



Christchurch City Council

HAGLEY/FERRYMEAD COMMUNITY BOARD AGENDA

WEDNESDAY 8 AUGUST 2007

3.00 PM

IN THE BOARDROOM, LINWOOD SERVICE CENTRE,
180 SMITH STREET

Community Board: Bob Todd (Chairperson), David Cox, Anna Crighton, John Freeman, Yani Johanson, Brenda Lowe-Johnson and Brendan Smith

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1. APOLOGIES

2. CONFIRMATION OF MEETING REPORT – 25 JULY 2007

The report of the Board's ordinary meeting of 25 July 2007 has been **separately circulated** to members.

CHAIRPERSON'S RECOMMENDATION

That the report of the Board's ordinary meeting be confirmed.

3. DEPUTATIONS BY APPOINTMENT

Nil.

4. PETITIONS

5. NOTICES OF MOTION UNDER STANDING ORDERS 2.16

6. CORRESPONDENCE

7. BRIEFING: SUMMARY REPORT – COMMUNITY DEVELOPMENT YEAR ENDED 30 JUNE 2007

A briefing will be given by staff to Board members on the activities at the Community Development Team for the 2006/07 Financial year. Supporting information will be distributed at the meeting.

8. BRIEFING: RESOURCE CONSENT – PROPOSED ORGANIC PROCESSING PLANT

A briefing will be given by staff to Board members on the resource consent for the proposed organic processing plant. Supporting information will be distributed at the meeting.

9. COMMUNITY BOARD PRINCIPAL ADVISER'S UPDATE

10. QUESTIONS UNDER STANDING ORDERS 4.1

11. MARCROFT STREET- STREET RENEWAL PROJECT

| | |
|-------------------------------------|--|
| General Manager responsible: | General Manager City Environment, DDI 941-8656 |
| Officer responsible: | Transport & Greenspace Manager |
| Author: | Andrew Hensley, Consultation Leader |

PURPOSE OF REPORT

1. The purpose of this report is to seek the approval of the Hagley/Ferrymead Community Board to proceed to final design, tender and construction of the Marcroft Street - Street Renewal Project, as shown in **Attachment** - Plan for Board Approval.

EXECUTIVE SUMMARY

2. Previously Marcroft Street was programmed for kerb and channel renewal in the 2009/10 financial year. With the construction of the Wastewater Pump Station 11 and associated pipe work, sections of Randolph Street and Bass Street require kerb and channel and carriageway renewal to be undertaken in the 2007/08 financial year. A decision was made by the Asset Team to have Marcroft Street constructed as a variation to the Randolph Street and Bass Street - Street Renewal Project to minimise disruption to residents.
3. The initiating aim of the project is to renew the kerb and dish channel on both sides of Marcroft Street from Aldwins Road to Randolph Street. The objectives of the project are as follows:
 - Replace the existing kerb and dish channel with kerb and flat channel;
 - Reflect the local road nature of Marcroft Street;
 - Reduce the width of the carriageway if appropriate;
 - Improve safety for pedestrians, cyclists and vehicles where practicable;
 - Upgrade street lighting;
 - Ensure adequate drainage within the street;
 - Ensure the design meets the demand for on street parking;
 - Provide landscape enhancement where possible.
4. Initial issues consultation for Marcroft Street was considered to have been undertaken from September to November 2006 as part of the consultations for the Randolph Street/Bass Street-Street Renewal Project. Marcroft Street residents and property owners were involved with this process.
5. The key issues raised for Marcroft Street included requests to formalise the temporary access out onto Aldwins Road, to make people aware that it is planned to return to 'entry access only' at Aldwins Road, and to renew Marcroft Street as part of the Randolph Street/Bass Street-Street Renewal Project.
6. Following further investigations, and with the assistance of the relevant Randolph Street/Bass Street - Street Renewal Project consultation findings, a preferred Consultation Plan was developed. This was presented in a seminar to the Board on 13 June 2007.
7. The Board raised the issue as to whether the project would meet the standard width for footpaths. The proposal does meet the standard width for footpaths in a residential area.
8. Consultation on the preferred Consultation Plan was undertaken during June and July 2007 with landowners, occupiers and interest groups within the affected and nearby area (including the Woolston Community Association), and citywide via the external stakeholders mailing list and libraries. Primarily this was done via the consultation newsletter, but also included phone calls and the Council's 'Have Your Say' website.
9. Approximately 375 consultation newsletters were distributed, of which six written responses were received. Some comments were also received verbally. Of the written responses received, five were in general support, and one opposed to the Consultation Plan. The opposed response was not from a Marcroft Street resident or property owner.

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10. A summary of consultation can be found in the Consultation Fulfilment section of this report.
11. The plan for Board approval is shown in **Attachment**. The key features of the Plan include:
 - New kerb and flat channel is to be installed, reducing the carriageway width from 10.2 metres to 9 metres;
 - 1.8 metre wide grass berms on the southern side of Marcroft Street to allow for street trees;
 - 1.65 metre wide footpath on both sides of the street.
 - Entry only access to be reinstated, following the completion of the Pump Station 11 Project;
 - Design meets demand for on street parking;
 - Landscape enhancement at Randolph Street intersection (to be completed as part of the Randolph Street/Bass Street - Street Renewal Project works);
 - Timed to coincide with the Randolph Street/Bass Street - Street Renewal Project works;
 - Although the majority of properties in Marcroft Street occupy legal road in some form or another, it is not the Council's intention to reclaim this land at this time.

FINANCIAL IMPLICATIONS

12. Marcroft Street is part of the Council's kerb and channel renewal programme, and is currently programmed for construction in the 2007/08 financial year. This project has a budget of \$240,476. The bulk of the currently approved budget is in 2008/09. This will require reprogramming into 2007/08 to allow construction to go ahead this year.
13. The project cost is estimated at \$153 300 including fees and contingencies. It is expected that work will be commenced early in the 2007/08 financial year in order to coincide with street works in the adjoining Randolph Street. The work is estimated to take approximately six weeks to complete.

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

14. Yes. See clause 12 above.

LEGAL CONSIDERATIONS

15. There are land ownership issues associated with this project. The majority of properties occupy legal road but there are to be no road resumptions, as this land is not required for the kerb and channel renewal.
16. There are no Notable or Heritage trees shown in the City Plan.
17. There are no Heritage of Historic buildings, places or objects, shown in the City Plan.
18. The City Plan, part 14, Appendix 5, has minimum roadway widths (that portion of the road devoted particularly to the use of motor vehicles, inclusive of shoulders and auxiliary lanes) for different road classifications. This scheme has a width of 9 metres and the requirement in the City Plan is 9 metres, therefore a consent is not required.
19. Council resolutions are required to approve the proposed traffic and parking restrictions.

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

20. Yes. See above.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

21. This project aligns with the Capital Programme, as detailed on page 85 of the LTCCP (2006-2016).

Do the recommendations of this report support a level of service or project in the 2006-16 LTCCP?

22. The recommendations of this report support the Capital Programme in the 2006-2016 LTCCP.

ALIGNMENT WITH STRATEGIES

23. This project aligns with the Council's Parking Strategy, Road Safety Strategy, Cycling Strategy and Pedestrian Strategy.

Do the recommendations align with the Council's strategies?

24. As above.

CONSULTATION FULFILMENT

25. Initial consultation for Marcroft Street was considered to have been undertaken from September to November 2006 as part of the consultations for the Randolph Street/Bass Street - Street Renewal Project. Marcroft Street residents and property owners were involved with this process.
26. The key issues raised for Marcroft Street included requests to formalise the temporary access out onto Aldwins Road, to make people aware that it is planned to return to entry access only at Aldwins Road, and to renew Marcroft Street as part of the Randolph Street/Bass Street - Street Renewal Project.
27. Following further investigations, and with the assistance of the relevant Randolph Street/Bass Street - Street Renewal Project consultation findings, a preferred Consultation Plan was developed. This was presented in a seminar to the Board on 13 June 2007.
28. The Board raised the issue as to whether the project would meet the standard width for footpaths. The proposal does meet the standard width for footpaths in a residential area.
29. Consultation on the preferred Consultation Plan was undertaken during June and July 2007 with landowners, occupiers and interest groups within the affected and nearby area (including the Woolston Community Association), and citywide via the external stakeholders mailing list and libraries. Primarily this was done via the Consultation Newsletter, but also included phone calls and the Council's 'Have Your Say' website.
30. Approximately 375 consultation newsletters were distributed, of which six written responses were received. Some comments were also received verbally. Of the written responses received, five were in general support, and one opposed the Consultation Plan. The opposed response was not from a Marcroft Street resident or property owner.
31. Key issues raised by respondents during this phase of the consultation process included the following (with Project Team responses shown in italics).

Access:

- (a) Access to Marcroft Street from Ferry Road via Randolph Street is difficult so would like to see the left turn in/left turn out at Aldwins Road retained.

The left turn out at Aldwins Road is a temporary measure while Pump Station 11 is being constructed and will not be retained due to safety issues associated with the signalised intersection at Harrow Street.

- (b) Could a speed hump be considered at the Aldwins Road entrance to slow vehicles, can be quite perilous exiting driveways, especially numbers 1, 4, 6 and 9 Marcroft Street.

A speed hump would not resolve the issue of exiting these properties. The kerb design already restricts the traffic speed of vehicles entering from Aldwins Road.

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- (c) Making the 'No Exit' look like a 'No Exit' may discourage the practice of vehicles exiting out onto Aldwins Road.

There is a 'No Exit' sign below the street name plate at Randolph Street. Another 'No Exit' sign is to be added to the design outside 4 Marcroft Street.

Landscaping:

- (a) Trees and flowers would enhance Marcroft Street.

Street trees will be planted on the southern side of Marcroft Street, and landscaping at the Randolph Street intersection will occur as part of the Randolph Street and Bass Street - Street Renewal Project.

- (b) Will trees raise the footpath?

Root barriers will be placed around trees.

- (c) Will vandals wreck the trees?

To deter vandalism, it is hoped to source larger specimen trees.

Lighting:

- (a) There is a dark spot between 22 and 24 Marcroft Street.

The street lighting will be assessed as part of the design process.

STAFF RECOMMENDATION

It is recommended that the Board:

- (a) Approve the proposal shown in **Attachment** - Plan for Board Approval to proceed to final design, tender and construction.
- (b) Approve the following parking restrictions in Marcroft Street:

Remove Existing No Stopping:

- (i) That the existing no stopping restriction on the northern side of Marcroft Street commencing at its intersection with Aldwins Road and extending in an easterly direction for a distance of 15 metres be revoked.
- (ii) That the existing no stopping restriction on the southern side of Marcroft Street commencing at its intersection with Aldwins Road and extending in an easterly direction for a distance of 14 metres be revoked.

New No Stopping:

- (i) That the stopping of vehicles be prohibited at any time on the northern side of Marcroft Street commencing at its intersection with Aldwins Road and extending in an easterly direction for a distance of 20 metres.
- (ii) That the stopping of vehicles be prohibited at any time on the southern side of Marcroft Street commencing at its intersection with Aldwins Road and extending in an easterly direction for a distance of 21 metres.

CHAIRPERSON'S RECOMMENDATION

That the staff recommendation be adopted.

BACKGROUND (THE ISSUES)

32. Marcroft Street is classified as a local road in the Council's roading hierarchy. The surrounding area is primarily residential. In the adjoining Randolph Street there has been a major upgrade of the Waste Water Pump Station 11 and associated pipe work.
33. Marcroft Street is located in the Hagley Ward, which falls within the jurisdiction of the Hagley/Ferrymead Community Board.
34. Previously Marcroft Street was programmed for kerb and channel renewal in the 2009/10 financial year. With the construction of the Wastewater Pump Station 11 and associated pipe work, sections of Randolph Street and Bass Street require kerb and channel and carriageway renewal to be undertaken in the 2007/08 financial year. A decision was made by the Asset Team to have Marcroft Street constructed as a variation to the Randolph Street and Bass Street - Street Renewal Project to minimise disruption to residents.
35. The Land Transport New Zealand Crash Analysis System shows there have been no crashes recorded in Marcroft Street for the five year period between 2001 and 2006.
36. Refer to the Consultation Fulfilment section of this report for consultation details.

THE OBJECTIVES

37. The initiating aim of the project is to renew the kerb and channel on both sides of Marcroft Street from Aldwins Road to Randolph Street. The objectives of the project are as follows:
 - Replace the existing kerb and dish channel with kerb and flat channel;
 - Reflect the local road nature of Marcroft Street;
 - Reduce the width of the carriageway if appropriate;
 - Improve safety for pedestrians, cyclists and vehicles where practicable;
 - Upgrade street lighting;
 - Ensure adequate drainage within the street;
 - Ensure the design meets the demand for on street parking;
 - Provide landscape enhancement where possible.

THE OPTIONS

38. Three options including the status quo were developed for comparison.

THE PREFERRED OPTION

Option 3 (see Attachment - Plan for Board Approval)

39. Option 3 includes:
 - New kerb and flat channel is to be installed, reducing the carriageway width from 10.2 metres to 9 metres;
 - 1.8 metre wide grass berms on the southern side of Marcroft Street to allow for street trees;
 - 1.65 metre wide footpath on both sides of the street.
 - Entry only access to be reinstated, following the completion of the Pump Station 11 Project;
 - Landscape enhancement at Randolph Street intersection (to be completed as part of the Randolph Street - Street Renewal Project).

OTHER OPTIONS

Option 1- Maintain the Status Quo

40. This option maintains the existing road layout. The existing street width is 10.2 metre wide with kerb and dish covered channel.

Option 2

41. Option 2 includes:

- New kerb and flat channel to be installed on the existing 10.2 metre alignment;
- 0.6 metre grass berms on both sides of the street;
- 1.65 metre wide footpath on both sides of the street;
- Entry only access to be reinstated, following the completion of the Pump Station 11 Project;
- Landscape enhancement at Randolph Street intersection (to be completed as part of the Randolph Street - Street Renewal Project).

ASSESSMENT OF OPTIONS

The Preferred Option

Option 3

42. Option 3 meets all the project objectives and is consistent with the Capital Programme in the 2006-2016 LTCCP. It takes into consideration all identified asset management issues, best practice guidelines, safety issues, safety audit recommendations, community feedback and legal considerations associated with the project.
43. The existing kerb and dish covered channel will be replaced with new kerb and flat channel.
44. The narrowing of the carriageway and the proposed raised platform at the Randolph Street intersection (part of the Randolph Street and Bass Street - Street Renewal Project) will reflect the local nature of the road.
45. The carriageway will be reduced from 10.2 metres to 9 metres which is the minimum for a local road in the City Plan without requiring a resource consent.
46. The proposal has been designed to slow traffic through the street as a result of the narrowed carriageway, and with the left only entrance at Aldwins Road intersection and a raised platform at Randolph Street, which will make the street safer for all road users. No additional facilities specifically for pedestrians and cyclists are in the proposal except for the upgrading of street lighting.
47. The street lighting and drainage will be upgraded.
48. The 9 metre wide carriageway will allow parking on both sides of Marcroft Street and caters for the low demand for on-street parking. There will be a minor reduction of on-street parking at the intersection for safety reasons.
49. The berm on the south side of Marcroft Street will provide an opportunity for the establishment of street trees.

Option 3 (the preferred option)

| | Benefits (current and future) | Costs (current and future) |
|--|---|-----------------------------------|
| Social | Positive impact on social, cultural, environmental and economic wellbeing of community. | |
| Cultural | As above | |
| Environmental | As above | |
| Economic | As above | Cost estimate: \$153,000 |
| <p>Extent to which community outcomes are achieved:</p> <p>Consistent with the Community Outcomes, and in particular the strategic directions for strong communities, a healthy environment, a liveable city, and a prosperous economy.</p> <p>Impact on the Council's capacity and responsibilities:</p> <p>Minimal impact on the Council's capacity and responsibilities to undertake its functions.</p> <p>Effects on Maori:</p> <p>Nil - no specific effects on Maori identified.</p> <p>Consistency with existing Council policies:</p> <p>Consistent with the Capital Programme in the Council's 2006-2016 LTCCP.</p> <p>Views and preferences of persons affected or likely to have an interest:</p> <p>As detailed in the Consultation Fulfilment section.</p> <p>Other relevant matters:</p> <p>No other relevant matters identified.</p> | | |

Maintain the Status Quo

Option 1

50. This option does not meet any of the project objectives and does not meet the requirements of asset renewal. It has therefore not been selected as the preferred option.

| | Benefits (current and future) | Costs (current and future) |
|---|--|-----------------------------------|
| Social | No short term disruption during construction | |
| Cultural | | |
| Environmental | | |
| Economic | No outlay of capital cost | Increasing maintenance costs |
| <p>Extent to which community outcomes are achieved:</p> <p>N/A</p> <p>Impact on the Council's capacity and responsibilities:</p> <p>Increase in maintenance for deteriorating kerb and channel asset.</p> <p>Effects on Maori:</p> <p>Nil - no specific effects on Maori identified.</p> <p>Consistency with existing Council policies:</p> <p>Inconsistent with the Capital Programme in the Council's 2006-2016 LTCCP.</p> <p>Views and preferences of persons affected or likely to have an interest:</p> <p>As detailed in the Consultation Fulfilment section.</p> <p>Other relevant matters:</p> <p>No other relevant matters identified.</p> | | |

Option 2

51. This option meets five of the eight project objectives, but does not achieve the following:
- (a) Carriageway width is not reduced as the kerb and channel is replaced on the existing alignment.
 - (b) No changes to the safety of pedestrians, cyclists or vehicles.
 - (c) No opportunities for landscaping due to the amount of occupation of legal road by residential properties.

| | Benefits (current and future) | Costs (current and future) |
|---|--|-----------------------------------|
| Social | Positive impact on social, cultural, environmental and economic wellbeing of community | |
| Cultural | As above | |
| Environmental | As above | |
| Economic | As above | Cost estimate \$150,000 |
| <p>Extent to which community outcomes are achieved:</p> <p>Consistent with the Community Outcomes, and in particular the strategic directions for strong communities, a healthy environment, a liveable city, and a prosperous economy.</p> <p>Impact on the Council's capacity and responsibilities:</p> <p>Minimal impact on the Council's capacity and responsibilities to undertake its functions.</p> <p>Effects on Maori:</p> <p>Nil - no specific effects on Maori identified</p> <p>Consistency with existing Council policies:</p> <p>Consistent with the Capital Programme in the Council's 2006-2016 LTCCP.</p> <p>Views and preferences of persons affected or likely to have an interest:</p> <p>As detailed in the Consultation Fulfilment section.</p> <p>Other relevant matters:</p> <p>No other relevant matters identified.</p> | | |

12. BAYSWATER RESERVE LANDSCAPE CONCEPT PLAN

| | |
|-------------------------------------|---|
| General Manager responsible: | General Manager City Environment, DDI 941-8656 |
| Officer responsible: | Transport and Greenspace Manager |
| Author: | Joanne Walton, Consultation Leader – Greenspace |

PURPOSE OF REPORT

1. The purpose of this report is to approve the landscape concept plan for the upgrade of Bayswater Reserve following consultation with the local community.

EXECUTIVE SUMMARY

2. A proposed landscape concept plan for Bayswater Reserve was presented to the Board at the seminar meeting of 23 May 2007 prior to the Transport and Greenspace Unit carrying out consultation with the local community.
3. The upgrade of the playground in Bayswater Reserve, along with additional amenity landscaping, is scheduled in the Capital Works Programme for 2007/08. In addition, the Recreation and Sports Unit are currently also investigating the use of several local parks, including Bayswater Reserve, to alleviate the shortage of junior sports fields in this area on a temporary basis. The public information leaflet on the upgrade was therefore utilised to seek the community's views on the proposed sports field.
4. The public information leaflet was distributed to approximately 200 households in the vicinity of the reserve, along with a number of identified key stakeholder groups. There was a very good response from the local community with a total of 47 residents returning the comment form.
5. Overall we received a very positive response from the community with 42 residents (90%) clearly indicating their support for the plan, and many offering additional feedback on a variety of issues.

| Support for proposal | Yes | No | Not indicated | Total |
|-----------------------------|------------|-----------|----------------------|--------------|
| Number of responses | 42 | 3 | 2 | 47 |
| % | 90% | 6% | 4% | 100% |

6. In recognition of this feedback, the Transport and Greenspace Unit proposes to make some minor changes to the original proposal (refer to **attached** plan). The amendments proposed by staff are:
 - (a) Some groupings of trees will be repositioned so as not to block views from neighbouring houses.
 - (b) The plantings around the playground will be opened up to improve visibility and safety.
 - (c) An additional picnic table will be provided by the playground.
 - (d) A sealed path to the playground will be provided when funding permits.
 - (e) An area to the eastern side of the reserve has been allowed for the possible future provision of a petanque court and picnic table.
7. A range of issues were raised by respondents about the proposed tree and shrub plantings. The existing plantings behind the playground will be opened up through the centre to improve visibility and safety, but retain shelter from the wind for the seating at either end. The plantings along the boundary fence lines will be evergreen replicating that which has already been established. The height of these plantings will be no higher than the existing fences so will not shade adjoining properties. Nor will they prevent existing access to the reserve.

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8. Deciduous exotic tree species have been proposed for the open space in the reserve to provide shade for park users in summer without causing undue shading effects to nearby properties in the winter months. Most of these trees are 10-20 metres from the boundaries therefore are not expected to cause shading. However some of the groupings of trees will be sited further back to preserve existing views from the neighbouring dwellings. Species known to cause particular problems for residents, for example, silver birches, will be avoided. It should be noted that there are a lack of native tree species that will grow in open space as a specimen tree, that is, with a European style canopy and deciduous. In addition, all evergreen tree species also drop their leaves.
9. A number of submitters suggested the provision of additional equipment and facilities within the reserve, including more play equipment, lighting, and toilets. There is a limited budget for the upgrade of the reserve in the 2007/08 Capital Works Programme which currently does not extend to the provision of most of the additional facilities and services requested. The amended design proposal illustrates what is achievable for the funding available at this time, and allows sufficient flexibility for further development of the park in the future as the community needs change and funding permits.
10. It was suggested by several respondents that more rubbish bins be provided, however it is generally the practice to install only one rubbish bin in a park of this size. It is also considered that it is a more environmentally sustainable practice to encourage people to take responsibility for their own rubbish by taking it away for recycling rather than leaving it behind in the park. Recent trials have shown that sites without bins tend to clear of rubbish as people do take their rubbish away. Rubbish bins in public parks, especially those situated close to road frontages, also attract domestic household rubbish. Rubbish in the neighbouring streets has also been identified as an issue by four respondents and this will be referred to other staff within Council.
11. The installation of lighting in the reserve was suggested by four respondents. In accordance with the principles of *Crime Prevention Through Environmental Design* the use of parks at night is discouraged and in general lighting is only provided in parks where the use of a particular path as a designated route is essential at all times. Therefore lighting would not be provided in this reserve.
12. The need for toilets, either in connection with the use of the park for sports, or independently, was suggested by five respondents. While there is no funding under this current project for toilets, public toilets would not generally be provided for a small local park of this nature and location.
13. The condition and maintenance of the long narrow access way to the park from the east side of Bayswater Crescent was raised by one submitter. It is noted that this access way is of a design that would no longer be encouraged in local parks. Currently there is no funding for sealing the access way. It is to be considered for sealing in the future as funding becomes available under the pathways budget. It is proposed that in the interim it be maintained in grass with very narrow low ornamental plantings along the edges.
14. Connection of the drainage swales should alleviate the wet conditions sometimes found during high rainfall at the access way from the east side of Bayswater Crescent. Stormwater in the drainage swale flows naturally in a southerly direction and is piped underground from the edge of the park.
15. A variety of issues were raised in relation to the proposed use of the reserve for a junior football pitch, including increased rubbish, and lack of toilets, which have been discussed earlier, and increased traffic and parking problems. Five respondents considered that the sports field use would increase the existing traffic and car-parking problems in both Seascape Gardens and Bayswater Crescent, or that additional parking should be provided on site.
16. The Recreation and Sports Unit advises that the junior football pitch is proposed to assist in meeting the current demand for sports fields for juniors in the south-eastern part of the City. It is intended to be used for juniors only (under 10 years old) on Saturday mornings, and possibly for training on one evening (before dark) over the 2007 winter season on a trial basis. It is not expected to generate large numbers of vehicles or people.

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17. The Area Development Team (Linwood) of the Environmental Policy and Approvals Unit have confirmed that a resource consent in relation to car-parking would not be required for this proposal.
18. After consideration of these issues, it is proposed by staff that the sports field be trialled for one season, and the situation reassessed after that time. Recreation and Sport Unit officers will liaise with the sports clubs on the requirements for use of the reserve, and traffic, parking, and other issues will be monitored over that period. Multi-use posts will be installed and will be left in place for local children to enjoy informal games of both football and rugby at all other times. The open space of the park is still available for other informal sports and recreational activities. The existing traffic issues will also be referred to another Unit within Council as appropriate.
19. All respondents have been sent a final letter of reply thanking them for their input. The letter has also informed respondents that the final amended plan would be presented to the Hagley/Ferrymead Community Board for approval. Details of the meeting were provided so that any interested people could attend.

FINANCIAL IMPLICATIONS

20. The current Greenspace Capital Works Programme has funding to undertake the playground and landscaping upgrade in Bayswater Reserve with \$20,000 available in the current 2007/08 financial year.

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

21. As above.

LEGAL CONSIDERATIONS

22. No resource or building consent issues have been identified. The Area Development Team (Linwood) of the Environmental Policy and Approvals Unit have confirmed that a resource consent in relation to car-parking would not be required for this proposal.

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

23. No legal implications have been identified.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

24. The proposed development aligns with the LTCCP as follows:

Parks, open spaces and waterways - page 123

Safety – by ensuring our Parks, open spaces and waterways are healthy and safe places.

Recreation – By offering a range of active and passive recreation and leisure opportunities

Health – By providing areas for people to engage in healthy activities.

Community – By providing welcoming areas for communities to gather and interact.

Governance – By involving people in decision-making about parks, open spaces and waterways.

City Development – By providing inviting, pleasant and well cared-for environments.

Provision of recreational facilities – page 125

Measures and targets - >4 Playgrounds per 1,000 children

Do the recommendations of this report support a level of service or project in the 2006-16 LTCCP?

25. This project supports a level of service in the LTCCP as follows:
 - (a) Provision of recreational facilities – Measures and targets – >4 Playgrounds per 1,000 children
 - (b) Customer satisfaction with appearance of parks and with range of recreational opportunities available within parks.

ALIGNMENT WITH STRATEGIES

26. This project has primary alignment with the following Council strategies and policies:

- Safer Christchurch Strategy
- Older Persons Policy
- Parks & Waterways Access Policy
- Environmental Policy Statement
- Childrens Play Equipment on Parks Policy
- Childrens Policy
- Physical Recreation and Sport Strategy
- Social Wellbeing Policy

Do the recommendations align with the Council's strategies?

27. As above.

CONSULTATION FULFILMENT

28. Consultation was undertaken with the local community on the proposed landscape concept plan for the reserve.

STAFF RECOMMENDATION

It is recommended that the Board approve the proposed Bayswater Reserve landscape concept plan, amended as a result of public consultation, and the City Environment and Capital Programme Groups commence the construction programme.

CHAIRPERSON'S RECOMMENDATION

That the staff recommendation be adopted.

13. NEIGHBOURHOOD WEEK FUNDING

| | |
|-------------------------------------|--|
| General Manager responsible: | General Manager Community Services, DDI 941-8534 |
| Officer responsible: | Community Support Manager |
| Author: | Paula McGill, Community Engagement Advisor |

PURPOSE OF REPORT

1. The purpose of this report is to set in place a decision making process for applications for Neighbourhood Week funding.

EXECUTIVE SUMMARY

2. Local community groups, including residents' associations and neighbourhood support groups will be sent information inviting them to apply for the Neighbourhood Week Funding that has been set aside by the Board.
3. Neighbourhood Week is a dedicated week in which individuals and groups are encouraged to get together and get to know one another locally. Neighbourhood Week 2007 is to be held from 26 October 2007 – 4 November 2007. Applications for funding close on 21 September 2007.
4. Due to the timing of the local body elections it will not be possible to present the applications to the full Board for consideration. Therefore this report requests that the Board creates a subcommittee for the purpose of allocation of Neighbourhood Week funds and delegates authority to that sub committee to allocate the funds.

FINANCIAL IMPLICATIONS

5. The Board has set aside \$3,500 from project funding to assist individuals and groups run events. It is not the intention of this funding to totally finance events. Those applying for funding are expected to partially resource events themselves either financially or through supply of materials.

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

7. Page 174 of the LTCCP under Community Board Funding.

LEGAL CONSIDERATIONS

8. Under Council Standing Orders 1.9 and 1.10 a subcommittee may be appointed and given powers of delegation.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

10. Page 174 of the LTCCP under Community Board Funding.

Do the recommendations of this report support a level of service or project in the 2006-16 LTCCP?

11. As above.

ALIGNMENT WITH STRATEGIES**Do the recommendations align with the Council's strategies?**

12. Funding for Neighbourhood Week activities aligns with the Council's Strong Communities strategic outcomes.

CONSULTATION FULFILMENT

13. Not applicable.

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STAFF RECOMMENDATION

It is recommended that the Board appoint a subcommittee of Board members for the consideration of Neighbourhood Week fund applications and delegate authority to that subcommittee to allocate those funds.

CHAIRPERSON'S RECOMMENDATION

- (a) That the staff recommendation be adopted.
- (b) That a meeting be held at 3.00pm on Monday 3 October 2007 for those members available to be the subcommittee.

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14 RESOLUTION TO EXCLUDE THE PUBLIC

Attached.