

SPREYDON/HEATHCOTE COMMUNITY BOARD

AGENDA

TUESDAY 13 SEPTEMBER 2011

AT 5.00PM

**IN THE BOARDROOM, BECKENHAM SERVICE CENTRE
66 COLOMBO STREET, CHRISTCHURCH**

Community Board: Phil Clearwater (Chairperson), Barry Corbett, Paul McMahon, Karolin Potter, Tim Scandrett, Mike Thorley and Sue Wells.

Community Board Adviser

Jenny Hughey
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PART A - MATTERS REQUIRING A COUNCIL DECISION

PART B - REPORTS FOR INFORMATION

PART C - DELEGATED DECISIONS

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1. **APOLOGIES**

2. **CONFIRMATION OF MEETING MINUTES – 19 AUGUST 2011 AND 23 AUGUST 2011**

The minutes of the Board's ordinary meeting of Friday 19 August 2011 and the Small Grants Assessment Committee of Tuesday 23 August are **attached**.

CHAIRPERSON'S RECOMMENDATION

That the minutes of the Board's ordinary meeting of 19 August 2011 and the Spreydon/Heathcote Small Grants Assessment Committee be **confirmed**.

3. **DEPUTATIONS BY APPOINTMENT**

4. **PETITIONS**

5. **NOTICES OF MOTION**

6. **CORRESPONDENCE**

An email letter has been received from Cora Bailey, Chair of the Molten Media Trust following her deputation to the Board. She points out that Molten Media Trust consider that the issue of what is happening to electronic waste in Christchurch needs investigation, especially following on from central government concerns with the e-days which have had Council support in the past.

7. **BRIEFINGS**

8. **EARTHQUAKE RECOVERY DESIGN AND CAPABILITY**

An Advice Memorandum will be **separately circulated** to Board members.

9. FORD ROAD – PROPOSED P3 PARKING RESTRICTION

General Manager responsible:	General Manager City Environment Group, DDI 941-8608
Officer responsible:	Acting Unit Manager Transport and Greenspace
Author:	Sonia Pollard - Traffic Engineer Transport

PURPOSE OF REPORT

1. The purpose of this report is to seek the Board's approval that a P3 short term drop off/ pick up area be installed on the south side of Ford Road.

EXECUTIVE SUMMARY

2. Council staff received a request from Opawa School that a short term drop off/pick up area on Ford Road be installed outside the school. Refer to **Attachment 1**.
3. Opawa School is located on Ford Road, which is classified as a local road. As part of the traffic management in this area there is a Kea crossing, and areas of no parking.
4. In May 2011, Council staff met with the school to discuss possible improvements to the school's travel plan. As a result of these discussions, it is proposed that a parking bay outside the school be changed to P3 parking, now standard outside of schools. This restriction will apply from 8.15am to 9.15am and 2.30pm to 3.30pm, school days only.
5. Consultation was undertaken with residents opposite the proposed restriction. Please refer to paragraph 18.
6. The installation of P3 parking restrictions has proved the most efficient way of utilising parking outside schools and ensuring the highest turn over. The proposed P3 parking restriction will ensure that this area is only used as a drop off and pick up zone.

FINANCIAL IMPLICATIONS

7. The estimated cost of this proposal is approximately \$250.

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

8. The installation of signs is covered by Transport and Greenspace Operational budgets.

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

9. Part 1, Clause 5 of the Christchurch City Council Traffic and Parking Bylaw provides Council with the authority to install parking restrictions by resolution.
10. 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.
11. The installation of any parking restriction signs and/ or markings must comply with the Land Transport Rule: Traffic Control Devices 2004.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

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

9. Cont'd

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

13. As above.

ALIGNMENT WITH STRATEGIES

14. The recommendations align with the Council Strategies including the Parking Strategy 2003.

Do the recommendations align with the Council's Strategies?

15. As above.

CONSULTATION FULFILMENT

16. The school supports this proposal.

17. The Opawa/St Martins Residents' Association have been made aware of this proposal.

18. Eighteen property owners/ residents were consulted who are situated near the proposed P3 restriction. Six responses were received, five supporting the proposal and one opposing due to issues with the school not listening to its neighbour.

19. The Officer in Charge- Parking Enforcement agrees with this recommendation.

STAFF RECOMMENDATION

It is recommended that the Spreydon/ Heathcote Board:

(a) Revoke the following parking restrictions:

(i) That any existing parking restriction on the southern side of Ford Road commencing at a point 68 metres east of its intersection with Newbury Street and extending in a easterly direction for a distance of 22 metres be revoked.

(b) Approve the following on Ford Road:

(ii) That the parking of vehicles be restricted to a maximum period of three minutes on the southern side of Ford Road commencing at a point 68 metres east of its intersection with Newbury Street and extending in a easterly direction for a distance of 22 metres. This restriction is to apply from 8.15am to 9.15am and 2.30pm to 3.30pm, School Days only.

CHAIRPERSONS RECOMMENDATION

For discussion.

10. LINCOLN ROAD – PROPOSED P30 PARKING RESTRICTION

General Manager responsible:	General Manager, City Environment, DDI 941 8608
Officer responsible:	Acting Transport and Greenspace Manager
Author:	Sonia Pollard, Traffic Engineer

PURPOSE OF REPORT

1. The purpose of this report is to seek the Board's approval that a Parking Restriction be installed on the south eastern side of Lincoln Road.

EXECUTIVE SUMMARY

2. Council Staff received a request to extend the current P30 parking restriction outside 266 Lincoln Road. Refer to the **attached** plan.
3. There is high parking demand in this area with a number of retail businesses and this will help ensure increased turnover for adjacent businesses.
4. There are two unrestricted parking spaces located outside 266 Lincoln Road. The parking adjacent to these spaces on the north eastern side of Lincoln Road is time restricted to P30.
5. Consultation was undertaken with all adjacent property owners and occupiers and those opposite the proposed parking restriction. See paragraph 18.

FINANCIAL IMPLICATIONS

7. The estimated cost of this proposal is approximately \$250.

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

8. The installation of signs and road markings are covered by Transport and Greenspace Operational budgets.

LEGAL CONSIDERATIONS

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

9. Part 1, Clause 5 of the Christchurch City Council Traffic and Parking Bylaw provides Council with the authority to install parking restrictions by resolution.
10. 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.
11. The installation of any parking restriction signs and/or markings must comply with the Land Transport Rule: Traffic Control Devices 2004.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

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

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

13. As above.

10. Cont'd

ALIGNMENT WITH STRATEGIES

14. The recommendations align with the Council Strategies including the Parking Strategy 2003.

Do the recommendations align with the Council's Strategies?

15. As above.

CONSULTATION FULFILMENT

16. Nine adjacent property owners and tenants were consulted with seven responses received by staff. Six responses were received in support of this proposal. One respondent did not support the proposed parking restriction as this is the closest all day parking to their offices as no parking is provided within their tenancy.
17. The Addington Neighbourhood Association received a copy of the proposal. No response was received.
18. The Officer in Charge- Parking Enforcement agrees with this recommendation.

STAFF RECOMMENDATION

It is recommended that the Board:

Revoke the following parking restrictions:

- (a) That any existing parking restrictions on the south west side of Lincoln Road commencing at a point 13 metres south east of its intersection with Spencer Street and extending in a south easterly direction for a distance of 33 metres of be revoked.

Approve the following on Lincoln Road:

- (b) That the parking of vehicles be restricted to a maximum period of 30 minutes on the south eastern side of Lincoln Road commencing at a point 13 metres south east of its intersection with Spencer Street and extending in a south easterly direction for a distance of 33 metres.

CHAIRPERSONS RECOMMENDATION

For discussion.

11. CHATHAM STREET – PROPOSED NO STOPPING RESTRICTION

General Manager responsible:	General Manager, City Environment, DDI 941-8608
Officer responsible:	Transport and Greenspace Road Corridor Manager
Author:	Sonia Pollard, Traffic Engineer

PURPOSE OF REPORT

1. The purpose of this report is to seek the Board's approval that the stopping of vehicles be prohibited at any time on the north west and south east sides of Chatham Street.

EXECUTIVE SUMMARY

2. Council staff received three requests from residents of Chatham Street that a No Stopping Restriction be installed. Refer to **Attachment 1**.
3. Chatham Street is a local road which is around seven metres wide. This is below the current city plan minimum for a local road which is nine metres for a local road with over 250 vehicles movements.
4. There are currently no parking restrictions along this road.
5. Vehicles are parking along this street on both sides of the street effectively making the street one lane at all times. This is causing reported difficulties for those residents who live along this street when entering or exiting their properties and makes driving down the road difficult due to the narrowed road width.
6. The proposed no stopping restriction is broken up along the two sides of the street as staff felt that this was the best way to help alleviate the issues presented by residents whilst maintaining reduced traffic speeds along the length of the road and discouraging traffic from using this road as a cut through. If no stopping was installed along one full length we would expect traffic speeds to increase and a corresponding increase in volumes using this as a cut through. The no stopping proposed on both sides of Chatham Street at its intersection with Clarence Street South is to ensure visibility at this intersection.
7. Consultation has been carried out with all residents along Chatham Street. Refer to paragraph 17.

FINANCIAL IMPLICATIONS

8. The estimated cost of this proposal is approximately \$250.

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

9. The installation of signs and road markings are covered by Transport and Greenspace Operational budgets.

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

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

11. Cont'd

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

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

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

14. As above.

ALIGNMENT WITH STRATEGIES

15. The recommendations align with the Council Strategies including the Parking Strategy 2003 and the Road Safety Strategy 2004.

Do the recommendations align with the Council's Strategies?

16. As above.

CONSULTATION FULFILMENT

17. All residents and property owners on Chatham Street were sent a consultation document. Of the 22 documents distributed to residents, 17 responses were received. Sixteen were in support of the proposed parking restriction and one in opposition from a property owner who does not live on the street. They are concerned about a loss of residents parking for those that don't have off street parking.
18. The Residents' Association was made aware, but no response was received.
19. The Officer in Charge-Parking Enforcement agrees with this recommendation.

STAFF RECOMMENDATION

It is recommended that the Spreydon/ Heathcote Board:

Revoke the following parking restrictions:

- (a) That any existing parking restrictions on Chatham Street from its intersection with Clarence Street (South) to its intersection with Whiteleigh Avenue be revoked.

Approve the following on Chatham Street:

- (b) That the stopping of vehicles be prohibited at any time on the north west side of Chatham Street commencing from its intersection with Clarence Street South and extending in a south westerly direction for a distance of 27 metres.
- (c) That the stopping of vehicles be prohibited at any time on the north west side of Chatham Street commencing 81 metres south west from its intersection with Clarence Street South and extending in a south westerly direction for a distance of 68 metres.
- (d) That the stopping of vehicles be prohibited at any time on the south east side of Chatham Street commencing from its intersection with Clarence Street South and extending in a south westerly direction for a distance of 80 metres.

CHAIRPERSONS RECOMMENDATION

For discussion.

12. SPREYDON/HEATHCOTE 2011/12 YOUTH ACHIEVEMENT FUNDING APPLICATION – HANNAH LAWSON AND LUCY BURRIDGE

General Manager responsible:	General Manager, Community Services DDI 941-8607
Officer responsible:	Recreation and Sport Unit Manager
Author:	Sarah Benton, Community Recreation Adviser

PURPOSE OF REPORT

1. The purpose of this report is to present to the Board two applications for funding assistance from the Spreydon/ Heathcote 2011/12 Youth Achievement Scheme fund.

EXECUTIVE SUMMARY

2. Funding is being sought by Hannah Lawson, 12 year old from Beckenham and Lucy Burrige, 14 year old from Somerfield, to represent Canterbury Alpine Ice Speed Skating Club at the Australian National Short Track Competition in Melbourne from 5 to 9 October 2011.
3. The following table details event expenses and funding requested for each applicant (same amount for each applicant):

EXPENSES	Cost (NZ \$)
Racing Suit (uniform)	\$300
Entry Fee	\$145
Airfares	\$560
Ground transport	\$80
Travel Insurance	\$40
Accommodation	\$380
Extra Ice time training (22 weeks)	\$220
Total Cost	\$1,725
Amount requested per person	\$500

FINANCIAL IMPLICATIONS

4. Both applicants have never received funding from the Spreydon/ Heathcote Youth Achievement scheme.
5. There is currently a balance of \$7,500 available in the 2011/12 Youth Achievement Scheme fund.

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

6. Yes see page 184, regarding Board funding.

LEGAL CONSIDERATIONS

7. There are no legal issues to be considered.

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

8. Not applicable.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

9. Yes.

12. Cont'd

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

10. Yes, Community Grants (page 176), Strengthening Communities (page 172), and Recreation and Sports Services (page 108).

ALIGNMENT WITH STRATEGIES

Do the recommendations align with the Council's strategies?

11. Application aligns with the Strengthening Communities Strategy, Youth Strategy and the Physical Recreation and Sport Strategy.
12. Application also aligns with the following Spreydon/ Heathcote Community Board Objectives: 'Increased participation of S/H residents in local and city-wide recreation events/ programmes.'

CONSULTATION FULFILMENT

13. Not applicable.

STAFF RECOMMENDATION

It is recommended that the Board allocate Hannah Lawson and Lucy Burrige \$300 each from the 2011/12 Youth Achievement Scheme fund towards costs associated with representing Canterbury Alpine Ice Speed Skating Club at the Australian National Short Track Competition in Melbourne from 5 to 9 October 2011.

CHAIRPERSONS RECOMMENDATION

For discussion.

12. Cont'd

BACKGROUND

14. The Canterbury Alpine Ice Speed Skating Club is based at the Alpine Ice Sports facility on Brougham Street and is affiliated to Ice Speed Skating New Zealand Incorporated. Ten short track skaters have been selected to represent the club at the Australian National Short Track Championships. Athletes were selected based on their previous results at the 2010 Australian Championships and more recently from their record breaking results at the Canterbury Championships. These athletes have also shown continued commitment to their club with them taking on extra training both on and off the ice.
15. Hannah has been speed skating for two years and she trains three times per week. At her first race at the South Island Championships she came second in the novice grade. Hannah aims to compete for New Zealand in the future and is looking forward to the opportunity to experience travelling to a different country. Hannah is an all-round sports person who competes well in Hockey, Cross Country running and Triathlon.
16. Lucy has been skating for one year and has shown great improvement over that time. She also trains three times per week and maintains her own gear and skates. Lucy is a keen cyclist which she believes compliments her skating well. She is also a Smoke Free Youth Ambassador and attends fortnightly meetings. Lucy believes this trip will be a 'life-learning' experience.
17. The total cost per person to compete at the Championships is \$1,725 and all skaters are committed to fundraising leading up to the trip with a garage sale, cookie sales, sausage sizzles and raffles.

13. APPLICATION TO SPREYDON HEATHCOTE COMMUNITY BOARD 2011/12 DISCRETIONARY RESPONSE FUND – TE WHARE ROOPU O OTEREPO WALTHAM COTTAGE

General Manager responsible:	General Manager, Community Services Group, DDI 941-8607
Officer responsible:	Community Support Unit Manager
Author:	Duncan Innes, Community Grants Funding Team Leader

PURPOSE OF REPORT

1. The purpose of this report is for the Spreydon Heathcote Community Board to consider one application for funding from its 2011/12 Discretionary Response Fund from Te Whare Roopu o Oterepo Waltham Cottage for \$500.

EXECUTIVE SUMMARY

2. In 2011/12, the total pool available for allocation for the Spreydon/Heathcote Discretionary Response Fund is \$51,197. The Discretionary Response Fund opens each year on 1 July and closes on 30 June the following year, or when all funds are expended.
3. The purpose of the Fund is to assist community groups where the project and funding request fall outside other council funding criteria and/or closing dates. This fund is also for emergency funding for unforeseen situations.
4. At the Council meeting of 22 April 2010, Council resolved to change the criteria and delegations around the local Discretionary Response Fund.
5. The change in criteria limited the items that the local Discretionary Response Fund does not cover to only:
 - (a) Legal challenges or Environment Court challenges against the Council, Council Controlled Organisations or Community Boards decisions;
 - (b) Projects or initiatives that change the scope of a Council project; and
 - (c) Projects or initiatives that will lead to ongoing operational costs to the Council.

Council also made a note that: *"Community Boards can recommend to the Council for consideration grants under (b) and (c)."*
6. Based on these criteria, the application from Te Whare Roopu o Oterepo Waltham Cottage for professional development of key workers is eligible for funding.
7. Detailed information on the application and staff comments are included in the attached Decision Matrix. (**Attachment 1**)

FINANCIAL IMPLICATIONS

8. There is currently \$49,597 remaining in the Board's 2011/12 Discretionary Response Fund.

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

9. Yes, see page 184 of the LTCCP regarding community grants schemes including Board funding.

LEGAL CONSIDERATIONS

10. There are no legal considerations.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

11. Aligns with LTCCP and Activity Management Plans, page 172 and 176.

13. Cont'd

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

12. Yes, see LTCCP pages 176 and 177 regarding community grants schemes, including Board funding.

ALIGNMENT WITH STRATEGIES

13. Refer to the attached Decision Matrix.

CONSULTATION FULFILMENT

14. Not applicable.

STAFF RECOMMENDATION

It is recommended that the Spreydon Heathcote Community Board decline a grant of \$500 from its 2011/12 Discretionary Response Fund to Te Whare Roopu o Oterepo Waltham Cottage for the professional development of key workers.

CHAIRPERSONS RECOMMENDATION

For discussion.

14. MID HEATHCOTE RIVER/OPAWAHO LINEAR PARK MASTERPLAN STAGE 1 – REQUEST FOR INFORMATION

General Manager responsible:	General Manager City Environment, DDI 941-8608
Officer responsible:	Transport & Greenspace Manager
Author:	Consultation Leader, Ann Campbell

PURPOSE OF REPORT

1. The purpose of this report is to respond to a request for further information by the Community Board at their meeting of 3 December 2010, in regard to item 12 on the agenda, "New Playground Development and Naming – Hunter Terrace and Sloan Terrace Roadway Enhancements".

EXECUTIVE SUMMARY

2. At the 3 December 2010 meeting of the Spreydon/Heathcote Community Board, staff presented a report seeking approval for the final landscape plans for the new playground at 54 Colombo Street, Hunter Terrace Roadway Enhancement, and Sloan Terrace Roadway Enhancement. This report also sought approval for parking restrictions that will be implemented following the completion of construction.
3. The Community Board resolved to approve the staff recommendations, but also requested further information to be provided in relation to this project. The information requested and the staff response is below.
4. *How the funding will be provided for inclusion of the Graham Bennett sculpture which is included in the first stage of the Masterplan.*
Staff response: The artist has estimated that based on seven more pieces (which will complete the artwork), each unit will cost \$9,000. This estimate includes artists fees, assembly, delivery and installation. This estimate does not include any permits, concrete footings, site restoration or lighting (if required). It should also be noted that this cost is based on February 2011 prices for stainless steel which are anticipated to rise. Some additional installation costs may arise depending on specific locations and accessibility of each piece. The total for all seven pieces could be \$90,000.
5. There is the potential to stage the installation of the pieces, with perhaps the first set of three to four pieces, being those closest to the path, creating a gateway effect.
6. There is currently no allowance in the funding for this project, however, a bid will be going forward in the next round of LTP. The design has allowed for this project to be constructed at a later date once funding becomes available.
7. *Whether or not the Malcolm Avenue bridge underpass could be included in the first stage.*
Staff response: The underpass was identified for investigation in the Masterplan, as it would provide an alternative access along the waterway. It removes the need to cross Malcolm Avenue and provides a different experience passing under the bridge.
8. The constraints identified with this project are that there is already a "Kea Crossing" for safe crossing at this intersection and further build outs for additional safety could be a possibility in the future. There would only be room for a narrow path, about 1.2 metre width maximum, and there is also minimal headroom – approximately 2.1 metres (although this does comply with the Building Code for access routes).
9. The northern approach to the underpass comes off a very steep bank, which would require steps down to the underpass. This would preclude pushchairs and children with bicycles utilising this option. After moderate rain, this underpass would be inundated with water for brief periods.

14. Cont'd

10. CPTED issues have been considered and the underpass would not be a CPTED safety issue during daylight hours. This is because the path would only be 20m long and there is good visibility along the length of the path. At night this path would be unsafe and would not be lit, discouraging use during the hours of darkness.

The experience this would offer in relation to getting close to the water is being replicated further north along the river, with new paths coming down to the water's edge.

11. The construction would be a rock toe support with metal backfill and a loose grit path on top. This would be the cheapest to construct and have the least impact upon the waterway. A Resource Consent is unlikely to allow a solid structure such as a concrete or timber retaining wall to be placed within the waterway invert.

12. The cost estimate for this project could be approximately \$50,000, which would include the approaches to the underpass, and following thorough investigation by the Project Team, and due to the number of constraints identified, it has been decided not to include this option in the project.

13. *An investigation of whether or not a gravel path treatment on the desire line, either side of the Cashmere Club carpark, in addition to the Hunter Terrace road edge treatment, can be included.*

Staff response: In the Masterplan the concept was drawn with the Cashmere Club carpark no longer on the riverbank, and the path network going through this area. Once the Masterplan was adopted new information was provided to staff which supported the Cashmere Club's original submission that the carpark belonged to them and they wished to retain it. A new 2.5m path adjacent to Hunter Terrace is proposed for this section which will contain most pedestrian and cycle movement along the river side of Hunter Terrace. There is proposed new landscape planting surrounding both ends of the carpark and elsewhere along the riverbanks which will result in a change in desire lines for pedestrians.

14. New paths at either end of the Cashmere Club carpark would direct pedestrians into the path of manoeuvring vehicles which would be an unsafe practice. There will be narrower secondary paths proposed for the section further upstream for those pedestrians wishing to take the option of walking closer to the water's edge.

15. Additional gravel paths in this area were not indicated in the Masterplan and have not been allowed for in project cost estimates.

16. *An investigation of carpark availability and options at the No.1 pump station, to include consideration of the future use of the building currently being used as the Council Distribution Centre. This report is also to include an update on the future use of this building.*

Staff response: The future use of the Council Distribution Centre is not part of this project brief, however at this stage, the Distribution Centre will be remaining. Should the Board wish for further information on this building, a request would need to be sent through to the Community Support Unit.

FINANCIAL IMPLICATIONS

17. The construction funding for this development project set aside in the 2009-19 LTCCP has been deferred in response to the September and February earthquakes, and due to the reserve area being required as a temporary depot site for the rebuild.

18. However, sufficient funding has been approved in the 2011/12 Annual Plan to complete the consent work for the Hunter and Sloan Terrace sections and also to progress the planning and design work for Waimea and Aynsley Terraces.

19. The construction funding for these and future stages will be reprogrammed in to the next LTCCP.

14. Cont'd

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

20. Yes, The budget for this work is held within the Waterways and Land Drainage – Natural Waterways Renewals programme.

LEGAL CONSIDERATIONS

21. No legal issues have been identified.

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

22. Not applicable.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

23. LTCCP 2009-19

Parks, Open Spaces and Waterways – Page 116.

- (a) Safety – by ensuring our parks, open spaces and waterways are healthy and safe places;
- (b) Community – by providing welcoming areas for communities to gather and interact;
- (c) Governance – by involving people in decision-making about parks, open spaces and waterways;
- (d) Health – by providing areas for people to engage in healthy activities;
- (e) Recreation – by offering a range of recreational opportunities in parks, open spaces and waterways;
- (f) City Development – by providing an inviting, pleasant and well cared for environment.

24. Parks and Open Spaces Activity Management Plan

Council's objective with urban parks is to provide and manage Community Parks, Garden and Heritage Parks, Sports Parks, and Riverbanks and Conservation areas throughout the city that provide amenity values, areas for recreation and organised sport, garden environments and green corridors, that contribute to the city's natural form, character, heritage and Garden City image.

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

25. Yes, as per above.

ALIGNMENT WITH STRATEGIES

26. Aligns with:

- (a) Parks and Waterways Access Policy;
- (b) Safer Christchurch Strategy;
- (c) Youth Strategy;
- (d) Recreation and Sport Strategy.

14. Cont'd

Do the recommendations align with the Council's strategies?

27. Yes, as per above.

CONSULTATION FULFILMENT

28. Consultation for this project was undertaken in June and July 2010 and formed part of the report to the Community Board on 3 December 2010 where approval was sought for the plans.

29. This report is a request for further information from the Community Board, therefore, no consultation is required.

STAFF RECOMMENDATION

It is recommended that the Spreydon/Heathcote Community Board receive the information.

CHAIRPERSONS RECOMMENDATION

For discussion.

15. LOCAL GOVERNMENT “KNOW HOW” TRAINING WORKSHOP – COMMUNITY BOARDS

General Manager responsible:	General Manager Regulation & Democracy Services, DDI 941-8462
Officer responsible:	Democracy Services Manager
Author:	Jenny Hughey, Community Board Adviser

PURPOSE OF REPORT

1. The purpose of this report is to seek the Spreydon/Heathcote Community Board’s approval for interested members to attend Local Government New Zealand “Know How” Training Workshop – Community Boards, to be held at the Waimakariri District Council on Friday 16 September 2011.

EXECUTIVE SUMMARY

2. This workshop is a one day event and is aimed at helping Board members understand and value the role of the Board. It will cover in detail the role of the community board and how to build strong trust-based relationships. As well as working through relevant legislation, the workshop will review various success stories from across New Zealand.

Discussions include:

- The decision making processes
- Identifying personal action points
- Statutory roles and responsibilities
- Proactive and reactive roles
- How to advocate for the interests of your community

Further information is **attached**.

FINANCIAL IMPLICATIONS

3. The cost of this Local Government workshop is \$350 plus GST per person.

The Board’s 2011/12 training, conference and travel budgets currently have an unallocated budget of \$4,550, subject to recent decisions made by the Board on training.

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

4. Yes, provision for elected member training is made in the LTCCP, specifically under the Elected Member Representation activity.

LEGAL CONSIDERATIONS

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

5. Yes, there are no legal implications.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

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

6. Not applicable.

ALIGNMENT WITH STRATEGIES

Do the recommendations align with the Council’s strategies?

7. Not applicable.

15. Cont'd

CONSULTATION FULFILMENT

8. Not applicable.

STAFF RECOMMENDATION

It is recommended that the Spreydon/Heathcote Community Board give consideration to approving the attendance by interested members at the Local Government New Zealand "Know How" Training Workshop – – Community Boards, to be held at the Waimakariri District Council on Friday 16 September 2011.

CHAIRPERSONS RECOMMENDATION

For discussion.

13. 9. 2011

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16. **COMMUNITY BOARD ADVISER'S UPDATE**
17. **ELECTED MEMBERS INFORMATION EXCHANGE**
18. **MEMBERS' QUESTIONS UNDER STANDING ORDERS**