group	Project	Board Decision
2. 51592	Belfast Community Network Inc.	Leadership of Belfast Connectivity	To nominate the Belfast Community Network's Leadership of Belfast Connectivity as a Key Local Project and recommend funding of \$39,0000 from the Metropolitan Funding Committee.
3. 51574	Early Start Project Ltd	Community Support Worker	The Shirley/Papanui Community Board resolved to grant \$11,744 to the Early Start Project Ltd towards the Community Support Worker.

ATTACHMENT TO CLAUSE 3 Cont'd

12 Cont'd

No.	Group	Project	Board Decision
4. 51694	Neighbourhood Trust	Operations of Neighbourhood Trust	To nominate the Neighbourhood Trust's Operations of Neighbourhood Trust as a Key Local Project and recommend funding of \$53,000 from the Metropolitan Funding Committee.
5. 51662	Shirley Community Trust	Shirley Youth Development Worker	The Shirley/Papanui Community Board resolved to grant \$11,744 to Shirley Community Trust towards the Shirley Youth Development Worker.
6. 51660	Shirley Community Trust	Shirley Alive	The Shirley/Papanui Community Board resolved to grant \$40,000 to Shirley Community Trust towards the Shirley Alive project.
7. 51854	Te Ora Hou Otautahi Inc.	Te Ora Hou Kaiawhina/Transition Support	To nominate the Te Ora Hou Otautahi Inc. Kaiawhina/Transition Support as a Key Local Project and recommend funding of \$30,000 from the Metropolitan Funding Committee.
8. 51865	Westminster Sports Inc.	CEO Salary Contribution	The Shirley/Papanui Community Board resolved to grant \$13,000 to Westminster Sports Inc. towards the CEO Salary Contribution.
9. 51850	Westminster Sports Inc.	KiwiSport Coordinator Wages	The Shirley/Papanui Community Board resolved to grant \$3,000 to Westminster Sports Inc. towards the KiwiSport Coordinator Wages.

Priority Two Grants

No.	Group	Project	Board Decision
10. 51601	Avebury House Community Trust	Community Development in Richmond	The Shirley/Papanui Community Board resolved to grant \$5,000 to the Avebury House Community Trust towards Community Development in Richmond.
11. 51668	Belfast Community Network Inc.	Belfast Community Events and Programmes	The Shirley/Papanui Community Board resolved to grant \$5,000 to Belfast Community Network Inc. towards Belfast Community Events and Programmes.
12. 51667	Belfast Community Network Inc.	Community Development Coordinator	The Shirley/Papanui Community Board resolved to grant \$15,000 to Belfast Community Network Inc. towards the Community Development Coordinator.
13. 51845	Canterbury Cook Islands Sports Association Inc.	Rent for Weekly Meeting	The Shirley/Papanui Community Board resolved to grant \$3,800 to the Canterbury Cook Islands Sports Association Inc. towards the Rent for Weekly Meeting.

ATTACHMENT TO CLAUSE 3 Cont'd

12 Cont'd

No.	Group	Project	Board Decision
14. 51688	Crossroad Youth with a Future	Shirley Intermediate and Mairehau Stay Real	The Shirley/Papanui Community Board resolved to grant \$6,000 to Crossroad Youth with a Future towards the Shirley Intermediate and Mairehau Stay Real programmes.
15. 51870	Majestic Youth Community Trust	24/7 Youth Work in Shirley Boys High School	The Shirley/Papanui Community Board resolved to grant \$4,000 to the Majestic Youth Community Trust towards the 24/7 Youth Work in Shirley Boys High School.
16. 51855	Majestic Youth Community Trust	24/7 Youth Work in Shirley Intermediate School	The Shirley/Papanui Community Board resolved to grant \$6,000 to the Majestic Youth Community Trust towards the 24/7 Youth Work in Shirley Intermediate School.
17. 51711	Northgate Community Trust	Community Support Worker	The Shirley/Papanui Community Board resolved to grant \$15,000 to Northgate Community Trust towards the Community Support Worker.
18. 51710	Northgate Community Trust	24/7 Youth Workers	The Shirley/Papanui Community Board resolved to grant \$6,000 to Northgate Community Trust towards the 24/7 Youth Workers.
19. 51706	Papanui Baptist Church Community Services Freedom Trust	Salary for Part Time Community Worker	The Shirley/Papanui Community Board resolved to grant \$13,000 to the Papanui Baptist Church Community Services Freedom Trust towards the Salary for Part Time Community Worker.
20. 51844	Papanui Youth Development Trust	Partial Salary: Senior Youth Worker	The Shirley/Papanui Community Board resolved to grant \$9,000 to the Papanui Youth Development Trust towards the Partial Salary: Senior Youth Worker.
21. 51843	Papanui Youth Development Trust	Partial Salary: Youth Development Worker	The Shirley/Papanui Community Board resolved to grant \$14,000 to the Papanui Youth Development Trust towards the Partial Salary: Youth Development Worker.
22. 51882	Shirley Primary School	School Psychologist/Family Worker	The Shirley/Papanui Community Board resolved to grant \$7,000 to Shirley Primary School towards the School Psychologist/Family Worker.
23. 52015	Shirley/Papanui Community Board	Community Service Awards	The Shirley/Papanui Community Board resolved to grant \$4,000 to the Shirley/Papanui Community Board towards the Community Service Awards.
24. 52013	Shirley/Papanui Community Board	Community Pride Garden Awards	The Shirley/Papanui Community Board resolved to grant \$3,200 to the Shirley/Papanui Community Board towards the Community Pride Garden Awards.

ATTACHMENT TO CLAUSE 3 Cont'd

12 Cont'd

No.	Group	Project	Board Decision
25. 52011	Shirley/Papanui Community Board	Edible Garden Awards	The Shirley/Papanui Community Board resolved to grant \$4,430 to the Shirley/Papanui Community Board towards the Edible Garden Awards.
26. 52009	Shirley/Papanui Community Board	Youth Recreation Project	The Shirley/Papanui Community Board resolved to grant \$7,000 to the Shirley/Papanui Community Board towards the Youth Recreation Project.
27. 51785	Styx Living Laboratory Trust	Community Volunteer Monitoring Programmes and Engagement	The Shirley/Papanui Community Board resolved to grant \$8,000 to the Styx Living Laboratory Trust towards Community Volunteer Monitoring Programmes and Engagement.
28. 51856	Te Ora Hou Otautahi Inc.	Te Ora Hou Youth Work Coordinator	The Shirley/Papanui Community Board resolved to grant \$14,000 to Te Ora Hou Otautahi Inc. towards the Te Ora Hou Youth Work Coordinator.
29. 51804	The Salvation Army New Zealand Trust	Community Connections – Northcote/Redwood project	The Shirley/Papanui Community Board resolved to grant \$10,000 to The Salvation Army towards the Community Connections – Northcote/Redwood project.

Priority Three Grants

No.	Group	Project	Board Decision
30. 51946	Papanui Youth Development Trust	Whakaoho Community Day	The Shirley/Papanui Community Board resolved to decline the application from the Papanui Youth Development Trust for funds for the Whakaoho Community Day.
31. 51851	Papanui Youth Development Trust	Partial Salary: Trust Manager	The Shirley/Papanui Community Board resolved to decline the application from the Papanui Youth Development Trust for funds for the Partial Salary: Trust Manager.
32. 51846	Papanui Youth Development Trust	Intern Youth Worker	The Shirley/Papanui Community Board resolved to decline the application from the Papanui Youth Development Trust for funds for the Intern Youth Worker.
33. 52014	Shirley/Papanui Community Board	Community Leadership, Upskilling and Networking Day	The Shirley/Papanui Community Board resolved to decline the application from the Shirley/Papanui Community Board for the Community Leadership, Upskilling and Networking Day as this is a biennial event.

ATTACHMENT TO CLAUSE 3 Cont'd

12 Cont'd

No.	Group	Project	Board Decision
34. 52012	Shirley/Papanui Community Board	Engagement with the Community	The Shirley/Papanui Community Board resolved to decline the application from the Shirley/Papanui Community Board for Engagement with the Community as this is a biennial event.
35. 51988	St Albans Residents' Association (SARA) Inc.	Community Development Coordinator	The Shirley/Papanui Community Board resolved to decline the application from the St Albans Residents' Association (SARA) Inc. for funds for the Community Development Coordinator.

The meeting concluded at 7.26pm.

CONFIRMED THIS 20TH DAY OF AUGUST 2014

**MIKE DAVIDSON
CHAIRPERSON**

4. DEPUTATIONS BY APPOINTMENT

4.1 POSITIVE YOUTH DEVELOPMENT SCHEME REPORT – BILLIE LEIATAUA

Billie Leiataua will attend to report to the Board on her attendance at the International Future Problem Solving Competition Finals in Iowa, USA in June 2014.

4.2 POSITIVE YOUTH DEVELOPMENT SCHEME REPORT – SARAH COSGROVE

Sara Cosgrove will attend to report to the Board on her attendance at the International Future Problem Solving Competition Finals in Iowa, USA in June 2014.

4.3 POSITIVE YOUTH DEVELOPMENT SCHEME REPORT – HANNAH HUDSON

Hannah Hudson will attend to report to the Board on her attendance at the International Future Problem Solving Competition Finals in Iowa, USA in June 2014.

4.4 TE RARANGA

Anita Voisey, Coordinator, Te Raranga will attend to update the Board on the neighbourhood project "Knowing your Neighbour is a Piece of Cake" campaign, explain the next steps and offer support for Neighbourhood Week later this year.

4.5 WAIMAIRI WALKING TRACK – DANIEL AND HAYLEY POWELL

Daniel and Hayley Powell will attend to speak to their submission on the proposed replacement for the closed section of Waimairi Track.

4.6 SPENCER PARK SURF LIFE SAVING CLUB

Representatives from Spencer Park Surf Life Saving Club will attend to speak to the Board about the Club's application for a ground lease over approximately 1552 square metres of Spencer Beach Park on which to build new clubrooms, car-parking, and associated infrastructure.

5. PRESENTATION OF PETITIONS

6. NOTICES OF MOTION

7. BRIEFINGS

7.1 MIGRANT REBUILD WORKERS

George Patena, Multicultural Advisor Community Support Unit, will attend to introduce himself and provide the Board with a brief overview of his role and findings contained in research on migrant rebuild workers and the Christchurch City Council's role.

8. CORRESPONDENCE

8.1 NORTH WEST CHRISTCHURCH COMMUNITY SPORTING TRUST (NWCST)

Refer to letter **attached**.

20. 8. 2014

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ATTACHMENT TO CLAUSE 8.1

8/08/2014 at 9:42 am

To: Mike Davidson

From: Tony Murdoch

Good morning Mike

I am writing on behalf of the North West Christchurch Community Sporting Trust (NWCCST). This body was formed in 2010 and its object *"is to provide facilities at St Bede's College for the benefit of persons of all ages domiciled or born or living in New Zealand from time to time for the participation, promotion, training and support in all athletic or sporting pursuits in all or any type of sporting activity that the Trustee approve..."*

To date its major project has been the construction of the artificial hockey turf at St Bede's College which is named Marist Park at St Bede's College. This project has been a resounding success especially in the post EQ period and it remains the only water-based turf in the city. It is a true community amenity and the Trust enjoys an excellent working relationship with Canterbury Hockey.

Currently there are 7 trustees and one of these trustees is *"appointed as a representative of the Papanui – Shirley Community Board."*

This position has been occupied by Norn Withers since the founding of the Trust.

The purpose of this letter is to advise you of this position and to inquire as to your Board's interest in the trustee's role. The Trust board is more than happy for Norm to continue if that is the wish of the Community Board. Generally there are 4 meetings a year and the Board functions very much as a governance body.

Should you wish to meet to discuss this I am more than happy to do so.

Kind regards

Tony Murdoch
Executive Officer

Tony Murdoch
Director of Development
St Bede's College
Christchurch



9. MAIN NORTH ROAD – BUS LANE EXTENSION

		Contact	Contact Details
General Manager responsible:	General Manager Community Services	N	
Officer responsible:	Unit Manager, Transport and Greenspace	N	
Author:	Bill Homewood, Traffic Engineer	Y	DDI 941 8343

1. PURPOSE AND ORIGIN OF REPORT

1.1 The purpose of this report is to seek the Shirley/Papanui Community Board's endorsement and recommendation to the Council to approve the extension of the existing bus lane on the Main North Road.

1.2 This is a staff initiated report following an optimisation study of the Main North Road.

2. BACKGROUND

2.1 There is an existing bus lane on the western side of the Main North Road which commences 82 metres north of its intersection with Sawyers Arms Road. The bus lane operates between the hours of 4pm and 6pm.

2.2 Currently there are six bus routes which utilise this lane (107, 28, 95, Blue Line, The Comet and The Orbiter). During the two hours per day which the bus lane operates these routes generate 46 buses.

2.3 The bus lane was installed to improve travel times for buses travelling northbound on the Main North Road. This lane offers significant benefits, however bus travel times remain restricted by the inadequate layout at the beginning of the lane.

2.4 The initial 82 metres north of the Sawyer Arms Road intersection is not designated as a bus lane. This section of Main North Road is sufficient in width to allow for a two lane exit from the intersection; however it is only marked as a single lane.

2.5 Despite not having clear demarcation showing two separate lanes, vehicles do separate themselves into two lanes in order to allow more vehicles to travel through the Sawyers Arms Road intersection.

2.6 The current layout of this intersection has a single lane of traffic travelling northbound on Main North Road, and a single lane of traffic turning left from Sawyers Arms Road onto Main North Road to travel northbound. As the Sawyers Arms Road and Main North Road phases run separately, this only requires one northbound exit lane.

2.7 The existing layout is shown in **Attachment 1**.

2.8 Vehicles from both Main North Road and Sawyers Arms Road approaches split into two queues on the exit to the intersection and fill up the available queuing spaces in the PM peak period. They then are required to merge back to one lane where the existing bus lane commences.

3. COMMENT

3.1 While this informal two lane exit does allow more vehicles through the intersection, it does not add to its capacity or reduce journey times. This additional exit lane only moves the queue from the approaches to north of the Sawyers Arms intersection, where vehicles are queuing for the Cranford Street intersection. It also means that buses have to wait for the queue at the exit of the intersection to clear before accessing the bus lane 80 metres north of the intersection.

9 Cont'd

- 3.2 Extending the bus lane south to the intersection of Main North Road and Sawyers Arms Road, as shown in **Attachment 2**, will however provide a more efficient bus route by allowing direct access to the bus lane at the intersection. The impact on the existing travel times for other vehicles would be negligible.
- 3.3 No consultation has been carried out as this scheme will have no impact on the surrounding properties. Parking prohibitions are already in place along the proposed extension to the bus lane.
- 3.4 Part 2, Clause 13 of the Christchurch City Council Traffic and Parking Bylaw 2008 provides the Council with the authority to restrict any road or part of road to specific classes of vehicles.
- 3.5 The installation of any signs and / or markings associated with traffic control devices must comply with the Land Transport Rule: Traffic Control Devices 2004.
- 3.6 The recommendations align with the Christchurch Transport Strategic Plan 2012 – 2042.

4. FINANCIAL IMPLICATIONS

- 4.1 The sign will be financed out of the 2014/2015 Transport Optimisation Budget.
- 4.2 This scheme is estimated to cost \$3,500.

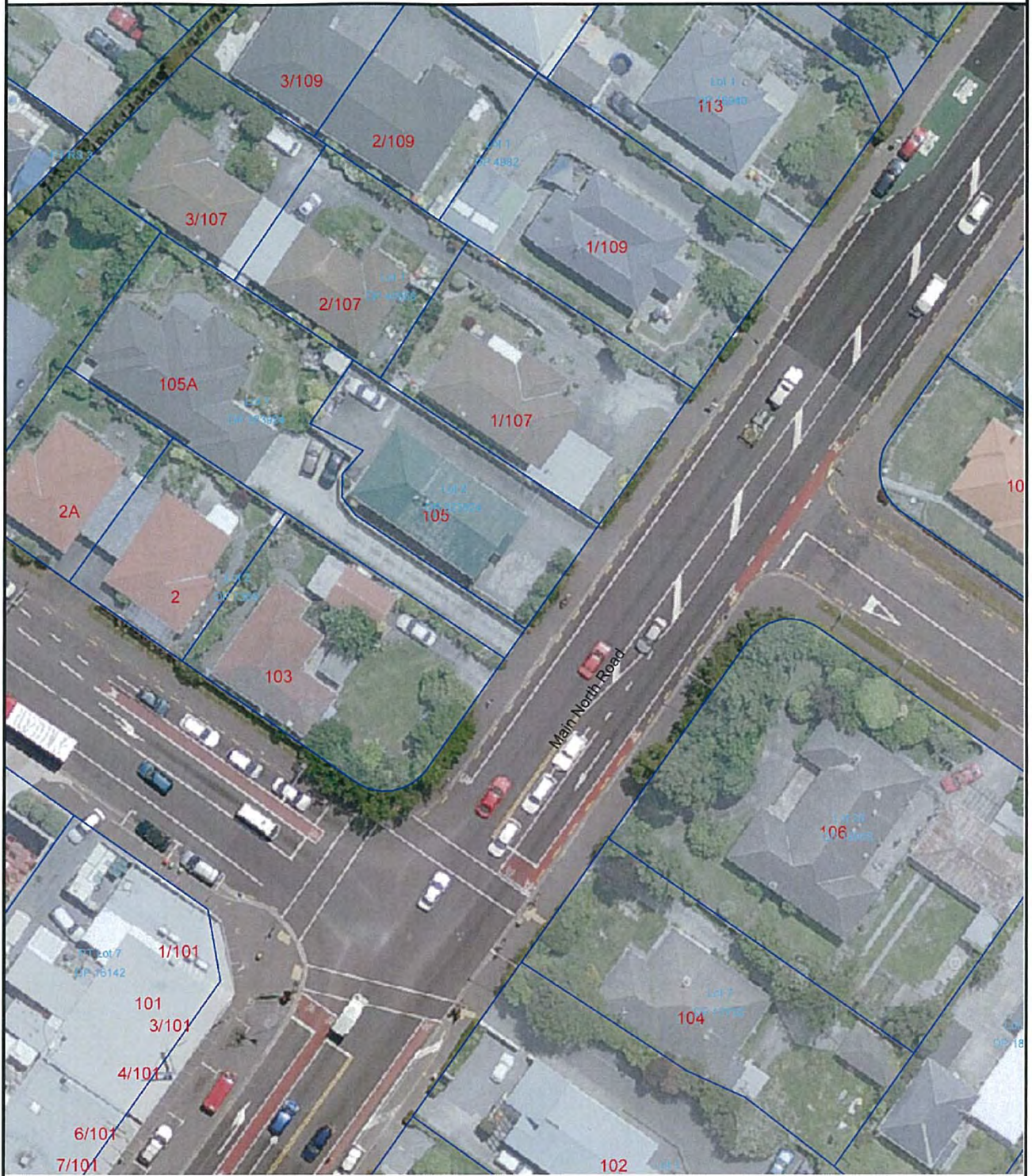
6. STAFF RECOMMENDATION

It is recommended that the Shirley / Papanui Community Board:

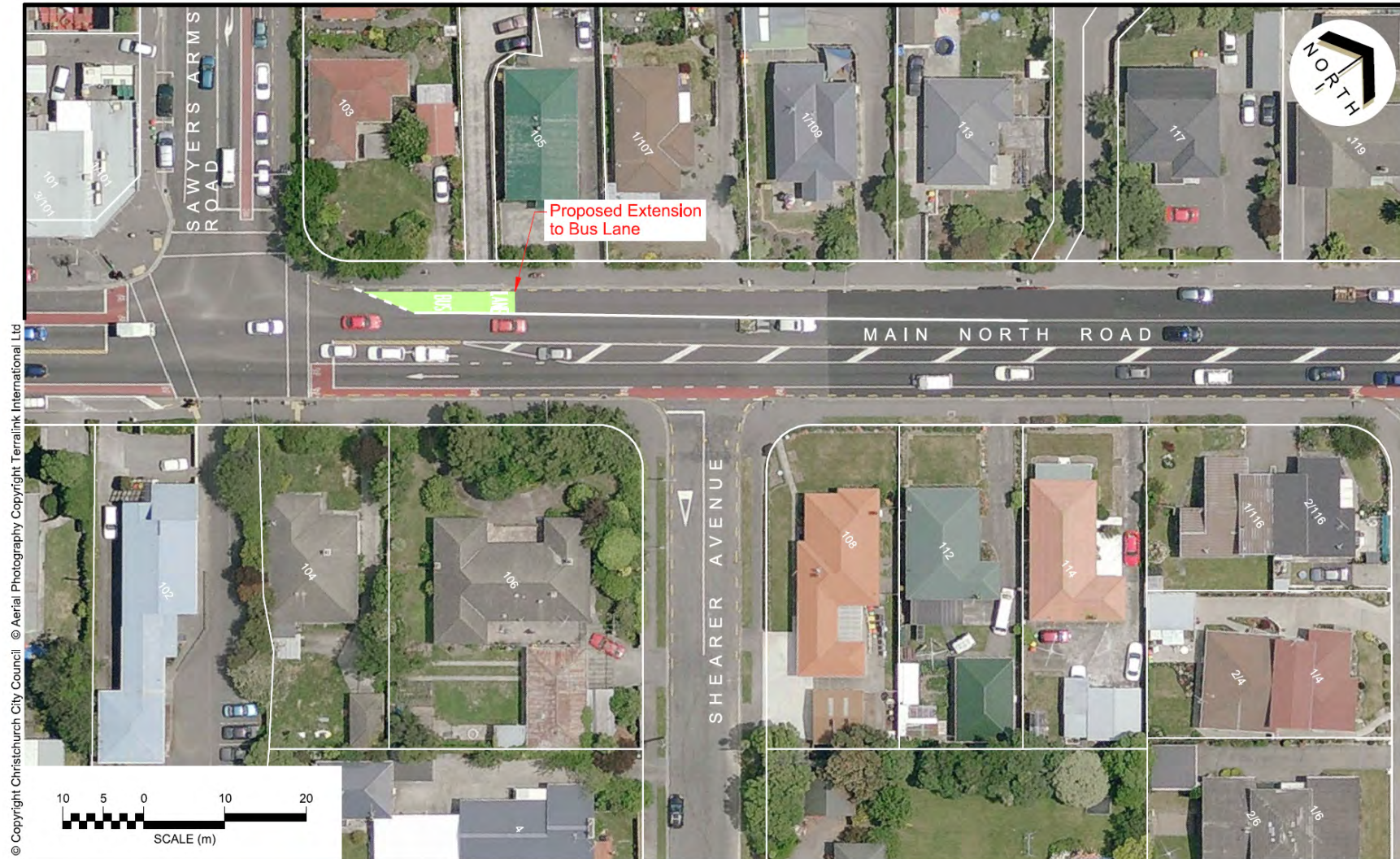
- 6.1 Revoke all existing special vehicle lanes on the west side of Main North Road, commencing at its intersection with Sawyers Arms Road and continuing northbound to its intersection with Cranford Street.
- 6.2 Approve the installation of a special vehicle lane, specifically a “bus lane”, which restricts the lane for use for buses, bicycles and motorcycles, on the west side of Main North Road between the hours of 4pm and 6pm Monday to Friday, commencing at its intersection with Sawyers Arms Road and continuing north to its intersection with Cranford Street.

Attachment 1 – Existing Bus Lane Layout

- Property
- Roads
- 2010 Aerial Photo



40 m 1 : 500



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Main North Road
Bus Lane Extension
For Board Approval

Original Plan Size: A4
ISSUE.1 04/06/2014
TG126029 JEP



10. SPENCER BEACH PARK - SPENCER PARK SURF LIFE SAVING CLUB LEASE REPORT

		Contact	Contact Details
Executive Leadership Team Member responsible:	General Manager Community Services	N	N
Officer responsible:	Unit Manager, Asset & Network Planning	N	N
Author:	Joanne Walton, Policy & Leasing Administrator	Y	DDI 941 6491

1. PURPOSE AND ORIGIN OF REPORT

- 1.1 An application has been received from the Spencer Park Surf Club, (Club), for a ground lease over approximately 1552 square metres of Spencer Beach Park on which to build new clubrooms, car-parking, and associated infrastructure as shown on **Attachment 1**.
- 1.2 The purpose of this report is therefore to enable the Council to consider granting a ground lease to the Spencer Park Surf Club over the aforementioned area.
- 1.3 To enable the Council to resolve and to write off the present Council owned surf club building.

2. EXECUTIVE SUMMARY

- 2.1 The Spencer Park Surf Club has made application to the Council to lease an area on the sand dunes of Spencer Beach Park on which to build a new purpose built clubroom, car-parking and associated infrastructure.
- 2.2 This is to replace the existing Council owned clubroom, which is old, not fit for purpose, having been added onto a number of times, and now requiring considerable maintenance to bring up to a good standard.
- 2.3 Council does not provide buildings for sports club occupation, rather leasing bare land on which clubs build their own infrastructure.
- 2.4 Officers are recommending to the Council that they write off the existing building to allow it to be demolished by the club to make way for the new building and associated infrastructure.
- 2.5 The Club is a well run club being awarded in 2011 Gold Club mark status by Sport Canterbury in recognition of the Club's management and processes. This being proof that the Club is well managed in accordance with expected management processes.
- 2.6 The total net cost of the project is estimated by the quantity surveyors to be \$1,780,000 (excluding GST) of which secured funds of \$704,597 have been obtained, this amount including a capital grant of \$250,000 from the Christchurch City Council.
- 2.7 The Club is targeting \$1,070,000 from other trusts and foundations to make up the balance.
- 2.8 Officers are recommending that the lease be granted.

3. BACKGROUND

- 3.1 The present building was provided by the former Waimairi District Council, the building still being in the Council's ownership, the current agreement being that the Council provides materials to the Club to enable them to continue to maintain the building, all other costs are paid for by the Club.
- 3.2 The present Council owned surf club building is old, and has been added onto a number of times since the Club became established in the late 1960's to enable it to remain adequate for the provision of surf life saving services to the public. The building initially started out as a changing room for beach users.

10 Cont'd

- 3.3 At the time the building was first added onto in the early years of the Club, surf clubs were mainly made up of male members, whereas today most clubs have an evenly split male/female membership. Since the inception of the Club's use of the building many changes have occurred in how life saving services are provided, e.g. the use of quad bikes, inflatable outboard driven rescue craft, etc. This has required additions to be made to the building over the years, some of which have not been integrated well into the existing building, for example, the first aid room being placed in the first floor of the building which is less than ideal from an emergency vehicle access perspective.
- 3.4 Although the building which is Council owned was not badly damaged in the earthquakes, it is old, and being in the coastal environment now requires considerable maintenance to bring it up to a reasonable standard. Some of the maintenance now required to be undertaken to the building is major, and as a result will be costly, and needs to be undertaken by professional contractors.
- 3.5 The design and layout of the building is therefore now considered not fit for purpose as alluded to in the above sections.
- 3.6 The building will need to be demolished, to make way for the new car/park, boat manoeuvring area which is going to be located on the land side of the proposed building out of the wind, and away from the fore-dune area, thus ensuring there is minimum activity on the fragile fore-dune area.
- 3.7 The Council does not provide buildings for surf clubs or for that matter any other sports clubs on Council land. The Council does lease bare land on which the club concerned can build a club building to support their recreational activities on the land. This is the only surf club building in the Council's area which is Council owned.
- 3.8 The Club have agreed to build a purpose built building at their own expense, plans and elevations are shown in the second attachment to this report (refer **Attachment 2**).
- 3.9 The proposal will necessitate the Council resolving to write off the value of the present building, which at present has a book value of \$129,793, for the reasons given in the above sections. The Council will not need to budget any money for the building's replacement, it being replaced by the Club at their own expense.
- 3.11 The Club has agreed to demolish the building at their expense, there being no Council budgeted monies available to undertake this demolition, which is estimated to cost approximately \$35,000. It should be noted that the Council has made a grant of \$250,000 towards the cost of building the new building.
- 3.12 Spencer Beach Park is a classified recreation reserve derived from the Crown being SO 17137 of 50.220 hectares in area (NZ Gazette 2008 page 4968 and page 5178).
- 3.13 Within the proposed lease area a new purpose built 2 storey surf club building will be built covering approximately 477 square metres, patrol wing 62 square metres, service area 773 square metres, a septic tank or similar and possible potable water supply tank zone of an indicative area of approximately 60 square metres, (subject to final approved design) see attached plans and elevations Attachment 2).

4. COMMENT

- 4.1 Discussions have been held with Environment Canterbury about the proposed positioning of the new building forward of the present building in the Coastal Hazard Zone, which will require consent from both Ecan and the Christchurch City Council. The reasons for moving the building forward are two fold:
- 4.1.1 To enable an adequately sized manoeuvring area for boats etc to be built behind the clubrooms / garages, before the back side of the dunes are encountered

10 Cont'd

- 4.1.2 To move the observation tower forward to enable better views of the foreshore to be gained from the tower.
- 4.2 The proposed lease area is within Ecological Heritage Site 14.09 (Coastal dune grassland) as marked on the City Plan and as such resource consent will need to be obtained for the proposed development before it is able to be commenced.
- 4.3 The reasons why a new purpose built building is required is adequately set out in the background section of this report and in the "Reason / need for making this application" section of the Club's application.
- 4.4 The Club has undertaken extensive consultation with 13 organisations throughout the planning stages of this project. These organisations are amplified upon on page 2 of the application, (refer Attachment 1).
- 4.5 Four external consultants have been engaged to prepare a number of reports as listed below:
 - 4.5.1 Environment Canterbury: Land Information Report obtained and further general consultation regarding proposal. They have indicated that they are comfortable with the proposed siting of the building from a hazard zone resource consent perspective.
 - 4.5.2 Serious Fun Event Management Ltd: Feasibility study conducted during initial investigation stage, in association with Sport Canterbury. The feasibility study was in favour of the development of a new facility.
 - 4.5.3 Shore Processes and Management Ltd (coastal geomorphologist): Coastal hazard assessment report. The proposal fits within the recommendations of the Coastal Hazard Report providing mitigation for a 75-100 year life span.
 - 4.5.4 Ian Harrison and Associates Ltd: Quantity Survey Report to estimate project costings. The project costing is within a manageable and realistic target.
- 4.6 The position of the new building etc and its integration into the foreshore environment is in alignment with the Spencer Park Management Plan 2010.
- 4.7 The Club has a business plan, and established a trust "Spencer Park Surf Life Saving Trust", which is registered with the Charities Commission. The Club is the beneficiary of the Trust which contributes funds to its operation costs, and has also contributed \$150,000 towards the build cost.
- 4.8 In 2011 the Club was awarded Gold Clubmark Status by Sport Canterbury in recognition of the Club's management and processes. This is proof that the Club is well managed in accordance with expected management processes.
- 4.9 Club membership from 2004/2005 to 2013/2014 has grown from 70 (34 junior) to 158 (80 junior). This is a very healthy incremental growth pattern.
- 4.10 The Council is required to publicly advertise its intention to grant the lease over part of the reserve in accordance with the requirements as set out in section 54(2) of the Reserves Act 1977 for one calendar month.
- 4.11 The intention to request that the Council grant the lease to the Club was publicly advertised in the Star on Friday 23 May, and Press on Saturday 24 May 2014, closing on Friday 27 June. One enquiry was received the enquirer's concerns being satisfied when the plans of the proposal were seen.

5. **FINANCIAL IMPLICATIONS**

- 5.1 The total net cost (without GST) of the project as estimated by the quantity surveyors is \$1,780,000, of which the Club has secured funds of \$704,597, this total including a capital grant of \$250,000 from the Christchurch City Council.

10 Cont'd

- 5.2 The Club are targeting \$1,070,000 from other trusts and foundations to make up the balance.
- 5.3 Depending on the success of the club securing these additional funds, the Club may need to make an application for a Council low interest loan.
- 5.4 All other expenses in processing this application are contained within existing Council budgets, except for public advertising costs, and legal fees incurred in drafting the lease etc, which are charged to the applicant.

6. **STAFF RECOMMENDATION**

It is recommended that the Shirley / Papanui Community Board:

- 6.1 Under the delegated authority of Council approve the granting of a lease pursuant to section 54(1)(b) of the Reserves Act 1977 over approximately 1552 square metres of Spencer Beach Park, (subject to change to accommodate sewage disposal system), a classified recreation reserve derived from the Crown being SO 17137 of 50.220 hectares in area (NZ Gazette 2008 page 4968 and page 5178) to the Spencer Park Surf Club on which to build new clubrooms, car-parking, and associated infrastructure as shown on Attachment 1 for a period of up to 33 years subject to the following conditions:
 1. Obtaining resource consent from both Environment Canterbury and the Council. *The proposed development will be built in the coastal dune grasslands, which make up ecological heritage site 14.09, and therefore a Christchurch City Council resource consent will be required.*
 2. Obtaining building consent from the Council for the proposed development.
 3. The works must only be undertaken by suitably qualified and skilled contractors and workers.
 4. All works must be undertaken and supervised under strict health and safety guidelines. Prior to commencing any works on site the Club will provide to Council a health and safety plan that adequately addresses the health and safety of all workers and the public that could be within the vicinity of the works.
 5. The Club shall provide to Council a programme and plan of the works for Council approval that adequately demonstrates the works will be undertaken in such a way to minimise the interference to the public's ongoing use of the foreshore adjacent to the area the works are to be undertaken on.
 6. The responsibility for the proper future maintenance of the built infrastructure within the leased area will be the Spencer Park Surf Lifesaving Club.
 7. The applicant is to pay a \$2,000 bond to the Council via the Area Head Ranger (Coastal), and sign a temporary access licence before any construction work commences on the site. The bond less any expenses incurred by the Council will be refunded to the payee upon completion of the work, including the restoration of the site to a standard acceptable to the Greenspace Manager or his nominee.
 8. To ensure the protection of tangata whenua values, The Spencer Park Surf Club are to ensure that all its contractors and the Club have an accidental discovery protocol in place before commencing any work on the site. *This area of foreshore is of great interest to the local tangata whenua of Ngai Tahu, and therefore it will be necessary for Club to consult with them over the Clubs proposal.*
 9. The Spencer Park Surf Club is to apply to the Historic Places Trust for an Archaeological Authority to damage an archaeological site under the Canterbury Earthquake Response and Recovery Act 2011 before any work commences upon the site. *The infrastructure will be built within an ecological heritage site 14.09 (coastal dune grasslands), and therefore an Archaeological Authority needs to be obtained before work commences on the site, or otherwise the work will be held up until such a permit is obtained if anything of significance is found while work is progressing on the site.*

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- 6.2 Recommends that the Council acting under delegated authority of the Minister of Conservation, grants Ministerial approval to the granting of the lease, subject to the conditions contained in 6.2 above being satisfactorily fulfilled.
- 6.3 Recommends that the Council resolves that the existing clubroom be demolished and to write off the value of the present surf club building, which has a book value of \$129,793.

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ATTACHMENT 1 TO CLAUSE 10



Urban Function Ltd
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- Information provided is for the purpose of a Site Feasibility and is subject to Council approval.
- Copyright of Design Concept + Documentation relating to the development remains with
CoLab Architecture Ltd + Urban Function Ltd.

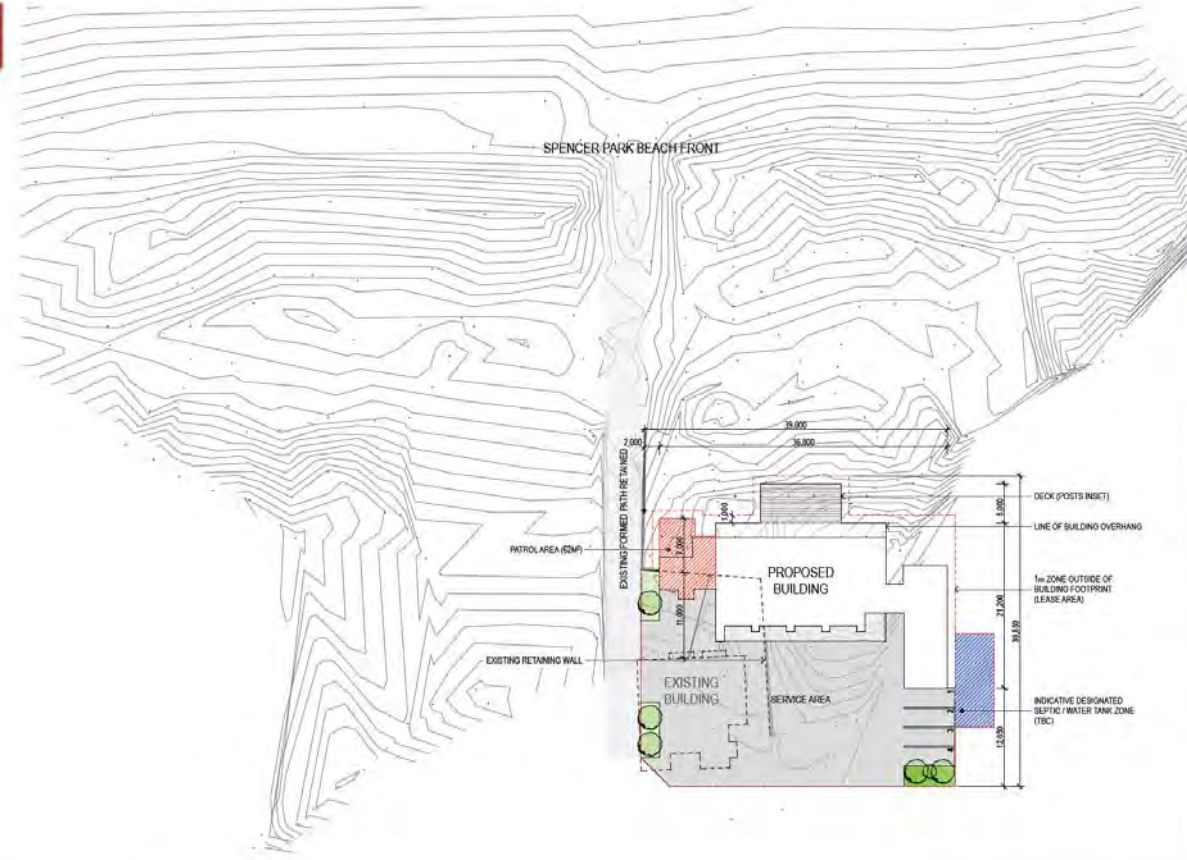


NOTE: ORIGINAL DRAWING SCALE: A3

NEW PATROL TOWER AND CLUB HOUSE, CHCH, NEW ZEALAND

Monday, 5 May 2014

ISSUE FOR LEASE APPLICATION



LEGEND:

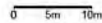
- LEASED AREA BOUNDARY
- TOTAL BUILDING OUTLINE
- GROUND FLOOR BUILDING FOOTPRINT
- PATROL WING (52m²)
- SEPTIC / WATER STORAGE TANK AREA

AREAS:

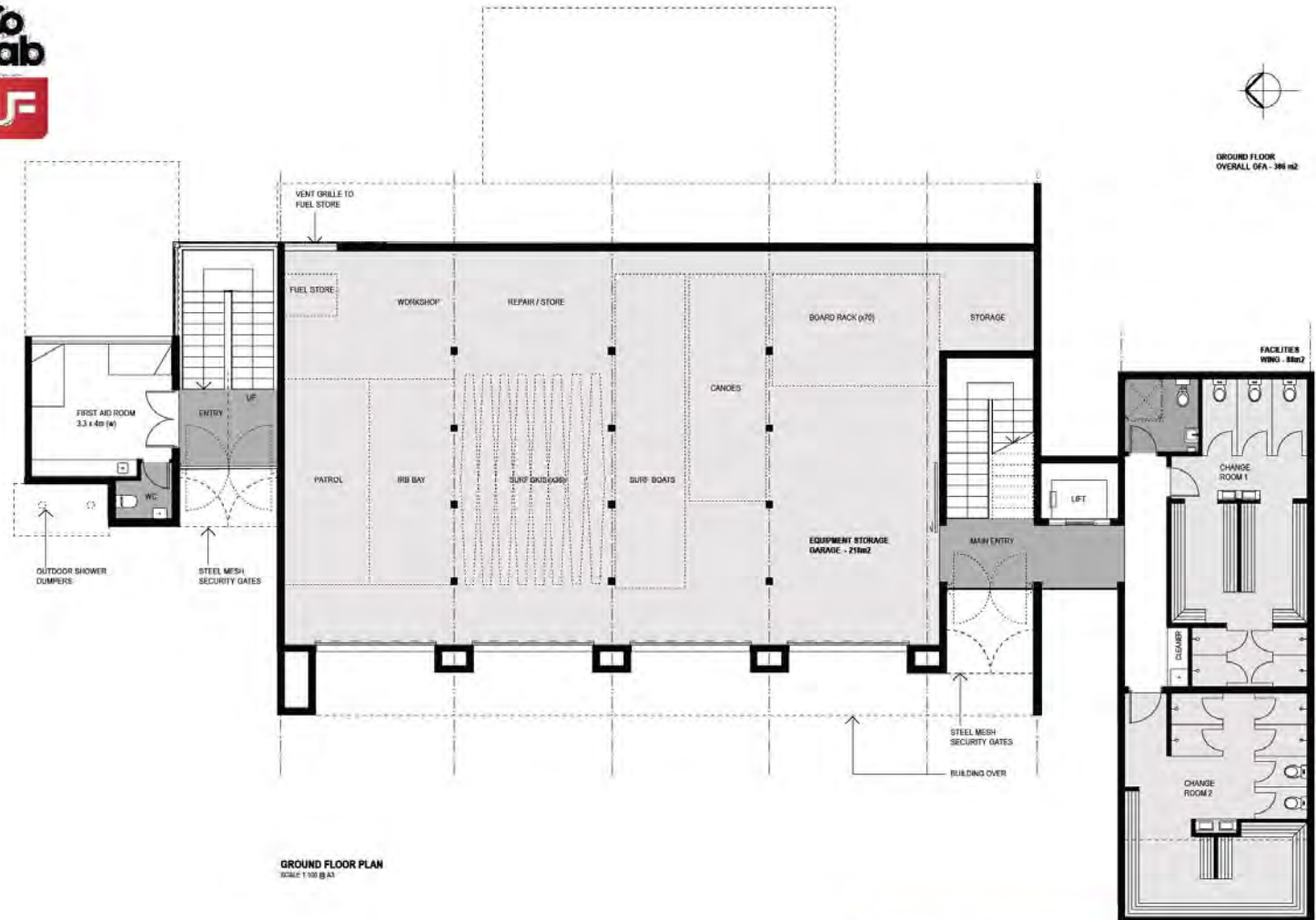
a. LEASED AREA BOUNDARY	1552.2m ²
b. TOTAL BUILDING AREA	477.0m ²
c. SERVICE AREA	173.2m ²
d. TANK AREA	60.0m ²



SITE / LOCATION PLAN
SCALE 1:500



SPENCER PARK SURF LIFE SAVING CLUB
NEW PATROL TOWER AND CLUB HOUSE
ISSUE FOR LEASE APPLICATION
5/08/14



GROUND FLOOR PLAN
SCALE 1:100 (B A3)



SPENCER PARK SURF LIFE SAVING CLUB
NEW PATROL TOWER AND CLUB HOUSE
ISSUE FOR LEASE APPLICATION

5/25/13

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ATTACHMENT 1 TO CLAUSE 10 Cont'd



FIRST FLOOR OVERALL
OFA - 420 m2 (DECKS)

FIRST FLOOR PLANS
SCALE 1:100 @ A4

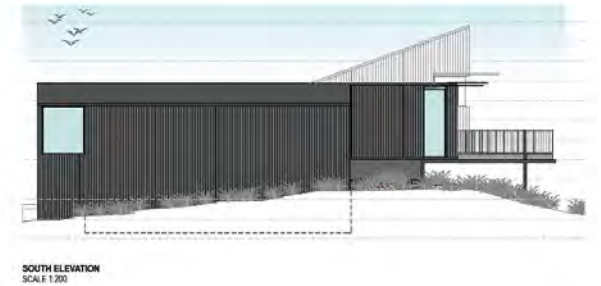


SPENCER PARK SURF LIFE SAVING CLUB
NEW PATROL TOWER AND CLUB HOUSE
ISSUE FOR LEASE APPLICATION

20. 8. 2014

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ATTACHMENT 1 TO CLAUSE 10 Cont'd



SPENCER PARK SURF LIFE SAVING CLUB
NEW PATROL TOWER AND CLUB HOUSE
ISSUE FOR LEASE APPLICATION

D/06/14

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ATTACHMENT 1 TO CLAUSE 10 Cont'd



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ATTACHMENT 1 TO CLAUSE 10 Cont'd



SPENCER PARK SURF LIFE SAVING CLUB
NEW PATROL TOWER AND CLUB HOUSE
ISSUE FOR LEASE APPLICATION

8/20/14

Spencer Park Surf Life Saving Club
PO Box 13-251
Armagh
Christchurch 8141



5th May 2014

John Allen
Policy & Leasing Administrator
Network Planning Unit (Greenspace)
Christchurch City Council

Re: Land Lease Application – Site for new Clubhouse

Dear John,

We, (the Club) hereby make application to lease Council land to accommodate a new Clubhouse facility and adjoining service area located at Spencer Park Beach. We have been consulting with Christchurch City Council since 2008 with regards this project, and as advised by Kay Holder on 27th March 2014, we are pleased to submit this application in accordance with an agreement reached between the CCC Transport & Greenspace Unit and the Club.

We have undertaken extensive research and made absolute consideration for the surrounding area with respect to this application whilst achieving a balanced approach to meeting the needs of the Club and its lifeguarding operations.

We therefore make application to lease a total land area of 1552.2m² as per the attached site plan for building and adjacent servicing area located within Land Parcel (Recreation Reserve); Section 1 SO 17137, Valuation # 2185250500, Territorial Authority Property ID # 73068235.

This leased area makes provision for and includes 60m² to accommodate a septic waste system and also possible water storage. This 60m² area is preliminary only and the details are to be finalised.

Please refer to the following documents in support of this application:

1. Clubhouse Redevelopment Project Report
2. Site Plan (showing proposed leased area)
3. Building elevation plans (draft)
4. Building floor plans (draft)
5. Building perspective drawings (draft)
6. Club business / financial plan
7. Audited Statement of Financial Accounts 2012/13
8. Five Year Strategic Plan
9. ClubMark award certification
10. Letters of Support (x8)

Reason / need for making this application

The need that is being addressed is the requirement to replace the existing building for a new, purpose built Surf Lifesaving Club facility at Spencer Park Beach to cater for the Club's needs and continued public safety for the 21st century. The existing building being near the end of its usable and economic life, and not of suitable layout to service the Club's operations is owned by the Christchurch City Council and has long been limiting the Club's operations. The principle needs are a base to provide lifesaving services to the public using the beach, and as a result the following infrastructure is required:

- A lifeguard watch-tower station which overlooks the beach, and which has good communication facilities to be in direct contact with on-beach lifeguard personnel and external emergency services.
- A suitably equipped first aid room easily accessible by lifeguard personnel and emergency services.
- Suitable equipment storage facilities accessible both from the beach and the park road.
- Change rooms and toilet facilities for club member use.
- Office / meeting room and training equipment room
- A multi-purpose room which the club membership is able to socialise, which will include bar and kitchen facilities. This space will also be used to accommodate beach education and other such like programmes.

A more detailed description is included in the Report of Clubhouse Facility Redevelopment document.

A previous lease agreement with the Waimari City Council effective 1988 (later transferred to CCC) expired 7TH December 2009 with a further 21 years right of renewal. This was not renewed at the time due to the pending new development and the Club has been given an informal right to occupy. A new lease agreement between the CCC and the Club to be granted in 2014 will ensure that a new facility can be established as per the project proposal, and thus will ensure that both parties continue a formalised arrangement for the continuance of lifesaving services at Spencer Park Beach.

The Club has carried out extensive consultation with a number of organisations throughout the planning stages of this project, these include:

- Christchurch City Council
- Environment Canterbury
- Shirley / Papanui Community Board
- Surf Life Saving New Zealand
- Sport Canterbury
- Spencerville Residents Association
- Community of Spencerville through public meetings, flyers and community newsletters
- Canterbury Coastguard
- Brooklands Fire Service
- Spencerville Civil Defence
- Kainga Residents Association
- Adrenalin Forrest
- Spencer Park Beach Camping Ground.

Please refer to letters of support from those organisations as applicable.

ATTACHMENT 2 TO CLAUSE 10 Cont'd

We have also engaged external reports from:

- Environment Canterbury; Land Information Report obtained and further general consultation regarding project proposal.
- Serious Fun Event Management Ltd; Feasibility study conducted during initial investigation stage, in association with Sport Canterbury.
- Shore Processes and Management Ltd (Coastal Geomorphologist); Coastal Hazard Assessment Report carried out under direction from CCC.
- Ian Harrison & Associated Ltd; Quantity Survey Report to estimate project costings.

It can be noted that:

1. Environment Canterbury have been involved in the building site discussions and have indicated that resource consent should be granted based on our proposal.
2. The feasibility study was in favour of the development of a new facility.
3. The proposal fits within the recommendations of the Coastal Hazard Report and provides mitigation for a 75-100 year life span.
4. The project costing is within a manageable and realistic target.

References have also been made to the following reports:

- Brooklands Lagoon and Spencer Park Management Plan, August 2010 - Christchurch City Council.
- Spencer Park Coastal Public Safety Assessment - Surf Life Saving New Zealand

It can be noted that:

1. The CCC Management Plan 2010 makes particular reference to Spencer Park beach and the associated surf lifesaving / public beach activities in reference;
 - a. Pages 66-68, section 18 Recreation
 - b. Pages 112-117, section 30.2 Proposed Developments
 - c. Pages 131-133, Appendix 2, Clubhouse / Patrol Facilities
2. The Coastal Public Safety Assessment carried out by Surf Life Saving New Zealand highlights the need for continued lifesaving patrol services and associated facilities, and makes particular recommendations to increase public safety and awareness.

Parks Management Objectives

The new clubhouse / lifeguard facility proposal is aligned with the Christchurch City Council vision, purpose and management objectives within the Spencer Park area. The Parks Management Plan 2010 highlights Spencer Park as being a recreational area and popular destination for visitors. The Management Plan provides results from a Summer User Survey 2003/04 where the beach was included within survey area zone 1 as being the highest usage area at 78% of respondents. Additionally, the beach environment specifically has the highest percentage (67%) as being the top features indicated within the Spencer Park area.

ATTACHMENT 2 TO CLAUSE 10 Cont'd

The new facility will replace an existing building; therefore it will have no further impact on the greater area. Although the new building is larger than the existing building, its location is almost hidden from view from both the wider beach area and also from the surrounding parks due to the foliage. The set back from both the beach and also the park will limit any visual impact of the building. The positioning of the new building has been carefully considered taking into account coastal hazards and environmental impact. The overall site does not offer a lot of latitude due to the limited space available, but the proposed building site provides a good balance to achieve all objectives; environmental impact and operational functionality.

Club Business Plan

Please also refer to Club Business / Financial Plan document provided.

The cost to construct the new building has been estimated at \$1,780,000.00 (+GST) by quantity surveyor Ian Harrison & Associates. The Club has already secured \$700,000 of funds which includes an approved funding grant of \$250,000 from the Christchurch City Council capital endowment fund. We currently have further funding applications to the value of \$1,070,000 being assessed and should be advised of these final decisions over the next 3 months. We have been working with engineering company AECOM who have indicated pro-bono work in undertaking geotechnical evaluations and building engineering design work. We are also in discussion with Fulton Hogan who also may assist in providing ground works on a pro-bono basis.

We anticipate that we will raise the required funds through club fundraising and grants, and will also be able to reduce some costs through sponsorship and pro-bono work.

The Club is not planning, but has not ruled out the use of a Council low interest loan should we have a shortfall of funds to proceed.

We are currently targeting to start construction in March 2015, with a completion date during October in time for the 2015/16 season.

In 2005, the Club established a Trust named the 'Spencer Park Surf Life Saving Club Trust'. The Trust is a separate entity to the Club and is also registered with the Charities Commission. Property owned by the Club at that time (2005) was transferred to the Trust as a Deed of Acknowledgement of Debt. The Trust was established to ensure that long term financial stability and security was maintained for the Club as beneficiary. The Trustees manage the affairs of the Trust, and have since acquired additional property. The properties located in Rangiora and Nelson jointly return a net annual surplus where the Trustees can then afford an annual grant to the Club toward its operating costs.

The Trust has also confirmed a grant to the Club of \$150,000 toward the construction costs of the new building; this has been made possible through accumulated funds achieved from net surplus and held with the new building in mind. This is in addition to the annual operating grant afforded to the Club. The Trust will continue to manage its financial position to afford an increased annual grant to the Club as operational costs increase. The ongoing maintenance and operational costs associated with the new building have carefully been considered and factored in establishing this project and these costs will be covered through ongoing grants from the Trust.

ATTACHMENT 2 TO CLAUSE 10 Cont'd

The Club over a number of years has maintained tight operating budgets and has kept within these budgets to ensure annual expenditure does not outweigh income. The Club operates Xero accounting software and has its annual accounts audited. In 2006, the Club was accredited with Silver ClubMark awarded by Sport Canterbury, and in 2011, was awarded Gold ClubMark status. Gold ClubMark is in recognition of the Club's management and processes in place and proof that the Club is being well managed in accordance with expected business practices.

Club membership

The Club has experienced growth over the past years, and with the northern suburbs of Christchurch expanding, it is envisaged that both beach usage and Club membership will continue to grow. Below is the past ten year's membership:

Membership Summary for Spencer Park SLSC 2004 - 2014:

<i>Season</i>	<i>Masters</i>	<i>Open</i>	<i>U19</i>	<i>U16</i>	<i>Junior</i>	<i>Total</i>
2013/14	39	11	20	8	80	158
2012/13	27	11	15	8	48	109
2011/12	28	18	19	14	49	128
2010/11	31	27	18	11	46	133
2009/10	23	19	18	0	51	111
2008/09	20	17	12	0	65	114
2007/08	16	12	15	0	66	109
2006/07	8	12	17	9	50	96
2005/06	15	16	12	4	41	86
2004/05	10	12	8	6	34	70

Project Scope

In 2009, the Club Committee set out objectives for this building project. Through wide consultation, and thorough internal considerations, the Club has determined that the proposed building represents the best outcome. The proposal has been balanced between the Club's needs, the environment and Council's needs, and project costs.

Please also refer to Report of Clubhouse Facility Redevelopment document provided.

The Club has also consulted with other Surf Lifesaving Clubs, specifically; Piha, Murawai and Omanu, alongside local knowledge of the other 7 Canterbury surf lifesaving Clubs. Murawai and Omanu have recently undertaken complete rebuilds of old clubhouse buildings.

ATTACHMENT 2 TO CLAUSE 10 Cont'd

The Council have raised the question of utilising a remote watch-tower for the purposes of enhancing beach patrol. In considering any such remote or portable tower, it first needs to be understood the role and practicalities of providing a lifeguard service;

- Beach patrol is provided within publicised hours regardless of weather conditions during weekdays (summer school holidays) and weekends (November through to March).
- Beach patrol requires lifeguards to be positioned on the beach, or in the case where there are no swimmers, to be in a position adequately in view of the patrolled area.
- Storage facilities need to be nearby to house equipment required for patrols and as a ready response to emergency callouts.

We have considered all viable options within a largely unique surrounding area that Spencer Park beach presents and the location of the clubhouse. The overall area of which the new building is to be located within is relatively small and the greater Spencer Park area does not lend itself to position a new building away from the dune location and yet still be close enough to the beach. A practical 'remote tower' would require sufficient all weather shelter and services to house the lifeguards undertaking beach patrol duties. As is the case with Murawai where their clubhouse is located approximately two hundred meters away from the beach, a fully serviced (water and power) enclosed tower is positioned on the beach. A fully serviced remote tower would be used under all weather conditions in this circumstance. This, in our situation, would create a greater environmental impact directly on the beach where this functionality can be better achieved within the proposed clubhouse station at a relatively close position to the beach for view and access.

The use of a 'portable lookout tower' is only used as a means of enhancing on-beach patrol during ideal weather conditions where the public are swimming. This set up still requires a suitable main patrolling station within view of the beach during inclement weather patrols and to provide communication facilities for both scenarios. These portable towers are usually small with raised seating for 1 or 2 lifeguards and are normally open to the environment and need to be easily transported to and from the beach and be stored. Providing suitable facilities for the lifeguards is paramount in any beach patrol proposal. This is even more of a consideration in the South Island where summer weather can still present cold and uncomfortable conditions where a lifeguard patrol service is still being provided.

Spencer Park beach and the location of the lifeguard building is fairly unique compared to most other patrolled beaches. Most other beaches offer almost uninterrupted views along the beach where lifeguards can easily monitor the beach and the surrounding area. Spencer Park beach has a lot of large surrounding trees which largely limits an extended view along the beach and the lifeguard building sits within a small area above a lower adjacent road and park.

20. 8. 2014

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ATTACHMENT 2 TO CLAUSE 10 Cont'd

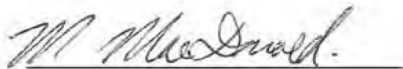
With all these factors considered, the Club determined that the most practical and less intrusive solution to the whole area is to accommodate a usable patrol station within the main building which will afford satisfactory viewing. Any portable lookout tower could only be used during busy public swimming days and serves only as an enhancement to lifeguards both on the beach and also to those positioned within the main lifeguard station.

The proposed lifeguard facility has been positioned to also provide easy access for emergency services to the ground floor first aid room and other facilities. The hard stand 'service area' will also allow the manoeuvring of equipment and personnel in and out of the storage / clubhouse areas without impeding on the public access to the beach. Although the beach access will continue to be shared, this will only be used to transit to and from the beach area.

For any further details relating to this lease application, please contact:

Grant Edwards
Clubhouse Redevelopment Manager
Ph 027 822 5009

Signed for and on behalf of Spencer Park Surf Life Saving Club Incorporated



Malcolm Macdonald
Club President / Chairman



Grant Edwards
Clubhouse Redevelopment Manager

11. PROPOSED LANE NAMING – 51 CORNWALL STREET

		Contact	Contact Details
Executive Leadership Team Member responsible:	Chief Planning Officer Strategy & Planning		
Officer responsible:	Manager Resource Consents Strategy & Planning		
Author:	Bob Pritchard Subdivision Officer	Y	941-8644

1. PURPOSE AND ORIGIN OF REPORT

- 1.1 The purpose of this report is to obtain Shirley/Papanui Community Board's approval to one new lane name at 51 Cornwall Street.

2. EXECUTIVE SUMMARY

- 2.1 The Property is situated off Cornwall Street, between Cranford and Lindsay Streets (refer **Attachment**). There are eleven retirement cottages on the property, and each cottage is numbered 1/51, 2/51 through to 11/51. This can lead to difficulty in identifying the cottages.

3. BACKGROUND

- 3.1 The applicants have requested that the cottages in the complex be numbered individually off a new name in place of No 51 Cornwall Street. The proposal is to name the complex after the original developer, Mr Bert van Ameyde. As this is a similar complex to some of the Council's Housing complexes the use of "Courts" may be more appropriate than "Lane". The first preference is Bert van Ameyde Courts, and secondly Van Ameyde Courts.

4. FINANCIAL IMPLICATIONS

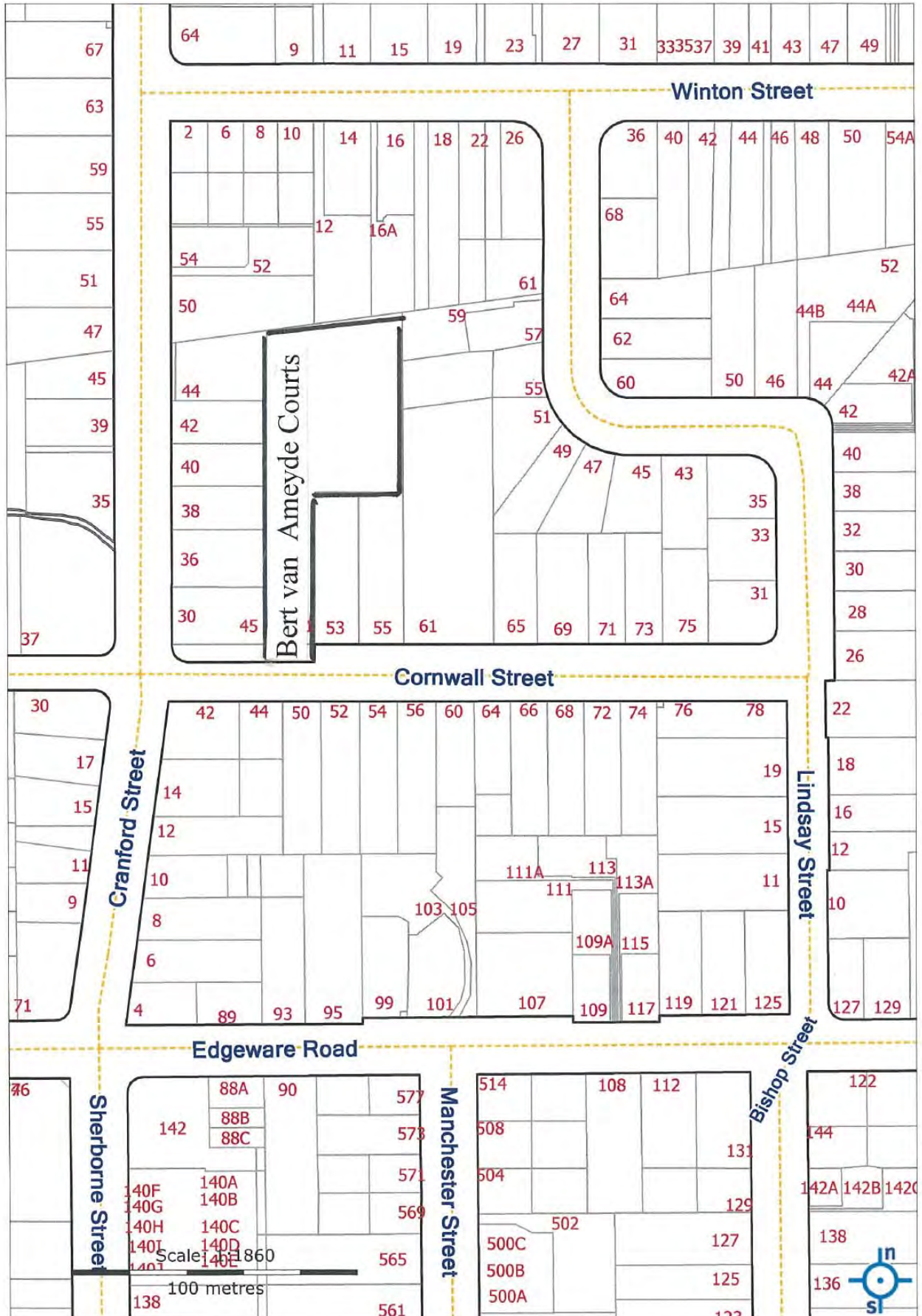
- 4.1 There are no financial costs to the Council. The administration fee for road naming is included as part of the subdivision consent application fee and the cost of name plate manufacture is charged direct to the developer.

5. STAFF RECOMMENDATION

It is recommended that Shirley/Papanui Community Board:

- 5.1 Approve the name Bert van Ameyde Courts for the complex at 51 Cornwall Street.

ATTACHMENT TO CLAUSE 11



12. NEW LEASE - ST ALBANS TENNIS CLUB INCORPORATED AT 37 DOVER STREET ST ALBANS

		Contact	Contact Details
Executive Leadership Team Member responsible:	General Manager Community Boards	N	N
Officer responsible:	Manager Parks Operations	N	N
Author:	Tony Hallams, Leasing Consultant	Y	DDI: 941 8320

1. PURPOSE AND GENERAL ORIGIN OF REPORT

- 1.1 The purpose of this report is to seek the recommendation of the Shirley/Papanui Community Board to exercise their delegated authority to grant a new lease to St Albans Tennis Club Incorporated.
- 1.2 The origin of this report stems from a request by St Albans Tennis Club Incorporated to obtain a new lease to enable them to continue to occupy the leased area at 37 Dover Street, St Albans.

2. BACKGROUND

- 2.1 The current lease was granted to St. Albans Tennis Club Incorporated (the "Club") on 10 October 1996 and expires on 30 September 2014. The Club has requested a new lease.
- 2.2 The St Albans Tennis Club Incorporated was founded in 1903 and maintains a strong membership. The facilities are well utilised by the Club and there are sufficient club members to warrant a new lease being granted. The facilities consist of a club house (Pavilion), six tennis courts, volley board, and garden shed.
- 2.3 The facilities are also used by the Christchurch Suburban Tennis Association for tournament matches and by the Waimairi Tennis Club Incorporated for competition matches. The pavilion is also hired to community groups for meetings.

3. COMMENT

- 3.1 The Community Board has the delegated authority to approve a new lease on the subject land which is held as fee simple land for recreation reserve purposes. The land comprises an area of approximately 4320 square metres of Lot 2 DP17261 contained in the Canterbury Land District under Folio CB 622/15 (Delegation Register Item 5.11) – Grant leases of non-reserve land - Grant leases for a maximum term of 20 years (less one day) to voluntary organisations over parks for the erection of pavilions and other buildings and structures associated with and necessary for the use of the land for outdoor sports games and other recreational activities.
- 3.2 Officers propose a new Deed of Lease being granted for an initial period of 10 years with one further renewal for a term of 10 years (less one day) for a total lease term of 20 years (less one day). Upon term renewal, the Club will be required to demonstrate to the Council that the Club has sufficient numbers and is in a sound financial state to enable the lease to be renewed and that the Council is satisfied there is no other better use for the site.

4. FINANCIAL IMPLICATIONS

- 4.1 There will be no adverse financial impact to the Council in granting a new lease as the Club maintains the site, including the pavilion. The Club has agreed to meet the advertising cost for the public advertisement and preparation of the lease document.
- 4.2 The Club currently insures their improvements on the site and carries the required public liability insurance.

12 Cont'd

- 4.3 The annual rent for this lease is assessed using the Council's Sports Lease Charges Policy which is based on the area of the footprint of the buildings (approximately 125 square metres) and total green space area (approximately 4195 square metres) comprised within the lease. The annual rent effective 1 July 2014 has been assessed at \$918.92 including GST. Annual rent will be reviewed every three (3) years.

5. STAFF RECOMMENDATION

It is recommended that the Shirley / Papanui Community Board acting under delegated authority from the Council:

- 5.1 Approve the granting of a new lease to St Albans Tennis Club Incorporated for a period of up to 20 years (less one day), comprising one term of 10 years and one term of 10 years (less one day) over approximately 4320 square metres of land contained in Deposited Plan 17261 held under CB622/15 in the Canterbury Electronic Land Registry.
- 5.2 That any Rights of Renewal exercised by St Albans Tennis Club Incorporated will be subject to the Council being satisfied with the terms and conditions of the lease being complied with and there is sufficient need for the sports activity detailed in the lease, and that in the public interest some other sport, game, or recreational activity should not have priority.
- 5.3 Authorise the Corporate Support Manager to conclude and administer the terms and conditions of the lease.

13. PROPOSED REPLACEMENT FOR CLOSED SECTION OF WAIMAIRI TRACK

		Contact	Contact Details
General Manager responsible:	Chief Operating Officer, City Operations Group	N	
Officer responsible:	Unit Manager, John Mackie		
Author:	Philippa Upton, Consultation Leader Peter Barnes, Senior Planner: Open Space	Y Y	Philippa Upton, DDI 941 8808 Peter Barnes, DDI 941 8490

1. PURPOSE AND ORIGIN OF REPORT

- 1.1 Staff request for Community Board approval to realign a section of approximately 700 metres of the Waimairi track south of Darroch St, Belfast, in the wider area of the Groynes, to be placed within existing legal (but unformed) road.

2. EXECUTIVE SUMMARY

- 2.1 The proposed track realignment was shown in the 2003 Council approved "The Groynes - A Concept for the Future" as a replacement north east to south west link for a section of the Waimairi Track. The planned work was delayed until storm damage closed the existing track in September 2013.
- 2.2 Reasons for realignment were to relocate the track to Council property from unsecured Environment Canterbury (ECan) flood protection land, and to remove the expense of ongoing windfall and drainage issues associated with the original track.
- 2.3 This report has been submitted because in June 2013, Council staff began realigning the track to maintain a link for recreational users. This approved maintenance budget work was undertaken without formal consultation. The construction work and process used was challenged by an adjacent landowner.
- 2.4 In response, staff considered viable track alternatives, including permanent closure of that section of the track altogether, and retention of the existing (now closed) section. The project team confirmed that permanent closure is not seen as viable because there is a commitment to retain the link to other sections of track in the area including the Groynes Regional Park loop. Retention of the existing track is not recommended for legal, drainage, health and safety, track linkage and maintenance reasons (see Section 3. Background). Consultation on the proposed plan for realignment was carried out.
- 2.5 The proposed plan (refer **Attachment 1** Plan for Board Approval IP 355001) is the same alignment as presented in the Groynes Concept Plan. The proposal is recommended as a long term solution, and reinstates walking and cycling access to the Groynes Reserve and other tracks. This option is strongly supported through the consultation feedback.
- 2.6 Following consideration of all feedback, no changes have been made to the proposed plan. However, staff will work with adjacent landowners as needed, to help mitigate any concerns about the track's proximity to property boundaries. Impact can be minimised through plantings and track alignment within the 20 metre road reserve.

3. BACKGROUND

- 3.1 Consideration of track alternatives. The option of permanent closure removes access to wider tracks in the area including the Groynes Otukaikino track loop. The currently closed section of track (closed following the September 2013 storms) has been an important link to others in the Groynes region including popular loop track access, and it is important that access is re-established as soon as possible.

13 Cont'd

- 3.2 The option of retaining the track on the existing alignment is not viable for the following reasons:
- 3.2.1 Legal: The existing (now closed) section of track is on land vested in the Canterbury Regional Council (CRC) for the purposes of river protection. There is no formal access agreement, and CRC have indicated a preference not to grant long term access. Relocation to nearby existing Council legal road is the preferable alternative.
- 3.2.2 Drainage: The proposed track is located on higher ground, well draining and will allow use in all weather conditions. The existing section of track is low-lying, prone to high water flows/flooding and often muddy, and this is predicted to increase with future residential development upstream. Given the low-lying nature of the (ECan flood protection) area, track solutions are not clear or straightforward, and would require significant investment.
- 3.2.3 Track use and maintenance: The existing (now closed) section of track has never been fully developed in line with the remainder of the track network, as it was always envisaged to be closed and realigned to the legal road (in-line with the 2003 Council approved Concept Plan). Many of the adjacent trees have grown from random wild saplings, and not from planted specimens in specific locations. Having now aged, they are in poor condition. This is part of the reason why they have been susceptible to windfall, with limbs or whole trees having fallen onto the track, which represents a significant health and safety risk to track users. The track is currently narrower and not fully formed, compared to other track sections within the Groynes. To allow access for maintenance, the track needs to be consistent in width of 2.5 metres for shared use, and ideally a grass shoulder.
- 3.3 Even if agreement with ECan was possible, considerable investment would be required to bring the track and trees to required standards of maintenance, which would include a significant loss of tree numbers.

4. **COMMENT**

- 4.1 Community consultation via Christchurch City Council Have Your Say leaflet and feedback form was carried out over a twelve day period during March 2014 via website, mail-out and email. Approximately 250 leaflets were mailed or delivered to residents and property owners in the vicinity, and emailed or mailed to relevant walking and other recreational groups and internal and external stakeholders. A two hour public drop-in session at the Groynes reserve was attended by two supporters of the proposal.
- 4.2 A total of 34 submissions were received. A summary of feedback and project team response is provided below. (Refer also – **Attachment 2** Consultation feedback and response table, **Attachment 3** Submission 25).
- 4.3 29 submitters indicated support for the proposal, four opposed and one agreed with the realignment but questioned its location. The majority of the submissions in support were from individual and group walkers, runners and dog owners including a large proportion of residents living in surrounding streets.
- 4.5 Key feedback from those in support is that there is high demand for local and community access to walking routes accessed through this section including the wider circuit. Several expressed frustration that the section of track has been closed for an extended period and would like the work done as soon as possible - 'can't wait!'
- 4.6 It is noted that as the current track is on ECan river protection reserve land there is no long term security for the tracks continued occupation. River protection reserve land is set aside for managing stormwater, drainage and flooding, and is not intended for public access. Stormwater from nearby proposed subdivisions will contribute to increased water levels on this ECan land, and increase the significance of drainage issues if the track was to remain on the current alignment.

13 Cont'd

- 4.7 ECan supports the realignment because 'the proposed new track would be secure on CCC controlled land on more elevated ground, not be affected by water and tree damage, closure issues or high on-going maintenance'. ECan has indicated they could hold future discussions with the Council regarding possible future use to the flood protection land, once the adjacent proposed subdivisions are completed and stormwater flows fully understood. However, timeframes for the subdivisions are uncertain as some consents are yet to be applied for, and track solutions on such waterlogged land are not clear or straightforward, and would require significant investment. With so many uncertainties, ECan supports the proposed realignment.
- 4.8 One supporter who lives next to the track noted that families have been trying to walk the existing track since it has been closed. Some have been getting lost and coming through private property, which they see reinforces the need for formal realignment.
- 4.9 One dog owner in support requested a 'sturdy barrier' between track and any roads. The proposed realignment intersects with one road, Darroch Street (the same as the existing alignment). No fence or gate is proposed or possible as this would prevent vehicle access over the stop bank to access properties west of Darroch Street. One submitter also requested "dog on leash" signs are installed along the proposed alignment. This is proposed to be the case, to be consistent with adjacent Groyne tracks.
- 4.10 An adjacent property owner at Devondale supports the proposal as long as there is a security fence. A submission from four Devondale Estate property owners states they are keen to see the new track and would like direct access through a security gate. However, one Devondale Estate resident opposes the realignment because he thinks it will spoil walkers' enjoyment to be passing closer to houses, including his own. Where required, fencing may be installed as part of the proposal, consistent with other similar adjoining Groyne tracks (i.e. basic post and wire fence). A gate may be possible if the landowner can work with Council to construct.
- 4.11 One regular track user opposed the proposal to realign the track because of a preference to retain and upgrade what they see as the more interesting existing track section. They would like to see the track upgraded to manage drainage and windfall but left as a narrow walking track. The existing track is on private land for which the Council has no agreement to occupy, and is very low lying (which explains the drainage issues). Managing the windfall issues is very expensive. These issues mean selecting the road reserve option is attractive.
- 4.12 Support from one submitter included a request for landscaping and privacy including plantings on the stop bank at the western end of Darroch Street, a location that is outside of the scope for this project. Similarly, another submission contains a request for other landscaping/maintenance to the north of the project area. While these two requests cannot be dealt with on this project, they have been forwarded onto regional parks rangers for consideration.
- 4.13 A request was made for a designated car park at Darroch Street entrance away from residents' properties. The submitter suggests via linking Rushmore Drive with Dickeys Road to avoid dangerous access via Main North Road and Darroch Street. However the track realignment is not intended to increase track use and parking capacity at the Groyne, Darroch and Rushmore is considered adequate.
- 4.14 Of the opposing submissions received, two would prefer to retain the current closed route. Reasons given were that it is narrower, more interesting and scenic, and follows the creek line. However these two submitters also indicated that the priority is to restore the loop so people can use the track.

13 Cont'd

- 4.15 Two submitters from adjoining properties state they have concerns regarding loss of privacy and amenity from the proposed track. The track has always had the potential to be constructed, given The City Plan provides for a track, even with a "Road to be Stopped" (for vehicles) classification (as confirmed by a legal opinion requested by the project team). As other property owners have done to the south on the Waimairi track, plantings can be introduced for screening. For the proposed alignment section, the exact proposed alignment steers away from dwellings on purpose, to provide areas for landscape plantings within the road reserve. The Council anticipates discussing landscape plantings with individual landowners, to maximise amenity and reduce privacy issues. As the track is only 2.5 metres wide, and the road reserve is 20 metres wide, there is plenty of scope for plantings.
- 4.16 Two submitters questioned the length of time the track realignment has been planned for, and stated that the track could not have been fairly anticipated by the community. The proposed track realignment was consulted on in 2003, and approved in a full Council meeting in April 2003, as part of "The Groyne - A Concept for the Future". In addition, as with any legal road, there has always been the possibility of the formation of a track (as discussed above).
- 4.17 One adjacent landowner is opposed to the proposal as they claim illegal earthworks have been undertaken on adjacent land, and on the road reserve itself. The submission stated earthworks should be investigated before any decision is made on the track realignment proposal. The adjacent earthworks were subsequently investigated by an appropriate qualified staff member delegated by a Resource Consents Unit Team Leader. Legal advice was also sought. All earthworks activities were fully investigated to the satisfaction of The Resource Consents Unit. No potentially illegal earthworks have been/are considered to impact upon the stability or drainage of the road reserve, and its ability to safely and adequately provide for the proposed track. Accordingly, the project team consider the earthworks issue is not relevant to decision making for this proposal.
- 4.18 Other 'out of scope' issues raised were concerns about drainage in the surrounding area. Two opposing submissions cited drainage issues north or south of this section of track or on adjacent properties as reasons for their opposition. Wider drainage and maintenance concerns were also raised by five other submitters who supported the proposal to realign the track. Drainage operations/maintenance staff have been made aware of these concerns, and have advised they will be managed via maintenance programmes and contracts.
- 4.19 One adjacent land owner questioned the Council's ability to utilise the road reserve for the proposed realigned track given the City Plan rules, including the "road to be stopped" status. The same landowner has also questioned whether the Council requires resource consent to lay gravel and operate the proposed track on the road reserve. A legal opinion was sought on these and other matters raised in the submission by the adjacent landowner. The legal opinion confirmed that a track for pedestrian and cycle use can be legally constructed and operate on the road reserve, under the existing "road to be stopped" status. The legal opinion also confirmed that no resource consent is required.
- 4.20 Following consideration of all consultation feedback, the project team have not suggested any changes to the plan, which is now presented to the Board as the Plan for Board Approval. A copy of the Plan for Board approval, summary of feedback and project team response, and details of the Board meeting has been sent to all submitters.
- 4.21 Staff will work with adjacent landowners as needed, to help mitigate concerns about the proposed track's proximity to property boundaries. Impact can be minimised through plantings, fencing and track alignment available given a track width of approximately 2.5 metres within the 20 metre road reserve.

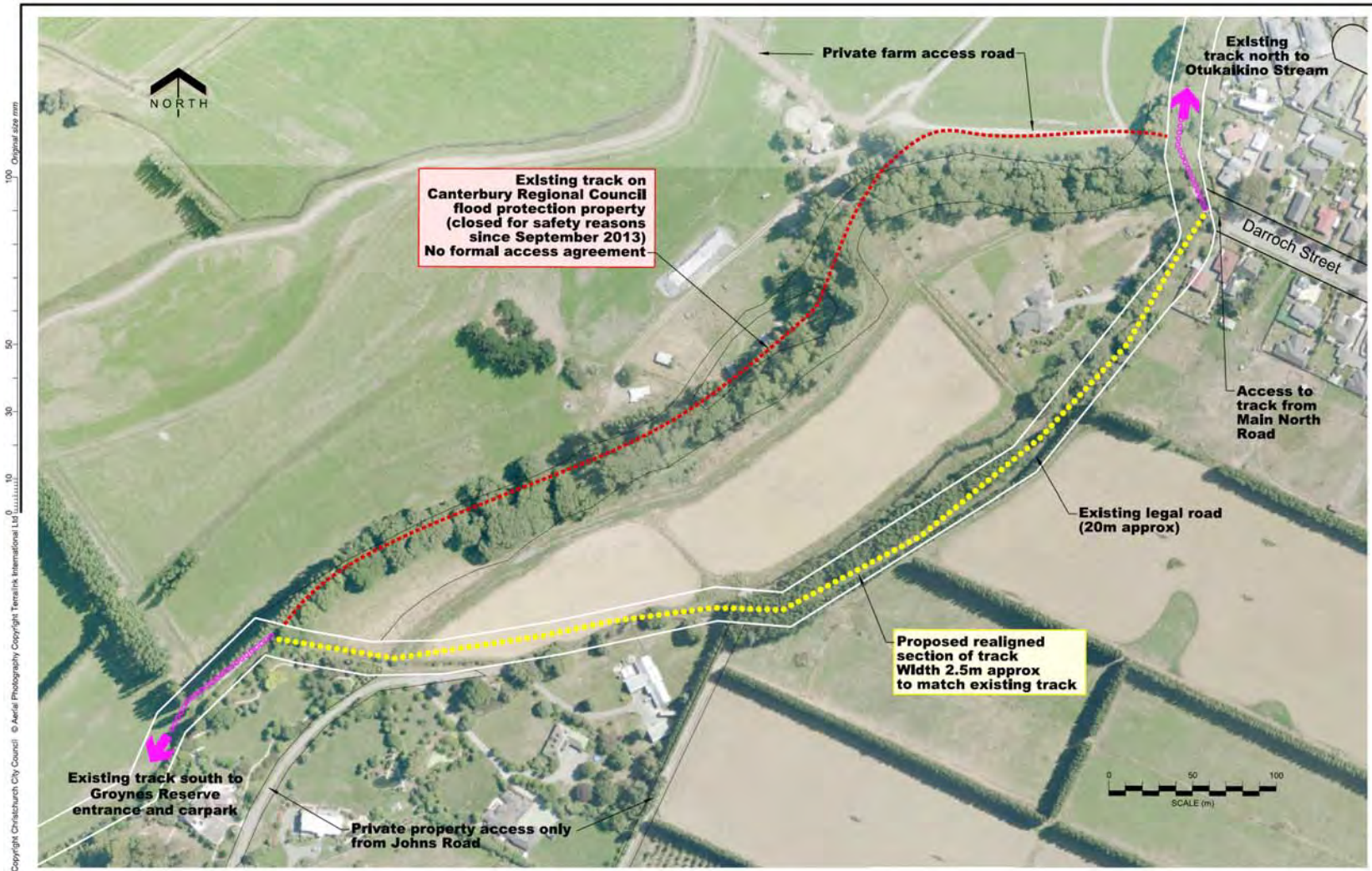
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5. FINANCIAL IMPLICATIONS

5.1 Work for this proposal will be funded via approved operational budget.

6. STAFF RECOMMENDATION

6.1 It is recommended that the Shirley/Papanui Community Board approve the staff recommendation to realign a section of approximately 700m of the Waimairi track south of Darroch St, Belfast, in the wider area of the Groynes, to be placed within existing legal (unformed) road.



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 100 Original size mm
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WAIMAIRI TRACK - PROPOSED REALIGNMENT
 NEAR DARROCH STREET, GROYNES RESEVE

Plan For Board Approval

Original Plan Size: A3
 ISSUE.2 JULY 2014
 LP355001 CP500000

Summary of submissions for the proposed realignment of Waimairi Track .					
REF	Yes	Did not specify	No	Comment	Project team response
1	Y			I support the proposal to realign the track, as I am a keen runner and have been since early last year. When the track was closed off it became really annoying since I live two minutes away just over the stop bank, compared to the half hour journey going back the way I came. If this proposal goes forward, I think it best that an alternative route be set up if for any reason the current track is blocked off, as it would be good to have at least some convenience. I am however, a little bit angered that it has taken around six months for action to be put forward, understandably we have just gone through the Christmas/New Years brake but the surrounding months have been a little bit difficult me, so I would love the loop to be restored once again.	Support acknowledged
2	Y			The Darroch Street walkway to the Groynes has been a great little community secret for many years. It would be feasible if there was a small car park at the entrance to this walkway instead of cars parking alongside the residential homes. Furthermore, the access to and from Darroch Street from Main North Road is very dangerous due to the volume of vehicles. It would be beneficial for Rushmore Drive to connect with Dickey's Road to alleviate the dangers concerned and congestion into the area.	Support acknowledged The track realignment is not intended to increase track use and parking capacity at the Groynes, Darroch and Rushmore is considered adequate
3	Y			Thank you for this information on the proposed Waimairi track. We are pleased work will begin on completing the Groynes Reserve circuit. Being a resident in close proximity of the track I often enjoy walking the circuit and agree the Waimairi section was often muddy near its entrance. Your proposal seems to be the most practical solution and I support the new aligned section.	Support acknowledged
4	Y				Support acknowledged
5	Y				Support acknowledged

Summary of submissions for the proposed realignment of Waimairi Track .					
6	Y			Drainage is a real problem along the track. We live near Darroch Street entrance of the existing track and have seen the flooding along that part of the track. The council have tried but failed a couple of times. The problem appears to be the blocked waterway/open culvert along the track from Darroch St to Dickies Road. The waterway is very dangerous in its current state as young children could drown!	Drainage operations staff have been made aware of these concerns and have advised they will be managed via maintenance programmes and contracts
7	Y			New track is a great idea. Will be nice once planted etc.	Support acknowledged
8	Y			As long as the creek is cleared as necessary we have no problems with any of the track. Also we have families trying to walk the track and getting lost and coming back through private property.	Support and related access concern acknowledged
9	Y			It is a lovely walk. The sooner the track is re-opened the better.	
10	Y			I think this is a great idea. I love walking that track with my dog and with friends and we've been disappointed that we haven't been able to use the track fully over the last few months. As long as the realignment provides a clear and sturdy barrier between the path and any roads so that the dogs are protected from potentially coming to harm from any traffic, I'm for it.	The proposed realignment intersects with one road, Darroch Street (the same as the existing alignment). No fence or gate is proposed or possible as this would prevent vehicle access over the stop bank to access properties west of Darroch Street
11			N	With a group of friends we have worked this track every second Sunday for many years. Over the years the track has been changed a number of times. The longer distance is good, as are the native plantings on the other side, however each change has made the track less rural and less interesting to walk. This change seems to be a continuation of this trend. One more interesting bit that is a little rougher to navigate being taken away. I am also a cyclist but sometimes it is good to simply have a narrow walking track. It needs a chainsaw rather than a new track and perhaps a little build up on the track for a few metres where it does flood. However I would rather have the track open as a circuit than closed so a solution is necessary.	Concern acknowledged by project team however realignment on this route is consider the most viable alternative to retain the loop track. The existing track is on private land for which the Council has no agreement to occupy, and is very low lying (which explains the drainage issues). Managing the windfall issues is very expensive. These issues mean selecting the road reserve option is attractive

Summary of submissions for the proposed realignment of Waimairi Track .					
12	Y			<p>1) Yes I do support the plan</p> <p>2) In my opinion the flooding of the stream is due to the fact that it is too narrow and too shallow all the way to the South Branch ,and also with too much vegetation in the stream which slows the water flow.</p> <p>3) 4 weeks ago , after not having rain for a long time, the water was still deep(level was still high) at the farm cattle gate. When I walked north towards the Saw Mill, I noticed the water was very shallow, and the stream very narrow, with a very small flow.</p> <p>4) The "Pipe Bridge" further North needs to be lowered, for the water to flow.</p>	<p>Support acknowledged</p> <p>Drainage operations staff have been made aware of these concerns and have advised they will be managed via maintenance programmes and contracts</p>
13	Y				Support acknowledged
14	Y			<p>Thankyou for giving me the opportunity to say that I really like the new track proposed even though it runs along my property. I have walked this track thousands of time & really miss it the way it was, but like many others I've walked through long grass where the new track will go, so can't wait to see it developed properly. You suggest possible landscape/screening, I would love to see some of this on the stop bank if possible at Darroch St entrance as this part of the bank gets virtually no maintenance. Over all I think it's a great idea (Can't wait!)</p>	Support acknowledged
15	Y			<p>We strongly support the proposed plan. We moved to Belfast partly because of Darroch Reserve and our proximity to the Otukaikino River. We use this track frequently. The recent winds damaged much of the tracks by felling trees & lifting roots. Also the drain that runs next to the track needs repair or dredging. It has in recent months become stagnant and stinks. It is pleasing to see that CCC has not forgotten about this important track and is seeking to improve & repair it. Well done!</p>	<p>Drainage operations staff have been made aware of these concerns and have advised they will be managed via maintenance programmes and contracts</p>
16	Y			<p>We believe this plan has substantial merrits for the long term vision and utilisation of the track. Prior to the track closure we would walk this two to three times weekly. Is a wonderful asset for the entire community promoting recreation. We represent a total of four household lots within the devondale estate (as we recently subdivided off three sections). We would love to be involved and have consideration for a security pedestrian gate between the walkway and the estate to provide direct access to the walkway by the fifteen residents of the estate.</p>	Support acknowledged

Summary of submissions for the proposed realignment of Waimairi Track .					
17	Y			An all-weather, all seasons loop track is to be commended, providing suitable planting is done to protect the privacy of the residents at either ends of the proposed track.	Support acknowledged Where required, fencing may be installed as part of the proposal, consistent with other similar adjoining Groynes tracks (ie standard post and wire fence). A gate may be possible if the land owner can work with Council to construct.
18	Y				Support acknowledged
19	Y			This track must be kept open as we have lost many walking paths due to the quakes etc. It is so important to people like me to be able to walk my wee dog in safe areas. I am needing these for my health, mental and all others. Please keep this track open as my friends and I just love to walk the entire circuit.	Support acknowledged
20	Y			All good as long as the drainage creek is kept clear and there is a deer fence or similar to keep walkers out of Devondale Estate. Cheers Steve	Support acknowledged Drainage operations staff have been made aware of these concerns and have advised they will be managed via maintenance programmes and contracts
21	Y				Support acknowledged
22	Y			Looks O.K. to me!	Support acknowledged
23		DNS		Resident on property adjoining track, and regular walker who lives on a property bordering the Waimairi track agrees with diverting the track but thinks we haven't given the right reason - or possibly chosen the right place for realignment. Considers the problem with the track stems from the fact it is a stream bed up which until about two years ago used to flow freely. The stream is no longer maintained or dredged and overflows to the north of the proposed realigned section. This northern section flooded in the recent storm and has now been closed.	The existing track is on private land for which the Council has no agreement to occupy, and is very low lying (which explains the drainage issues). Managing the windfall issues is very expensive. These issues mean selecting the road reserve option is attractive Drainage operations staff have been made aware of these concerns and have advised they will be managed via maintenance programmes and contracts
24	Y			ECan would support the re-location of this stretch of track as part of the Waimairi Track for several reasons: 1- The current track along the drain/stream has been there for a number of years with the verbal consent of the lessee of the farm lease and ECan staff. I am not aware of any formal consent to protect this into the future. This area is ECan river protection reserve land leased out for endowment purposes.	Support acknowledged

Summary of submissions for the proposed realignment of Waimairi Track .					
			<p>The lease is currently likely to be transferred to NZTA on which they will then construct their Belfast motorway bi-pass. Following that the lease will probably be returned to ECan for decisions as to its future use--likely to be some form of farm or recreation leasing. This is still very much up in the air at present. There is no current long term security for the existing track and it is unlikely to be granted until works going on in the area are finalised.</p> <p>2.-With the adjoining residential subdivisions proceeding , discussions have been held regarding storm-water drainage from these areas being put down the drain/stream next to the existing track. This work is likely to involve drain works , ponding areas and wetland planting and willow tree removal on some of these areas which could include the area of the current closed track .Final decisions and approvals regarding this have not yet been made. If the existing track was re-instated it may well get damaged in these works and /or have to be re-located. In the longer term , once works are finalised and completed it is likely a walking track could be approved and constructed near the stream and wetlands and incorporated in any landscape plan for the area but this is still in the future.</p> <p>3.-Until drainage works in the area are completed, the existing track is going to be prone to flooding and possible willow damage resulting in possible closure and on-going high maintenance.</p> <p>4.-The proposed new track would be secure on CCC controlled land, on more elevated ground not be affected by water and tree damage, closure issues or high on-going maintenance.</p> <p>5.-Once the works on the ECan land are completed ECan would be happy to discuss with the CCC the possible future public use and access issues in the area and work with the CCC to achieve positive joint outcomes for the Groyne area and the Lower Waimakariri Regional park with access from this Belfast area though to the Waimak River along the Otukaikino.</p>		

Summary of submissions for the proposed realignment of Waimairi Track .				
25			<p>N</p> <p>Adjacent property owner submission. The submission was too long to include in this summary of submissions. It has instead been included as attachment/enclosure 3. The submitter's main points were:</p> <p>In June 2013 Council staff began realigning the track to maintain a link for recreational users. This approved maintenance budget work was undertaken without formal consultation. The construction work and process used was challenged by this adjacent landowner.</p> <p>This submitter is opposed to the proposal as they claim illegal earthworks have been undertaken on adjacent land, and on the road reserve itself. The submission stated earthworks should be investigated before any decision is made on the track realignment proposal.</p> <p>The submitter questioned the Council's ability to utilise the road reserve for the proposed realigned track given the City Plan rules, including the "road to be stopped" status. The same landowner has also questioned whether the Council requires resource consent to lay gravel and operate the proposed track on the road reserve.</p>	<p>Opposition acknowledged Other issues raised in this submission have been addressed in the report to the Board</p> <p>In response, staff considered viable track alternatives, including permanent closure of that section of the track altogether, and retention of the existing (now closed) section. The project team confirmed that permanent closure is not seen as viable because there is a commitment to retain the link to other sections of track in the area including the Groynes Regional Park loop. Retention of the existing track is not recommended for legal, drainage, health and safety, track linkage and maintenance reasons (see Section 3.Background). Consultation on the proposed plan for realignment was carried out.</p> <p>The adjacent earthworks were subsequently investigated by an appropriate qualified staff member delegated by a Resource Consents Unit Team Leader. Legal advice was also sought. All earthworks activities were fully investigated to the satisfaction of The Resource Consents Unit. No potentially illegal earthworks have been/are considered to impact upon the stability or drainage of the road reserve, and its ability to safely and adequately provide for the proposed track. Accordingly, the project team consider the earthworks issue is not relevant to decision making for this proposal.</p> <p>A legal opinion was sought on these and other matters raised in the submission by the adjacent landowner. The legal opinion confirmed that a track for pedestrian and cycle use can be legally constructed and operate on the road reserve, under the existing "road to be stopped" status. The legal opinion also confirmed that no resource consent is required</p>

Summary of submissions for the proposed realignment of Waimairi Track .					
				<p>The Submitter also raised concerns regarding loss of privacy and amenity from the proposed track.</p> <p>The submitter questioned the length of time the track realignment has been planned for, and stated that the track could not have been fairly anticipated by the community.</p>	<p>The track has always had the potential to be constructed, given The City Plan provides for a track, even with a "Road to be Stopped" (for vehicles) classification (as confirmed by a legal opinion requested by the project team). As other property owners have done to the south on the Waimairi track, plantings can successfully be introduced for screening. For this alignment section, the exact proposed alignment steers away from dwellings on purpose, to provide areas for landscape plantings within the road reserve. Council anticipates discussing landscape plantings with individual landowners, to maximise amenity and reduce privacy issues. As the track is only 2.5m wide, and the road reserve is 20m wide, there is plenty of scope for plantings.</p> <p>The proposed track realignment was consulted on in 2003, and approved in a Full Council meeting in April 2003, as part of "The Groynes - A Concept for the Future". In addition, as with any legal road, there was always the possibility of the formation of a track.</p>
26	Y			Support acknowledged	
27			N	<p>1) A walking track in such close proximity to a private residence is undesirable. It represents an intrusion on privacy that was not anticipated, nor planned.</p> <p>2) The current (closed) track is more scenic. It makes sense that it follows the river line. Moving it to the proposed location will detract from people's enjoyment.</p>	<p>The track has always had the potential to be constructed, given The City Plan provides for a track, even with a "Road to be Stopped" (for vehicles) classification (as confirmed by a legal opinion requested by the project team), As other property owners have done to the south on the Waimairi track, plantings can successfully be introduced for screening. For this alignment section, the exact proposed alignment steers away from dwellings on purpose, to provide areas for landscape plantings within the road reserve, Council anticipates discussing landscape plantings with individual landowners, to maximise amenity and reduce privacy issues. As the track is only 2.5m wide, and the road reserve is 20m wide, there is plenty of scope for plantings.</p> <p>Concern acknowledged by project team however realignment on this route is consider the most viable alternative to retain the loop track.</p> <p>The existing track is on private land for which the Council has no agreement to occupy, and is very low lying (which explains the drainage issues).</p>

Summary of submissions for the proposed realignment of Waimairi Track .				
				<p>Managing the windfall issues is very expensive. These issues mean selecting the road reserve option is attractive.</p> <p>The proposed track realignment was consulted on in 2003, and approved in a Full Council meeting in April 2003, as part of "The Groynes - A Concept for the Future". In addition, as with any legal road, there has always been the possibility of the formation of a track.</p>
28	Y		Very good plan. Be nice to see more prominent "Dogs must be on leash" signs on track. Thanks.	<p>Support acknowledged</p> <p>This is proposed to be the case, to be consistent with adjacent Groynes tracks.</p>
29	Y		I love walking around the Groynes so think this is a fabulous idea.	Support acknowledged
30	Y		As a regular walker on this track we count ourselves fortunate that we have this walkway so close to our homes and look forward to the time when the whole loop track can be completed. In the meantime we are able to walk some of the track. We have only just received the proposal hence the delay in the return.	Support acknowledged
31	Y		Yes definitely support the plan. Being a long time walker of the track from Belfast, it is a real pain not being able to walk the complete circle. Hoping all parties can come to an agreement before too long.	Support acknowledged
32	Y		Happy with the proposed realignment. It does seem a shame however that all the landscaping effort and money that has been spent on the existing track north to the Otukaikino stream is in jeopardy. This part of the reserve is in desperate need of maintenance. Native plantings are being swamped by wilding willows, hemlock, dock, convolvulus, blackberry and gorse. The wilding willows are of particular concern having shown rampant growth over the past couple of years.	Maintenance operations staff have been made aware of these concerns and have advised they will be managed via maintenance programmes and contracts.

Summary of submissions for the proposed realignment of Waimairi Track .					
33	Y			My only comment would be that this needs to be done as soon as possible. Many people are using this track, and want to be able to walk all around! We are very frustrated not to be able to walk part of this track. So please get on with it.	Support acknowledged
34			N	<p>The primary concern for some of the residents with properties adjacent to the current track is the stream which is currently in flood yet again and your plans to rectify this situation.</p> <p>In the leaflet it states as to drainage: "Drainage: The proposed track will allow use in all weather conditions. The existing section of track is low-lying, prone to flooding and often muddy, Future residential development upstream is likely to increase water flows in the area. Given the low-lying nature of the area, track solutions are not clear or straightforward."</p> <p>No mention is made of the Otukaikino stream whatsoever in the leaflet or is it shown on your Plan For Consultation except for the name in the top right hand corner.</p> <p>In the photo on the leaflet cover page is shown the gate with signage "DANGER KEEP OUT", at this point the swollen stream is spreading out in all low lying areas as the channel bed has not been properly defined nor does it have a sufficient fall. The stream bed was redirected several years ago but the work has been inadequate as to channelling the flow.</p> <p>It is simply irresponsible planning to ignore the effects of storm water runoff, heavy rain fall effects and the inadequacy of the current stream bed whilst promoting the realignment of the Waimairi Track, sound planning requires that this major issue of drainage is addressed first and as a priority.</p> <p>I look forward to your positive response as to the planning for this matter going forward and as a matter of urgency. (submitter attached more information about related drainage issue)</p>	<p>Drainage operations staff have been made aware of these concerns and have advised they will be managed via maintenance programmes and contracts.</p> <p>The Otukaikino Stream is a tributary of the Waimakariri River to the northwest (between Clearwater and the Groynes). It is not the name of the small wet weather creek referred to here.</p>

**Submission to the Shirley / Papanui Community Board on the Proposed
Realignment of the Waimairi Track**

To: Philippa Upton
Project Consultation Leader
Christchurch City Council
PO Box 73011
Christchurch Mail Centre
Christchurch 8154

1. **Name of Submitter:**

[REDACTED]

2. **This Submission is:**

In **opposition** to the realignment proposal.

3. **The Reasons for Opposition include:**

3.1 **Legislative background**

3.2 The Local Government Act 2002 (LGA) contains comprehensive provisions which place mandatory requirements on local authorities (and their committees and community boards) to ensure transparency and accountability in decision-making processes¹. There is no doubt that the statutory objective of Part 6 of the LGA: Planning, Decision Making and Accountability, is to enhance the quality of the decision-making process by ensuring that local authorities arrive at fully informed decisions².

3.3 The following summarises the fundamental considerations or requirements of the Community Board in considering the realignment proposal:

3.3.1 The Community Board must, in the course of its decision-making process, seek to identify "all reasonably practicable options for the achievement of the objective of a decision" (s 77 of the LGA);

3.3.2 A reasonably practicable option is the option to "Do Nothing";

3.3.3 It must then assess those options by reference to a number of specified statutory criteria including the "costs and benefits of each option" (s 77);

3.3.4 The significance of the decision is pivotal – its degree of significance is required to be taken into account when deciding how to comply with ss 77 and 78 of the LGA³;

3.3.5 The relevant information and analysis should be considered at the relevant stages of the decision making process, and a local authority must be able to point to documentation or other proof demonstrating consideration of this information;

3.3.6 The proposal should not be "significantly inconsistent" with Council's other policies and plans under the LGA, including the long term and annual plans and the Open Space Strategy for example (s 80);

¹ *Reid v Taranaki District Council* (High Court, Wellington Registry, CIV 2003-454-615, 8 November 2008 Ellen France J) at [142]; *Neil Construction Ltd & Ors v The North Shore City Council* [2008] NZRMA 275 at [19].

² *Council of Social Services in Christchurch v Christchurch City Council* CIV-2008-409-1383 at [23]

³ *Ibid* at [27]

- 3.3.7 The making of submissions is an important part of the decision making process. The Community Board should be very careful to ensure it keeps an open mind. It should not predetermine the matter prior to undertaking consultation (an implicit requirement of ss 78, 82 and 83) and each and every submission should be considered.
- 3.4 The [REDACTED] property and road shown "To Be Stopped"
- 3.5 The [REDACTED] is located at [REDACTED]. Their property is immediately adjacent to the unformed legal road (Paper Road) along which the Waimairi Track is proposed to be realigned.
- 3.6 [REDACTED] purchased the property for its quiet rural outlook [REDACTED] is orientated towards and directly overlooks the Paper Road and out to the paddocks beyond (see Location Plan Annexure 1).
- 3.7 At the time of purchase, the City Plan showed the Paper Road as road "To Be Stopped" (and still does). The Paper Road is a dead end and does not give access to any other properties. Accordingly, and given that notation in the City Plan, they had an expectation the Paper Road would not be formed and their rural amenity would be retained.
- 3.8 The City Plan discusses the special nature of roads shown "To Be Stopped" at various parts and the careful process required should these roads be formed for vehicular or other access.
- 3.9 For example, Critical standard 4.6.1 (Part 8 Special Purpose (Road) Zone rules) states:
-
- "No roadway shall be constructed or reconstructed within a road shown on the planning maps and in Appendix 1 as road to be stopped".*
- 3.10 At 13.3.6 the City Plan states:
- "Provision is made in the Plan for the proposed stopping of legal roads which have not been formed. Many of these roads were set out early in the period of Christchurch settlement, and are no longer likely to serve any useful purpose.*
- Should, however, construction of such roads be proposed, a consent process will be required for a number of reasons.... Firstly...*
- ...Thirdly, there is also the effect of the formation of unformed roads on adjoining properties, or on the roading pattern in situations where the formation of such roads may not have been anticipated by affected persons".*
- 3.11 Appendix 1 of the City Plan it notes that "...The stoppings will result in the closure of the roads to through traffic, although cyclist and pedestrian access will be retained where the environment will not be compromised".
- 3.12 Part 4 Special Purpose (Road) Zone, one of the Environmental results anticipated is:
- "(e) Clear indication of those roads which are to be stopped or not formed, ensuring that there is formal public participation in any proposal to form such roads".*
- 3.13 Clearly, there is a strong requirement to undertake careful consultation in deciding whether to use "Roads to be Stopped". The potential effects of using them are required to be properly considered particularly given the expectation of people relying on these notations.

3.14 Formation of the track without consultation

3.15 In mid 2013, without any prior consultation, Council contractors began earthworks along the Paper Road to realign the Waimairi Track. The Paper Road was levelled and gravel placed along it such that it now operates as a track. [REDACTED] were very concerned as to what was taking place and at the lack of consultation.

3.16 While the present consultation document states that the realignment was first proposed in 2003 in the document "Groynes – a concept for the Future", nowhere in that document is the realignment proposal outlined. This is illustrated as follows:

3.16.1 All of the proposals for the Groynes are specifically outlined in the notation boxes on the "Context Plan Potential Linkages" (page 11 of that document). However, there is no notation on that plan, like there is for other proposals, that the walkway would be realigned along the Paper Road. Whilst the plan provided in the document shows a yellow line in the vicinity of [REDACTED] property, the plan is at a very large scale, does not show property boundaries, and certainly, there is no specific identification of the realignment proposal.

3.16.2 In relation to the "Circulation Plan" at page 14, the same comments apply. Page 15 directly after the Circulation Plan details the specific proposals on the Circulation Plan and shows a matching key to understand where those proposals lie on the Circulation Plan. Again, the realignment proposal is not identified anywhere on that key or on the plan. In fact, the key identifies all of the "Proposed walking tracks", none of which relate to the Paper Road.

3.16.3 The Report of the Parks, Gardens and Waterways Committee to the Council meeting of 27 March 2003 contains the "Public Submission Analysis" of the Groynes Concept Plan. That also lists all of the proposed concepts consulted on at page 3. Again, none of those identify the realignment proposal. This is confirmed by matching the "Concepts" on the third page of the Report to the Concept Plan contained as Appendix C of that document.

3.17 It was not until [REDACTED] through Lane Neave Lawyers, wrote to Council noting the breach of the LGA in relation to consultation requirements and requesting the work stop immediately that the works were halted (see letter to Council Annexure 2).

3.18 After various discussions Council agreed that consultation had not been adequate and agreed to start the consultation process afresh, including identifying and assessing the available options to see if it was necessary to even realign the track.

3.19 Despite that commitment from Council, it is understood that Council has recently laid pipe and gravel allowing entry onto the Paper Road and cleared the entry of blackberry and bushes so that access is now fully accessible.

3.20 Our clients are very concerned as to these continued actions of Council which undermine the entire consultation process.

3.21 It appears, contrary to established Local Government principles, that Council has already predetermined this proposal and made up its mind to realign the walkway.

3.22 These actions have resulted in people now using the Paper Road and [REDACTED] have had strangers and dogs on their property as there is nothing to preclude the public from walking directly onto it.

3.23 Since the formation of the track along the Paper Road, [REDACTED] have been burgled twice and they are aware that at least on one of these occasions, their property was accessed from the Paper Road. The Paper Road is not separated from [REDACTED] property by a bank or

stream boundary like other properties bordering onto the Paper Road. [REDACTED] property will therefore be the most adversely affected by the realignment proposal.

- 3.24 In addition to the lack of previous consultation, Lane Neave also outlined [REDACTED] concerns in relation to the rather complex history of unlawful earthworks in the area. It was considered particularly important that Council officers properly understood the lack of resource consent for an extensive area of earthworks alongside the existing route and on the Paper Road and how that might affect Council's decision to realign the track. This is detailed below.
- 3.25 **Unlawful earthworks along the unformed legal road and [REDACTED] Land to the north**
- 3.26 Unlawful earthworks have been undertaken both on the Paper Road and the land immediately to the north of that owned by [REDACTED].
- 3.27 It is necessary for the Community Board to understand this, as these earthworks impact both on the condition of the existing route as well as the proposed route and hence the decision on the realignment proposal.
- 3.28 In 2012 resource consent [REDACTED] was granted to [REDACTED] to deposit approximately 35,000m³ of fill onto its land. This land lies between the Paper Road and the existing track, north of the [REDACTED] property (see Location Plan Annexure 1).
- 3.29 It became apparent shortly after those earthworks took place, that the consent was breached as fill in excess of 35,000m³ was placed on the consented site.
- 3.30 In addition, although the consent does not allow for any earthworks along the Paper Road, a large amount of fill was deposited there. This has raised the height of the Paper Road along the [REDACTED] boundary by around 1- 2 metres along the majority of its length and up to 5 metres at its eastern end.
- 3.31 [REDACTED] contacted Council about these unlawful earthworks but little action was taken by Council to investigate them. In July 2013 [REDACTED] instructed Lane Neave to provide advice and to request Council to properly investigate the unlawful earthworks.
- 3.32 A site meeting took place and at that meeting and in later correspondence, Council officers confirmed they would investigate the earthworks (see letter to Council Annexure 3).
- 3.33 However, despite contacting Council officers on various occasions since then and Council being under a statutory duty to investigate these matters, it is understood that the matter remains unresolved.
- 3.34 **The impact of these unlawful earthworks**
- 3.35 It is important to understand the effect of these unlawful earthworks on the Community Board's decision to realign the track.

Impact from the earthworks on the [REDACTED] land:

- 3.36 By-way of background, the surrounding area falls within an extensive flood plain. Primary and secondary stopbanks are located on either side of the [REDACTED] land, and the Paper Road is located partly on the secondary stopbank.
- 3.37 Accordingly, any earthworks, particularly filling, are subject to rules in the City Plan to ensure stormwater, flooding and inundation effects are properly assessed and mitigated, given their potential to impact on the surrounding land.

3.38 [REDACTED] consider that the unlawful filling on the [REDACTED] land has created or at least exacerbated ponding / flooding issues along the existing track. In their experience from having lived in the area and from being frequent walkers along the track, the ponding issues have greatly increased since the unlawful earthworks took place.

3.39 That is unsurprising given they understand that fill far in excess of 35,000m³ has been placed on that land with no assessment or understanding as to how that might affect the overland flows in that area.

3.40 The consultation document states that one of the primary reasons the realignment is proposed is because of ponding issues. However, this issue is likely to exist only because of the unlawful earthworks.

Impact from the earthworks on the Paper Road:

3.41 The unlawful earthworks have raised the height of the Paper Road significantly (and hence the track). This will allow track users to look directly into [REDACTED] outdoor and indoor living areas. Effects on [REDACTED] outlook, amenity and privacy will be significant.

3.42 In addition, [REDACTED] property is subject to a restrictive covenant preventing any fencing along their boundary with the Paper Road. It is therefore not possible for them to screen the track from their own property.

3.43 Screening the track would in any case be problematic as [REDACTED] purchased the property for its rural outlook over the paddocks and screening would impede that.

3.44 Further, the Devondale Estates stormwater system flows west to east along a drain next to the Paper Road. This stormwater drain has been unlawfully filled in at the eastern end such that in times of heavy rain, the stormwater backs up into Devondale Estates and onto [REDACTED] land. This too may impact on a track in this location.

3.45 **A decision can not be made on the alignment proposal at this time**

3.46 Overall, the unlawful earthworks clearly impact on both the existing route and the proposed route. The Community Board's ability to make a fully informed decision on the proposed realignment is substantially compromised and will remain so until the issue of the unlawful earthworks is resolved.

3.47 Council is under a duty to investigate these unlawful earthworks. Until that issue is resolved, consideration of the realignment proposal should be delayed. It is considered the Community Board would be in breach of the requirements of the LGA should it decide this issue prior to resolution of the unlawful earthworks.

3.48 It is also noted that a potential outcome of the unlawful earthworks issue is the land being reinstated. That would mean lowering of the land to its original ground level, and hence lowering of the track. It would therefore be pre-emptive to decide the realignment proposal prior to the earthworks issue.

3.49 **Lack of proper analysis of alternatives**

3.50 The Community Board's decision must be made in accordance with the requirements set out in Part 6 of the LGA. Section 77 requires identification of all reasonably practicable options and an assessment of those options by considering a range of matters, including the benefits and costs of each option.

3.51 The consultation document does not discuss the effects on [REDACTED] or on the other landowners bordering the Paper Road. It does not identify any of the issues outlined above or refer to the discussions with Ecan as to a formal access arrangement in any detail. The information in the consultation document is extremely brief.

ATTACHMENT 3 TO CLAUSE 13 Cont'd

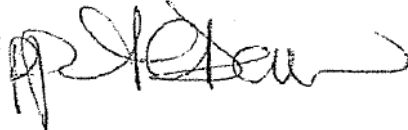
6

- 3.52 In terms of the access arrangements, this is concerning as it is important to understand Ecan's reasons for indicating a preference not to have a longer term access arrangement and what discussions were had (and with whom). It may well be that those reasons or concerns are no longer held or can be mitigated.
- 3.53 Further, there is no understanding as to how the unlawful earthworks have impacted on the ponding issues along the existing track and, if that is resolved, whether a new route is even needed.
- 3.54 It is a requirement of the LGA that these matters are properly considered and explored and the Community Board should ensure such an assessment is undertaken.
- 3.55 On the information before it at present, it is not considered the Community Board is capable of making the fully informed decision that is required under the LGA.
- 3.56 Further, the fact that the track is already formed should not influence the Community Board's decision in any way and the Community Board should be very careful not to predetermine the issue.
- 3.57 The overall effect on [REDACTED] property if the track is realigned.
- 3.58 In summary, the adverse effects of the realignment on [REDACTED] will be significant and include:
- 3.58.1 Loss of privacy;
- 3.58.2 Loss of rural character;
- 3.58.3 Loss of amenity;
- 3.58.4 Security effects;
- 3.58.5 Noise effects; and
- 3.58.6 Visual effects.
- 3.59 It is likely that these effects will devalue [REDACTED] property, potentially by a significant amount.
- 3.60 Whilst fencing and landscaping would go some way to alleviate these effects that would in turn substantially change their present open rural outlook.
4. **Conclusion and relief sought**
- 4.1 Until the issue with the unlawful earthworks is resolved, it is considered that a decision on the realignment proposal can not lawfully be made.
- 4.2 The Submitters seek:
- 4.2.1 The proposal be deferred until an outcome has been reached on the unlawful earthworks;
- Or
- 4.2.2 In the alternative, that Council retain the existing route.

5. Application for Deputation by Appointment

- 5.1 [REDACTED] wish to be heard in support of their submission at the meeting of the Community Board.
- 5.2 Speaking rights are sought from the Chairman through the community board adviser to allow for that.

[REDACTED]
by their solicitors and authorised
agents Lane Neave

Per: 

Jane Walsh

DATE 17 March 2014

Address for Service of Submitters:

[REDACTED]
c/- Lane Neave Lawyers
PO Box 2331
Christchurch 8140

Phone: (021) 144 3573
Fax: (03) 379 8370
Email: jane.walsh@laneneave.co.nz
Contact person: Jane Walsh

14. CRANFORD STREET – NO STOPPING RESTRICTIONS AND LANE ALTERATIONS

		Contact	Contact Details
Executive Leadership Team Member responsible:	General Manager Community Services	N	
Officer responsible:	Unit Manager, Transport and Greenspace	N	
Author:	Bill Homewood	Y	DDI 941 8346

1. PURPOSE AND ORIGIN OF REPORT

- 1.1 The purpose of this report is to seek the approval of the Shirley/Papanui Community Board for the installation of an additional 50 metres of 'No Stopping' restrictions on Cranford Street, to improve the efficiency of the left turn lane.
- 1.2 This is a staff initiated report following an optimisation study of the Main North Road.

2. BACKGROUND

- 2.1 Following an assessment of the traffic flows along Main North Road improvements have been identified at its intersection with Cranford Street.
- 2.2 The current layout provides two right turn lanes and a left turn filter lane. The left turn lane is marked to 45 metres back from the intersection, which only allows queuing for up to 7 vehicles.
- 2.3 The left turn slip lane has a give way control onto Main North Road and should operate separately from the traffic signals. However the volume of right turning vehicles makes the left turning vehicles dependent on the traffic lights, as the right turn queue often blocks access to the left turn slip lane. This situation is made worse by vehicles parked in the taper on the south side of Cranford Street often overhanging the live traffic lane and reducing the available road width.
- 2.4 The length of the right turn queue frequently creates a situation where vehicles could filter into the south bound traffic on Main North Road however they are unable to as they cannot access the left turn lane.
- 2.5 The short length of the left turn lane and the difficulties experienced in gaining access to it result in this arm of the intersection operating below its optimum capacity and therefore creating delays to road users.

3. COMMENT

- 3.1 The plan (refer **Attachment**) shows the proposed revised layout of the Cranford Street approach to its intersection with Main North Road. The parking restrictions have been extended by a further 48 metres to create an 80 metre left turn lane. This is as far as the lane can be extended without carrying out road widening.
- 3.2 The additional length that has been gained will allow for stacking of 13 vehicles while they wait to filter into the south bound Main North Road traffic flow, and will allow for vehicles to enter this lane earlier.
- 3.3 The proposal will allow for improved use of this intersection and will help to reduce the queuing and delays experienced by drivers.
- 3.4 Consultation was carried out with local residents affected by this scheme. Only one resident responded to the consultation. This resident did not object to the proposal however they did ask for the restrictions to be shortened to provide one parking space.

14 Cont'd

- 3.5 In this instance it is not possible to provide this parking space. Vehicles would not be able to enter this parking space in a forward gear due to the location of the berm and the tree, they would have to drive past the space, into the designated left turn lane, and then reverse back into the space. Having a vehicle reversing in a busy traffic lane would be detrimental to the safety of road users.
- 3.6 The safety implications of providing this space outweigh any benefit it might offer in terms of its convenience to the residential properties along this short section of road.
- 3.7 Although some parking spaces will be lost there remains parking to the east of the site which will continue to be available. All of the residential properties here also have direct access onto Cranford Street and have off street parking.
- 3.8 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.
- 3.9 The Community Boards have delegated authority from the Council to exercise the delegations as set out in the Register of Delegations. The list of delegations for the Community Boards includes the resolution of parking restrictions and traffic control devices.
- 3.10 The installation of any signs and/or markings associated with traffic control devices must comply with the Land Transport Rule: Traffic Control Devices 2004.
- 3.11 The recommendations align with the Christchurch Transport Strategic Plan 2012 – 2042.

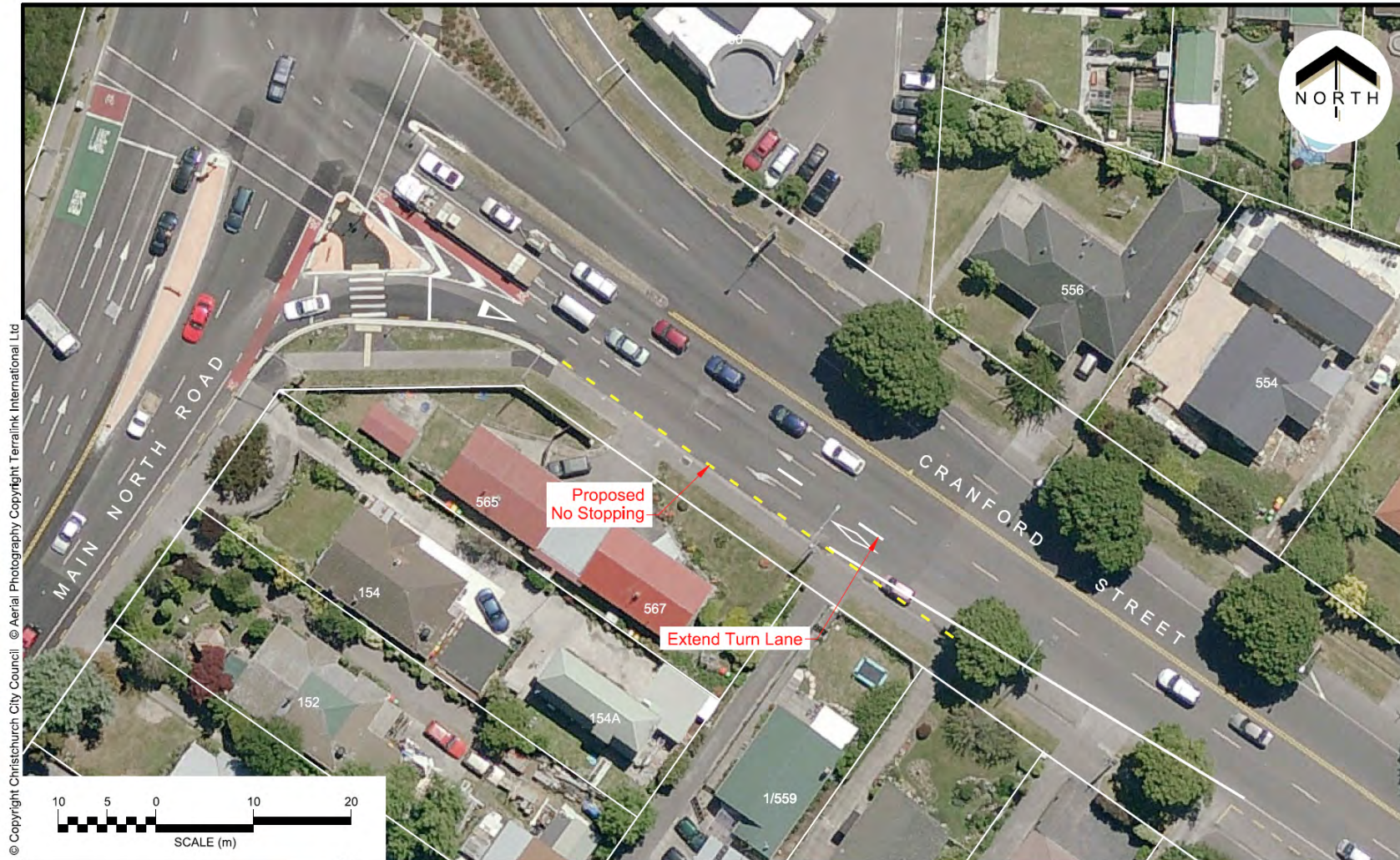
4. FINANCIAL IMPLICATIONS

- 4.1 The scheme will be financed out of the 2014/2015 optimisation Budget.
- 4.2 The proposed works are estimated to cost \$1,600

5. STAFF RECOMMENDATION

It is recommended that the Shirley / Papanui Community Board:

- 5.1 Revoke all existing parking restrictions on the south side of Cranford Street, commencing at its intersection with Main North Road and continuing in a south easterly direction for 78 metres.
- 5.2 Approve that the stopping of vehicles be prohibited at any time on the south side of Cranford Street, commencing at its intersection with Main North Road and extending in a south easterly direction for a distance of 78 metres.



Christchurch
City Council



Cranford Street at Main North Road
Turn Lane Extension
For Board Approval

Original Plan Size: A4
ISSUE.1 9/06/2014
TG126043 JEP

15. SAWYERS ARMS ROAD – NO STOPPING RESTRICTIONS AND LANE EXTENSIONS

		Contact	Contact Details
General Manager responsible:	General Manager Community Services		
Officer responsible:	Transport and Greenspace Unit Manager		
Author:	Bill Homewood, Traffic Engineer	Y	DDI 941 8346

1. PURPOSE AND ORIGIN OF REPORT

- 1.1 The purpose of this report is to seek the approval of the Shirley Papanui Community Board for the installation of 'No Stopping' restrictions along Sawyers Arms Road and alterations to the existing cycle lane, as shown on the plan (refer **Attachment**), to enable the extension of the two lane approach to its intersection with Main North Road.
- 1.2 This is a staff initiated report following an optimisation study of the Main North Road corridor.

2. BACKGROUND

- 2.1 Issues surrounding the queuing of vehicles on Sawyers Arms Road have been identified in an optimisation report of the Main North Road.
- 2.2 A significant contributing factor to this queuing is the current layout of the intersection and the position of five P30 parking spaces. These spaces restrict the ability for vehicles to queue in separate right and left turn lanes. The existing two lane approach only extends for 40 metres, which is the equivalent of up to six cars.
- 2.3 Turning counts identify the left turn lane as being the predominant movement. The relatively short length of queuing space in comparison to the vehicle flows result in the left turn queue extending past the start of the right turn lane.
- 2.4 This short length of separation for left and right turning vehicles results in the Sawyers Arms Road phase of the lights not being used to its full potential, with fewer vehicles passing through the lights than can be accommodated.
- 2.5 The queuing on Sawyers Arms Road frequently obstructs the cycle lane, forcing cyclists into the vehicle lanes. In this instance the vehicle lanes have been reduced in width to provide a dedicated cycle lane as they are too narrow to accommodate a cyclist and a vehicle safely. Cycle lanes are provided to improve cyclist safety, this is particularly important around intersections. The loss of this lane due to stationary vehicles places cyclists at an unnecessary risk.

3. COMMENT

- 3.1 It is recommended that the five P30 parking spaces be removed. This will allow for an additional 48 metres of queuing, which will more than double the length of the two lane approach to the intersection.
- 3.2 The additional queuing provided by extending the right and left turn lanes will improve the operation of this intersection and allow the Sawyers Arms Road arm of the intersection to be used to its full capacity.
- 3.3 By allowing vehicles to separate earlier into left and right turning queues vehicles should no longer park over the cycle lane. Maintaining a clear cycle lane is essential to improving cyclist safety and encouraging more people to cycle as an alternative mode of transport to private vehicles.
- 3.4 Consultation has been carried out with the local residents affected by the proposal and with the businesses on the corner of Main North Road and Sawyers Arms Road. Of those who were consulted two residents and one business replied.

15 Cont'd

- 3.5 The two residents stated several reasons for objection; the existing parking is useful for visitors, removing the parking would make it harder to enter and exit their driveway and one of the residents did not believe the scheme would offer any benefit. It was also suggested that the cycle lane should be against the kerb and not between the two traffic lanes.
- 3.6 If the scheme is approved there would continue to be parking on the opposite side of Sawyers Arms Road, on both sides of Leander Street and within the residential boundaries of the individual properties. This continuing provision is adequate to satisfy the needs of any visitors.
- 3.7 The position of the parking spaces may make it easier for vehicles to reverse in and out of the individual driveways. However there is not sufficient room within the road reserve to dedicate an area for reversing vehicles into private accesses.
- 3.8 The alterations at this intersection are not going to completely resolve the congestion and delays on Sawyers Arms Road, but they will offer an improvement to travel times. Mindful of the problems with congestion along Main North Road and its adjoining roads, it is essential we are able to use the existing infrastructure to its full potential.
- 3.9 The suggestion that the Cycle Lane should be placed against the kerb rather than between the two vehicle lanes was given consideration during the design stage. When cycle lanes are against the kerb at busy intersections it makes vehicles more likely to queue partially in the cycle lane. Part of the objective of this scheme is to improve cyclist safety by stopping vehicles from blocking the use of the cycle lane, therefore placing the cycle lane where it is likely to continue to be blocked would be counter productive.
- 3.10 With a kerb side cycle provision there are also issue with cyclists being forced to turn right by left turning vehicles if they arrive at the intersection on the green phase. The proposed layout of the cycle lane meets the design standards set out in Austroads and the Manual of Traffic Signs and Markings (New Zealand) (MOTSAM).
- 3.11 Couplands Bakery objected due to the loss of parking and the effect that this could have on their business. They have also objected on the basis that they entered into their lease on the understanding that the car parks would be available to for their customers to use.
- 3.12 Although the five parking spaces on the north side of Sawyers Arms Road will be lost, the five parking spaces on the south side of Sawyers Arms Road and the six directly outside the shops will remain. There is also parking along Leander Street which is subject to P120 restrictions. The parking on Leander Street is between 33 and 70 metres from the existing spaces which is 23 to 50 seconds walking time, assuming a walking speed of 1.4 metres per second.
- 3.13 Staff acknowledge that the overall on street parking provision will be reduced; however there remains adequate parking on the surrounding roads to accommodate any displaced parking. A 23 to 50 second additional walk is not considered unreasonable and the overall distance from the parking spaces to the shops is within an acceptable distance.
- 3.14 Where on street parking is provided it is not allocated to a certain business and the Road Controlling Authority, in this instance the Christchurch City Council, are under no obligation to provide parking for residential or commercial use.
- 3.15 Where possible the needs of businesses and residents are met, however this should not be at the expense of the operation or safety of the wider road network. In this instance the significant safety and optimisation benefits provided to all road users, outweigh the slight increase in walking distance from the available car parking.
- 3.16 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.

15 Cont'd

- 3.17 The Community Boards have delegated authority from the Council to exercise the delegations as set out in the Register of Delegations. The list of delegations for the Community Boards includes the resolution of parking restrictions and traffic control devices.
- 3.18 The installation of any signs and/or markings associated with traffic control devices must comply with the Land Transport Rule: Traffic Control Devices 2004.
- 3.19 The recommendations align with the Christchurch Transport Strategic Plan 2012 – 2042.

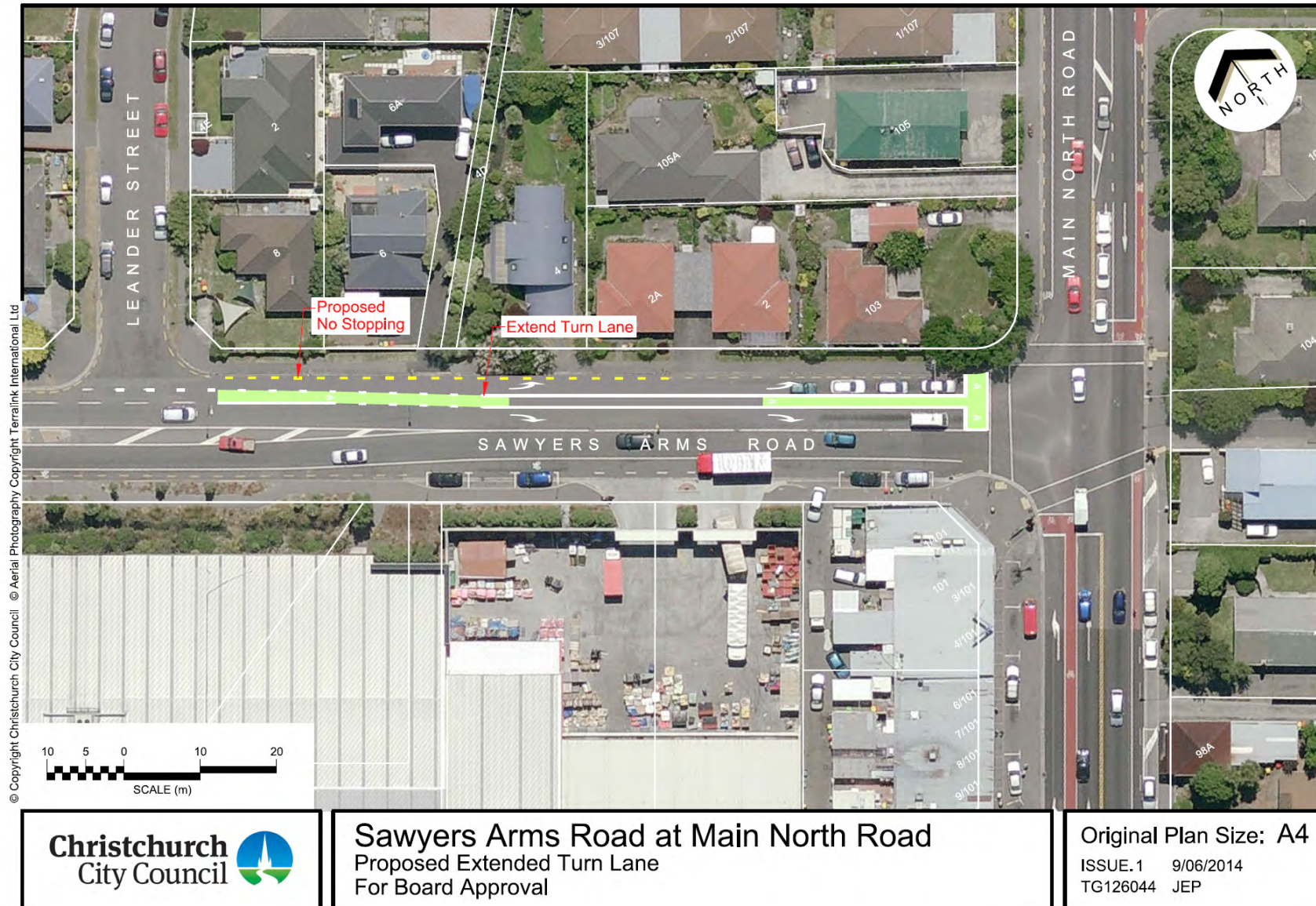
5. FINANCIAL IMPLICATIONS

- 5.1 The proposal will be funded out of the 2014/15 Capital Expenditure (CAPEX) budget and is estimated to cost \$9,000.

6. STAFF RECOMMENDATION

It is recommended that the Shirley/Papanui Community Board:

- 6.1 Revoke all parking restrictions on the northern side of Sawyers Arms Road between its intersection with Leander Street and its intersection with Main North Road.
- 6.2 Approve that the stopping of vehicles be prohibited at any time on the north side of Sawyers Arms Road between its intersection with Leander Street and its intersection with Main North Road.



16. COMMUNITY BOARD ADVISER'S UPDATE

16.1 CURRENT ISSUES

16.2 BOARD FUNDING UPDATE 2012/13

Refer to **Attachment**.

17. ELECTED MEMBERS' INFORMATION EXCHANGE

The purpose of this exchange is to:

- provide a short brief to other members on activities that have been attended
- provide information in general that is beneficial to all members
- include key issues and information for communication to residents.

18. QUESTIONS UNDER STANDING ORDERS

