



## Christchurch City Council

# BURWOOD/PEGASUS COMMUNITY BOARD AGENDA NO 218

7 SEPTEMBER 2005

5.00 PM

IN THE BOARDROOM,  
CNR BERESFORD AND UNION STREETS  
NEW BRIGHTON

**Community Board:** Glenda Burt (Chairperson), Carole Evans, Carmen Hammond, Caroline Kellaway, Tina Lomax, Don Rowlands, Gail Sheriff

**Community Board Principal Adviser**  
Clare Sullivan  
Telephone: 941-6601  
Fax: 941-6604  
Email: [clare.sullivan@ccc.govt.nz](mailto:clare.sullivan@ccc.govt.nz)

**Community Secretary**  
Graham Sutherland  
Telephone: 941-6624  
Fax: 941-6604  
Email: [grahama.sutherland@ccc.govt.nz](mailto:grahama.sutherland@ccc.govt.nz)

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1. **APOLOGIES**

2. **CONFIRMATION OF REPORT**

The report of the ordinary meeting (both open and public excluded) of the Burwood/Pegasus Community Board held on Wednesday 17 August 2005 has been circulated to Board members.

**CHAIRPERSON'S RECOMMENDATION**

That the report of the ordinary meeting (both open and public excluded) held on Wednesday 17 August 2005 be confirmed.

3. **PETITIONS**

4. **PRESENTATION OF COMMUNITY SERVICES AWARDS**

Community Service Awards will be presented to Maree Dvork and Marion McNaughton who were unable to attend the previous presentation held on 30 July 2005.

5. **DEPUTATIONS BY APPOINTMENT**

5.1 **ARANUI NURSING PROJECT**

**Jackie Cooper** from the Aranui Nursing Project, will be in attendance to outline their activities in the Aranui area.

5.2 **AVONSIDE DRIVE TRAFFIC CONCERNS**

**Mrs Roberts and Betty Chapman** will be in attendance to outline their concerns on traffic issues in Avonside Drive.

5.3 **PARKLANDS RESERVE GUM TREES [to be confirmed]**

**Ms Quinn** will be in attendance to outline her concerns on gum trees in Parklands Reserve causing shading and leaf problems in her property.

6. **CORRESPONDENCE**

7. **RESIDENTS' ASSOCIATIONS**

Time is allocated at Board meetings for Residents' Association representatives to address the Board on local matters.

**Tony Mander from the Golf Links Residents' Association**, will be in attendance to outline the group's activities. Each residents' group is invited to do this in rotation.

8. **SEAVIEW ROAD AT HARDY STREET  
(AS PART OF THE NEW BRIGHTON MALL UPGRADE)**

<b>General Manager responsible:</b>	General Manager City Environment
<b>Officer responsible:</b>	Transport and City Streets Manager
<b>Author:</b>	Jeanette Ward, Project Manager, DDI 941-8876

**PURPOSE OF REPORT**

1. The purpose of this report is to seek the Board's approval for the intersection changes at Seaview Road and Hardy Street (as part of the New Brighton Mall Project) for final design, tender and construction.

#### **EXECUTIVE SUMMARY**

2. The New Brighton Mall Upgrade Project involves the introduction of a one way slow road in Seaview Road between Union Street and Oram Avenue. To complement the slow road, the intersection of Seaview Road and Hardy Street requires a change of priority. The priority is currently to Hardy Street traffic this will be changed to Seaview Road. This will involve some kerb realignment work and the relocation of the 'give way' control from Seaview Road to Hardy Street.
3. Consultation on the project was initially undertaken as part of the New Brighton Mall Upgrade, with the intersection change described as an 'associated roading works'. Now that the plan is available further consultation on the detail of the intersection is being undertaken. This consultation involves a letter to the adjacent properties and information on the CCC 'Have your Say' website. The outcome of this consultation will be reported at the Board meeting.
4. The construction of the intersection work will be undertaken to coordinate with the opening of the slow road in the Mall. This means the work will be complete by the end of November 2005.

#### **FINANCIAL AND LEGAL CONSIDERATIONS**

5. The estimated total cost for this project is \$90,000 inclusive of all consultation, design and project management.
6. The work is funded from the Major Amenity Budget for the New Brighton Commercial Area and funding of \$1,339,143 (in total) has been allocated in the 2004/05, 2005/06 and 2006/07 years. The cost of the project can be accommodated in this budget.
7. A report with all the traffic resolutions for the slow road and this intersection (including the change of 'give way') will be presented to the Board next month.

#### **STAFF RECOMMENDATION**

It is recommended that the Board approve the changes at the Seaview Road and Hardy Street intersection as shown in Attachment One for final design, tender and construction.

#### **CHAIRPERSON'S RECOMMENDATION**

That the staff recommendation be adopted.

## BACKGROUND ON THE PROJECT

8. The New Brighton Mall Upgrade Project involves the introduction of a one way slow road in Seaview Road between Union Street and Oram Avenue (New Brighton Mall). Once this is operating it is expected that more vehicles will travel into the heart of New Brighton, therefore the realignment of the intersection at Seaview Road and Hardy Street is considered necessary. This will change the priority to traffic on Seaview Road.
9. A 'Traffic Impact Assessment' was undertaken in 2003 by Traffic Engineer Antoni Facey, this study reviewed the impact of the introduction of the slow road and the other roading changes recommended. The assessment predicts that more eastbound traffic will drive straight through on Seaview Road towards the Mall than previously, hence the change of priority. It is expected that traffic volumes will reduce on Hardy Street and Beresford Street between Hardy Street and Union Street as a result of the change. Because Seaview Road is a slow street, some traffic will avoid this route and continue on the present route of Hardy Street and Beresford Street. Buses will continue to use this route.
10. There has been one reported incident at the intersection in the last 10 years; this involved an elderly pedestrian being seriously injured when heedlessly crossing the road. Locals who use the intersection have indicated that there are a number of near misses at the intersection and welcome the change of alignment.
11. The aim of the project is to complement the new roading environment created by the slow road through the Mall. The objectives are:
  - (a) Maintain or improve safety at the intersection.
  - (b) Consider the needs of pedestrians and cyclists.
  - (c) Maintain bus movements.

## CONSULTATION

12. Consultation on the slow road was initiated in 1998 when the concept was proposed. A number of the businesses in the area initiated the concept and supported the reintroduction of a road through the Mall. A concentrated consultation effort was undertaken during preparation of the New Brighton Master Plan, released in September 2002. This consultation involved a series of public meetings and presentations to the elected members. The outcome appeared to be support for the slow road and the associated roading works.
13. Consultation on the slow road final plan was undertaken in June and July 2005 on an 'Inform' only basis with the intersection change described as an 'associated roading works'. The consultation involved the following:
  - (a) Contacting the directly affected businesses within the mall area with an information letter and the final concept plan. Members of the project team made themselves available at a location in the mall to answer any queries and receive any feedback.
  - (b) Informing the wider community via a City Scene article and display boards in the Mall.
  - (c) There was no negative feedback regarding the proposal to change the intersection as part of this wider consultation.
14. Consultation for the changes at the Seaview Road and Hardy Street intersection is now underway. A letter and plan has been sent to the adjacent properties and the proposal is available on the CCC 'Have your Say' website. The Project Manager's contact details have been provided as a point of contact for questions and to collect any feedback. There has been no indication of opposition to the proposal and in fact several people commented that it is long overdue. The outcome of this consultation will be reported at the meeting.
15. The Central New Brighton School is directly adjacent to the intersection and has been consulted with regard to the proposal. The main issue for the school is the safe crossing of the road as this frontage does not have a controlled school crossing like the Hawke Street side of the school. The Principal is comfortable with the proposal particularly the crossing arrangements. A newsletter for the pupils was prepared describing the new roading environment of the both the slow road in the Mall and the proposed changes to the intersection.

## **PROGRAMME**

16. The New Brighton Mall upgrade is expected to be complete by the end of November 2005 thereby avoiding the Christmas period. Due to the close proximity of the school it is intended that the majority of the work be carried out in the September school holidays.

## **OPTIONS**

17. Two options were considered. These are outlined as follows:

### **A. Status Quo**

The intersection remains unchanged.

### **B. Intersection Change (Priority to Seaview Road traffic)**

18. Currently the traffic travelling west on Seaview Road must give way to the traffic in Hardy Street, as historically the majority of eastward vehicles on Seaview Road turned right into Hardy Street. The priority is to be given to Seaview Road traffic as shown on the plan in Attachment One.
19. Despite the expected increase in volume this section of Seaview Road between Hardy Street and Union Street will still be reinforced as a slow street. This will be achieved with signage and the retention of the raised platforms along the street. The intersection has been designed to allow the continuation of bus movements as currently this intersection is on the route of the No 40 (Wainoni) and the No 42 (Avondale) buses. There is no loss of parking as a result of this new layout.
20. As part of the intersection realignment, crossing points for pedestrians are provided either side of the intersection. New landscaping will be planted to enhance the intersection but kept low to allow full view of small children crossing the road. The native theme used in the Mall will be continued with predominantly groundcover plants in the build outs. There also may be some trees planted. The selected plants will be hardy.

## **PREFERRED OPTION**

21. Option B is the preferred Option as it meets the aims and objectives of the project.

**ASSESSMENT OF OPTIONS****The Preferred Option**

The realignment of Seaview Road at Hardy Street.

	<b>Benefits (current and future)</b>	<b>Costs (current and future)</b>
<b>Social</b>	Complements the enhancement of the New Brighton Mall.  Proposal is consistent with the New Brighton Master Plan.	Nil.
<b>Cultural</b>	Nil.	Nil.
<b>Environmental</b>	The intersection is enhanced through the provision of new landscaping.	Nil.
<b>Economic</b>	Potential benefits to business owners/operators in the New Brighton area.	Capital Expenditure.

**Extent to which community outcomes are achieved:**

Primary alignment with community outcome *"Our City's infrastructure and environment are managed effectively, are responsive to changing needs and focus on long-term sustainability"* by recognising the changing needs of the users of New Brighton Mall, and managing assets to optimise the value and usefulness over time.

Also contributes to *"Our economy is based on a range of businesses which enable wealth creation and employment opportunities"* by increasing potential benefits for businesses in the Mall.

**Impact on Council's capacity and responsibilities:**

Nil impact.

**Effects on Maori:**

It is considered there are no effects on Maori.

**Consistency with existing Council policies:**

The proposal is consistent with the Road Safety Strategy particularly in respect to designing and managing roads with appropriate speed environments and providing safe facilities for pedestrians.

The proposal is also consistent with the New Brighton Master Plan.

**Views and preferences of persons affected or likely to have an interest:**

The views and preferences of the local businesses were sought in the preparation of the development plan and in the preparation of the concept plan by Retail Consulting Group. The views of those in opposition to the slow road concept were heard during the revocation of the Special Order declaring a pedestrian mall in New Brighton and at the Environment Court. There are limited elements that the community can influence in the preferred option, and therefore it is proposed to undertake consultation on an 'Inform' only basis.

**Other relevant matters:**

Nil.

**Maintain The Status Quo (If Not Preferred Option)**

Retention of the intersection as it currently exists.

	<b>Benefits (current and future)</b>	<b>Costs (current and future)</b>
<b>Social</b>		Status Quo is inconsistent with the New Brighton Master Plan.  Inconsistent with the Council direction to date.  Does not contribute to the revitalisation of the New Brighton Mall.
<b>Cultural</b>	Nil.	Nil.
<b>Environmental</b>	Nil.	Nil.
<b>Economic</b>	No capital expenditure.	Nil.
<p><b>Extent to which community outcomes are achieved:</b> Maintaining the status quo is not aligned to any Community Outcomes.</p> <p><b>Impact on Council's capacity and responsibilities:</b> Nil impact.</p> <p><b>Effects on Maori:</b> It is considered there are no effects on Maori.</p> <p><b>Consistency with existing Council policies:</b> Maintaining the status quo is not consistent with the CCC Financial Plan and Programme.</p> <p><b>Views and preferences of persons affected or likely to have an interest:</b> Feedback in support of retaining the status quo was heard during the revocation of the Special Order declaring a pedestrian mall in New Brighton and at the Environment Court.</p> <p><b>Other relevant matters:</b> Nil.</p>		



## 9. APPLICATION BY THE CITY WATER AND WASTE UNIT TO INSTALL A WATER SUPPLY WELL AND METER CHAMBER WITHIN WOODLANDS RESERVE

<b>General Manager responsible:</b>	General Manager City Environment
<b>Officer responsible:</b>	Greenspace Manager
<b>Author:</b>	Tony Hallams, Policy and Leasing Officer, Greenspace Unit, DDI 941-8320 Kate Purton, Capital Works Co coordinator, City Water and Waste Unit DDI 941-8367 Kim Swarbrick, Parks and Waterways Advocate, Greenspace Unit DDI 941-5314

### PURPOSE OF REPORT

1. The purpose of this report is for the Board to consider a recommendation that it approves a right to the Council (City Water and Waste Unit) over Lot 42, DP 29483, to convey water in gross, through the installation of a new water supply well, meter chamber and pipeline within the Woodlands Reserve to enable it to be registered as an easement.

### EXECUTIVE SUMMARY

2. The City Water and Waste Unit need to install a new water supply well, meter chamber and pipeline in the Woodlands Reserve, connecting to the Carters water pumping station in Carters Road, in order to provide adequate water supply to the area.

### FINANCIAL AND LEGAL CONSIDERATIONS

3. The Board has the delegated authority from Council (8 November 2001) to make the decision on behalf of Council whether to grant the easement or not.
4. Woodlands Reserve is a recreational reserve subject to the Reserves Act 1977, and the proposal will require the approval of the Minister of Conservation.
5. Part 1 of Section 48 of the Reserves Act 1977 allows for the granting of rights of way and other easements across reserves. Because the proposal involves a well head and meter above ground as part of the installation Part 2 of Section 48 of the Act requires that before granting the easement that the Council publicly advertise its intention to grant the easement. This has been undertaken over a period of one month, with public submissions invited through four advertisements placed in the Christchurch "Press". A community consultation process has also been implemented with known community groups written to and letterbox drops made to residences at 1-21 Woodlands Place, 253 Shortland Street and 359-402 Breezes Road. Despite this extensive consultation no objections, public submissions or enquiries have been received.
6. The City Water and Waste Unit estimate the cost for the project will be approximately \$390,000. The project is to be funded from the City Water and Waste Unit's capital works programme.
7. The City Water and Waste Unit shall pay all costs associated with the establishment of the easement, which will include Council officer's time spent preparing reports, attending Council meetings, preparing legal documentation, together with the fees of outside agencies required to complete the process, which will include the Minister of Conservation's approval fee.
8. Survey plans of the easement shall be provided within three months of granting of the easement, so the easement can be registered as required by the Reserves Act 1977.

### STAFF RECOMMENDATIONS

It is recommended that the Board agree to grant a registered easement to Council, as provided for under Section 48(1)(d) of the Reserves Act 1977, over approximately 40m<sup>2</sup> (the easement being approximately 4m wide by 10m long), of Lot 42 DP 29483 as shown in the attachments, subject to the following conditions:

1. That the City Water and Waste Unit ensure that any contractors carrying out works on Council reserves carry and produce evidence of having adequate public liability insurance with a minimum of \$1,000,000 cover.
2. That the City Water and Waste Unit ensure that the reserve is reinstated to the satisfaction of the Council's Greenspace Unit Field Supervisor (Parks).

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3. That the contractor is required to ensure any work on the reserve is physically separated from any adjoining playground area or property, and full Health and Safety precautions are met.
4. That any excavated material may be temporarily stockpiled in an appropriate area of the reserve that does not effect the existing vegetation or ecosystem. All excavated material after the completion of works must be removed off the reserve.
5. The contractor to locate any above and underground services (eg electricity, water, telephonic, stormwater and sewage lines) on the reserve and protect from damage.
6. Approval of the Minister of Conservation being obtained.
7. That a landscape plan is implemented within one month of the completion of works.

**CHAIRPERSON'S RECOMMENDATION**

That the staff recommendation be adopted.

## **BACKGROUND ON THE APPLICATION BY THE CITY WATER AND WASTE UNIT TO INSTALL A WATER SUPPLY WELL, METER AND PIPELINE WITHIN WOODLANDS RESERVE**

9. The City Water and Waste Unit has a water supply pumping station in Carters Road, which is an essential part of the Central water supply zone. One of the existing wells at Carters water supply pumping station cannot be used due to water quality problems. This problem first aquifer well needs to be replaced with a deeper well so that the station can continue to deliver sufficient water supply to the surrounding area.
10. The Council's City Water and Waste Unit considers the most suitable place to site a replacement well is on Woodlands Reserve. The intended location of the well is detailed under Attachment One. The replacement well will need to be connected to the Carters water pumping station site by a pipeline and cable. In order to minimise the cost of this pipe and cable the new well needs to be relatively close to the pumping station, although due to interference between wells cannot be located within the pumping station property. The only feasible location for the replacement well is within the Woodlands Reserve, as detailed below.
11. During construction of the well and pipeline an area of approximately 300m<sup>2</sup>- 400m<sup>2</sup> of the reserve will need to be fenced off from the public for security and health and safety reasons. All construction equipment and construction activity within the reserve will be contained within this security fence. The security-fenced area will be within the undeveloped eastern end of the reserve only. The playground will not be affected and access to the walkway through the reserve will be maintained.
12. The construction period is expected to last between three and five months, depending on the depth of the well to obtain water of sufficient quality and quantity. Further to the public notification and neighbourhood communication that has already taken place, residents in the area and the Board will be notified prior to the start of construction.
13. The finished wellhead will be a circular concrete chamber with a galvanised steel lid, approximately 2.2m in diameter, protruding approximately 300mm above ground level. The meter chamber lid will consist of galvanised steel, 1.8m by 1.2m, protruding about 100mm above ground level. Plantings will be made around the wellhead and proposed meter chamber to soften the visual impact. A landscape plan of the proposed plantings is detailed under Attachment Two.
14. The preferred location of the water supply well, meter chamber and pipe will have no adverse effects on the reserve. There are a number of existing wells similar to what is proposed around the City, including Cockayne Reserve, Burnside Park, Grampian Reserve and Paeroa Reserve.

### **OPTIONS**

#### **15. Status Quo (Do Nothing)**

As one of the wells at Carters water pumping station cannot be used due to water quality problems, this would limit the capacity of that pumping station to that of the three other wells. This would result in an inability to pump enough water in the area to meet the Council's agreed levels of service during the summer.

#### **16. Install a Water Supply Well within Carters Pump Station Property**

A new well within the Carters water supply pump station site would be unlikely to provide sufficient water due to the interaction with the existing three wells already within the site.

#### **17. Install a Water Supply Well in the Road Berm or Private Property**

It would be very difficult to find a location for a new well in a road berm due the existing services in the berm. Finding a suitable site on private property would also be extremely problematic, as it is a residential area. Even if a suitable location could be found, it would be difficult to construct a new well in the berm or on a residential property without causing serious disruption to residents in the area and traffic.

**18. Install a Water Supply Well in Rosanna Reserve**

Although the nearby Rosanna Reserve (on Rosanna Place) is a similar distance “as the crow flies” from the Carters water pumping station, the pipeline and cable connecting the well and the pumping station would need to be laid within the road. The distance along the roads from Carters pumping station to Rosanna Reserve is approximately 100m further than the distance to the Woodlands Reserve. This additional length of pipeline and cable would significantly affect the cost of the project.

**PREFERRED OPTION**

19. Installing a well in Woodlands Reserve, connecting via a pipeline and cable (along Woodlands Place, Breezes Road and Carters Road) to the Carters pumping station is the preferred option. The location within the reserve has been chosen to minimise the impact on reserve users, neighbouring residents and traffic.

**ASSESSMENT OF OPTIONS****The Preferred Option**

	<b>Benefits (current and future)</b>	<b>Costs (current and future)</b>
<b>Social</b>	No detrimental effect to the social amenity of park users due to the landscape plan intended.	Minor impact on Woodlands Reserve as detailed in report.
<b>Cultural</b>	N/A	N/A
<b>Environmental</b>	Water supply to customers can continue to be delivered at a suitable pressure and flow without any detrimental effect to the environment.	N/A
<b>Economic</b>	N/A	Capital cost from City Water and Waste budget as detailed in report.
<p><b>Extent to which community outcomes are achieved:</b> N/A</p> <p><b>Impact on Council's capacity and responsibilities:</b> While enhance Council's capacity to ensure a potable water supply.</p> <p><b>Effects on Maori:</b> Nil.</p> <p><b>Consistency with existing Council policies:</b> This is consistent with the Council activity Supply of Water in the LTCCP, and the Water Supply Asset Management Plan.</p> <p><b>Views and preferences of persons affected or likely to have an interest:</b> The community has been consulted.</p> <p><b>Other relevant matters:</b></p>		

**Maintain The Status Quo**

	<b>Benefits (current and future)</b>	<b>Costs (current and future)</b>
<b>Social</b>	N/A	N/A
<b>Cultural</b>	N/A	N/A
<b>Environmental</b>	N/A	N/A
<b>Economic</b>	No capital expenditure required.	Probably substantial as an alternative site for water abstraction would most likely have to be purchased.

**Extent to which community outcomes are achieved:**

No improvement.

**Impact on Council's capacity and responsibilities:**

More community pressure on Council to deliver a potable water supply to the area.

**Effects on Maori:**

Nil.

**Consistency with existing Council policies:**

Maintaining the Status Quo would be inconsistent with the Council Activity Supply of Water in the LTCCP and the Water Supply Asset Management Plan, because levels of service for water supply would not be able to be met.

**Views and preferences of persons affected or likely to have an interest:**

All residents in close proximity to the site have been informed through a letterbox drop, known community groups have been written to and the proposal has been publicly advertised through four placed advertisements in "The Press" over one month.

**Other relevant matters:**

**10. TRANSPORT AND CITY STREETS UNIT UPDATE**

**Tony Lange**, Asset Engineer (Transfund and Systems), Senior Liaison Officer for the Board will be in attendance to discuss current Transport and City Streets issues.

**11. PARKLANDS LIBRARY DONATION**

<b>General Manager responsible:</b>	General Manager Regulation and Democracy Services
<b>Officer responsible:</b>	Community Board Principal Adviser
<b>Author:</b>	Leanne Smith, Acting Community Secretary, DDI 941-6631

**PURPOSE OF REPORT**

1. The purpose of this report is for the Board to consider donating a seat to be placed outside the main door of the Parklands Library.

**EXECUTIVE SUMMARY**

2. At its 15 June 2005 meeting the Board considered making a gift to the Parklands Library. The Board discussed the possibility of a seat outside the main door with a hook to tie dog leashes onto. Staff were asked to find out what the cost of buying and installing a seat would be. The Library has been working with the Council Landscaper and has suggested placing a seat by the main door. An information sheet is attached.

**FINANCIAL AND LEGAL CONSIDERATIONS**

3. The cost of the seat is \$890 and installation is approximately \$500. The total cost is approximately \$1,390. The Board has \$27,540 remaining in its Discretionary fund.

**STAFF RECOMMENDATION**

That the Board decide whether or not to fund a seat outside the main door of the Parklands Library.

**CHAIRPERSON'S RECOMMENDATION**

For discussion.

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

**12.1 2005/06 DISCRETIONARY, PROJECT AND YOUTH DEVELOPMENT FUNDS UPDATE**

The attached schedule shows the allocations in the Board's Discretionary, Project and Youth Development Funds, since 1 July 2005.

**12.2 COMMITTEE AND WORKING PARTY MEMBERSHIP**

For members' information a list of all Board Committees, Subcommittees and Working Parties is attached.

**12.3 NOTICE OF UPCOMING BOARD REPORTS**

- Bexley Wetland Reserve
- Greenspace Unit Capital Programme Update
- Owles Terrace
- Name of Road in Wainoni/Aranui

**13. NOTICES OF MOTION**

**14. QUESTIONS**