

2. DEPUTATIONS BY APPOINTMENT

2.1 DON PATERSON – SCULPTURE PROPOSAL

Mr Paterson requested that the Board consent to a plaque, naming him as sculptor, be erected in the vicinity of the Charles Méryon Sculpture, which was sited in Place de la Poste in Akaroa. Mr Paterson displayed the type of plaque which he wished to be erected.

The Board **agreed** to support in principle the erection of a plaque in the vicinity of the sculpture, provided that this was consistent with the criteria in the Banks Peninsula *Art in Public Places Policy* and it could be sited in a position, as agreed to by staff, and that would not compromise public safety.

Mr Paterson also suggested that, due to the popularity of the Charles Méryon Sculpture, the Board may be interested in commissioning another sculpture for Akaroa. He suggested a French soldier, in period uniform, to be sited in the vicinity of the Britomart Cannon, or a photographer, again in period dress, to be sited somewhere along the Beach Road development. The cost of such a sculpture would be approximately \$30,000.

It was pointed out that the cannon was in fact from a British ship and it would therefore not be appropriate to site a French soldier in that area. Members acknowledged the success of the Charles Méryon Sculpture and were generally supportive of Mr Paterson's proposal, and gave it cautious encouragement. They suggested to him that he may like to explore some funding options as the Board did not have any specific budget for such a project, and to also refer to the *Art in Public Places Policy* and to become familiar with the guidelines relevant to the Akaroa Historic Area.

2.2 PAUL BINGHAM – BLACK CAT GROUP – BUILDING ON AKAROA WHARF

Mr Bingham spoke to the Board regarding his company's proposal to extend its building on the Akaroa Wharf. He explained that previously the Black Cat Group had applied for a resource consent to extend its building eastwards. Banks Peninsula District Council and the Department of Conservation (DOC) had been two of the submitters against the consent. The company now had plans to extend the building westwards over the site currently occupied by a chiller. He tabled plans of the proposal and explained that the company had endeavoured to answer the concerns of the Council and DOC when preparing these plans, including the commercial use of public space and the historic importance of the area.

Mr Bingham said the Historic Places Trust had approved the plans and he also intended to take the plans to the Akaroa Design & Appearance Advisory Committee. Members agreed that the new plans addressed a lot of the previous concerns held by Council. There was some discussion regarding the footprint of the building, as defined in the current lease, however members agreed that this was a matter to be worked through by staff.

The Board **agreed** to support this proposal in principle.

Mr Bingham also raised the issue of a proposal made by his company to replace the current landing on the Akaroa Wharf with a ramp. He said negotiations with Council, regarding this proposal, had been ongoing for several years. He noted that a ramp system was now used in most situations around New Zealand for passenger access and that if a ramp were installed on the Akaroa Wharf it could be utilised by all the wharf users.

The Board **agreed** to ask staff to report on this issue, outlining the feasibility of installing a ramp, its current status and any financial implications.

2.3 AKAROA POLICE – SENIOR CONSTABLE PRYOR

Senior Constable Lyle Pryor was in attendance at the meeting. He reported that it had been reasonably quiet, crime-wise, over recent weeks. He reported on a motorcycle accident on State Highway 75 the previous weekend, where it appeared that the road surface may have contributed to the accident. He confirmed that Transit New Zealand received copies of all accident reports and that in some instances the Police also spoke to the local roading contractor if there were concerns about the road.

Constable Pryor was asked for his thoughts on the concerns over traffic congestion on the day of Le Race. Although off duty on the day of the race, Constable Pryor said he had voiced concerns when the traffic management plan had initially been presented to the Board. He did not support a situation where there were large amounts of traffic being controlled through a "Stop/Go" system as this impeded traffic flow. He also noted that the relocation of the finish line effectively isolated the Police Station and affected access to an old persons village as well as several residential streets.

The Chairman also asked Constable Pryor's opinion on the *Joshua Foundation* which the Board had been asked to financially support. Constable Pryor admitted that he had initially been sceptical of the benefit of the Foundation which was basically a mentoring programme aimed at helping youth in the community. However he reported that the results with local youth had been spectacular and that he and Constable Davidson had noticed a discernible fall in specific incidents in the community, which they attributed largely to the success of this programme.