

14. 5. 2009

**BURWOOD/PEGASUS COMMUNITY BOARD  
14 APRIL 2009**

**Minutes of a meeting of the Burwood/Pegasus Community Board  
held on Monday 14 April 2009 at 5pm in the Board Room,  
corner Beresford and Union Streets, New Brighton**

**PRESENT:** David East (Chairman), Nigel Dixon, Gail Sheriff, Tim Sintes, Linda Stewart, and Chrissie Williams.

**APOLOGIES:** An apology for absence was received and accepted from Tina Lomax.

The Board reports that:

**PART A – MATTERS REQUIRING A COUNCIL DECISION**

**1. PORRITT PARK – KERRS REACH - ROWING AND CANOE CLUBS - PROPOSED BUILDINGS AND LEASE EXTENSIONS**



<b>General Manager responsible:</b>	General Manager City Environment, DDI 941-8608
<b>Officer responsible:</b>	Transport and Greenspace Manager
<b>Author:</b>	John Allen, Policy and Leasing Administrator

**PURPOSE OF REPORT**

1. The purpose of this report is to recommend to the Council that it approve the following proposals as shown on the **attached** plan labelled “Kerrs Reach Regional Rowing Centre – Proposed Development”.
  - (a) Approve an application by the Canterbury Rowing Association Inc to extend its secondary schools boat storage shed at Porritt Park on the river side of the existing building by approximately 384 square metres, which will involve an extension to the river side of its lease area of approximately 576 square metres. (See attached elevations labelled ISSUE 1 dated 30/12/08 LP316201 FJG.)
  - (b) Approve the construction of a further boat storage shed within the Canterbury and Union Rowing Club’s present lease area of approximately 367 square metres to be built to the east of their present Leander Club building as shown on “Kerrs Reach Regional Rowing Centre – Proposed Development”.
  - (c) Approve the construction of an addition within the Arawa Canoe Club’s current lease area of approximately 192 square metres to the park side of the Arawa Canoe Club for further canoe storage as shown on “Kerrs Reach Regional Rowing Centre – Proposed Development”.

**EXECUTIVE SUMMARY**

2. The Canterbury Rowing Association Inc, Canterbury and Union Rowing Clubs and the Arawa Canoe Club need to extend their current boat storage facilities at Porritt Park to enable them to adequately store secondary school and club boats at Kerrs Reach, and by so doing, to reduce the risk of damaging boats when moving them in and out of the storage sheds, reduce the risk of personal injury to rowers and canoeists when moving the boats about, and provide space so that their respective sports can continue to grow in a co-ordinated way.
3. The proposals to achieve the requirements are set out in 1 above.

**1 Cont'd**

4. The Canterbury Rowing Association Inc has prepared a plan showing all the future proposed developments on Porritt Park alongside Kerrs Reach at the request of Council staff after liaising with the other water based clubs domiciled on the site to ensure that all these proposed developments are properly co-ordinated and integrated into the park.
5. As yet, a formal lease has not been put in place for the first two stages of the Canterbury Rowing Association's storage shed, and therefore staff are recommending that the original resolutions made by the Council be rescinded after the granting of a single lease to cover all three stages of the development for up to a maximum of 33 years broken into three terms of 11 years each, with the Association having the right to renew the lease during the first two terms subject to a number of conditions.
6. Public consultation has been undertaken on these proposals. Approximately 100 leaflets were delivered to residential properties surrounding the park, to all lessees occupying part of the park, adjacent residents' associations, together with the other usual organisations. The leaflets invited interested parties to comment on the proposal. The invitation was also posted on the Council's "Have Your Say" website. Eighteen replies were received, all of which supported the Canterbury Rowing Association boat shed extension and the additional Canterbury and Union Rowing Club's storage building, while 17 supported the Arawa Canoe Club's extension, and the other submitter making comment but not indicating support or otherwise.
7. Staff are recommending that the Council delegate authority to the Transport and Greenspace Manager to approve the plans and elevations of the proposed new building/addition for the Canterbury and Union Rowing and Arawa Canoe Clubs, for which there are no plans and elevations as yet, and that this action be undertaken before they are lodged with the Council for resource/building consent.
8. It will be necessary to remove a medium sized silver birch within the Canterbury and Union Rowing Club's leased area to enable the proposed building to be erected on the site. Staff are recommending that this tree be removed and that the Canterbury and Union Rowing and Arawa Canoe Clubs prepare landscape plans for the proposed developments, to better integrate the proposed buildings into the park environment for the approval of the Transport and Greenspace Manager or his designate, before construction commences. Once approved, the clubs are to implement the plan at their own expense.
9. Staff are also recommending that the Council approve the application subject to a number of conditions as elaborated on in the "Staff Recommendation" section of this report.

**FINANCIAL IMPLICATIONS**

10. There are no financial implications to the Council with the proposed developments, it being the responsibility of the Canterbury Rowing Association Inc, Canterbury and Union Rowing and Arawa Canoe Clubs, all of which are incorporated societies to develop, build and maintain the buildings at their expense. The only costs will be in staff time spent preparing this report to gain the Council's approval or otherwise of the Club's application, putting the new lease in place, and monitoring the developments as they occur on the site, these costs already being allowed for within existing operational budgets.
11. All Council permissions granted to the rowing clubs located on Porritt Park to build boat storage buildings since the 1989 reforms have been made on the condition that all the storage buildings be of a portal-type construction to enable them to be moved to a specialised flat water rowing site if one is built in close proximity to the city. This is to minimise the relocation costs to another site by the clubs, while also ensuring that the Council is not left with unused buildings on its parks.

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

12. The recommendations will have no impact on the 2006-16 LTCCP budgets.

1 Cont'd

**LEGAL CONSIDERATIONS**

13. Porritt Park is a large recreation reserve made up of two titles as detailed below:
  - (a) Title 405076 a fee simple lot of 7.9676 hectares vested in the Council under the Local Government Act 2002 for a recreation ground being made up of Part Rural Section 185 and Part Lot 3 Deposit Plan 14075 and Section 1-6 Survey Office Plan 302696; and,
  - (b) Title 354035 a fee simple lot of 1.9120 hectares vested in the Council under the Local Government Act 2002 for a recreation ground being made up of Section 6 Survey Office Plan 302696.
14. There is a requirement under Section 138 of the Local Government Act 2002 to consult on the proposal to lease the land to a third party because the lease is for a period of more than six months, and has the effect of excluding or substantially interfering with public access to the park. This requirement is only in relation to the leasing of the park land as set out in 1(a) above, however, public consultation has been undertaken on all three developments outlined in 1 (a), (b), and (c) above. The outcome of this public consultation is outlined in the "Consultation Fulfilment" section of this report.
15. The lease terms will be agreed to before the Canterbury Rowing Association Inc makes application for resource and building consent, which will be required before onsite construction commences.
16. The Board does not have delegated authority from the Council (8 November 2001) to make the decision on behalf of the Council whether to grant the lease extension or not, where the park is considered to be of metropolitan significance. Porritt Park is of metropolitan significance, being the centre for hockey and rowing in Christchurch, if not Canterbury. This report is therefore being placed before the Board to enable a recommendation to be made to the Council.
17. A formal lease has not been put in place for the first two stages of the Canterbury Rowing Association's building as yet. The Association has previously been provided with a lease document to sign for the existing premises but despite a number of past requests, the lease remains unsigned. The Association have no issues of concern with the lease document, and by agreement have agreed to sign one lease document for the total lease area, once Council approval has been obtained.
18. Staff are recommending that the previous resolutions made by the Council (28 July 2005 and the original grant made in the latter half of the 1990's), be rescinded and replaced by a new grant for a lease covering all stages not available for general public use. One of the reasons for granting a new lease is because an unregistered lease can now be offered for a period of up to 35 years because of a change made to the Resource Management Act 1991. Since the time the Council made the initial grant to the Canterbury Rowing Association Inc, unregistered leases could only be offered for a period of one day less than 20 years.
19. Current Council practice has been to grant leases of undeveloped ground for a period of up to 33 years, to clubs on which to build their developments, this period being broken into three periods of 11 years. The club in question has the right to renew the lease at the end of the first two terms if the Council is satisfied that the terms and conditions of the lease have been complied with and that there is sufficient need for the sports, games or other recreational activity specified in the lease, and that in the public interest some other sport, game or recreational activity should not have priority.

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

20. Yes, see above.

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**ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS**

21. The LTCCP's Strong Communities Strategic Direction section prioritises: providing accessible and welcoming public buildings, spaces and facilities; providing parks, public buildings, and other facilities that are accessible, safe, welcoming and enjoyable to use; working with partners to reduce crime, help people avoid injury and help people feel safer; providing and supporting a range of arts, festivals and events; and protecting and promoting the heritage character and history of the city. The fulfilment of the clubs' ambitions by approving this application will add to the enjoyment and experience both for club members and the general public.
22. The LTCCP's Healthy Environment Strategic Direction section prioritises: providing a variety of safe, accessible and welcoming local parks, open spaces and waterways; providing street landscapes and open spaces that enhance the character of the city; and protecting and enhancing significant areas of open spaces within the metropolitan area. The approval of this application and the resulting development will enhance the character of the park/open space for public enjoyment.
23. The LTCCP's Liveable City Strategic Direction section prioritises: improving the way in which public and private spaces work together. The approval of this application will add to the private infrastructure on the park thereby improving the way it interrelates with the public park that it is situated upon and the adjacent Avon River, which in turn will add to the value of the experiences both club members and the public can have at the park.

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

24. Yes, see above.

**ALIGNMENT WITH STRATEGIES**

25. This application is aligned with the Christchurch Active Living Strategy, by supporting members mental stimulation.
26. This application also supports the Christchurch Visitor Strategy by improving the facilities which are an attraction to visitors to Christchurch who come to partake in and watch the sport of rowing.
27. The approval of this application is in alignment with the Council's Strategic Direction to support Strong Communities. It encourages residents to enjoy living in the city and to have fun, thereby supporting Christchurch as being a good place to live.

**Do the recommendations align with the Council's strategies?**

28. Yes, see above.

**CONSULTATION FULFILMENT**

29. Public consultation has been undertaken on this proposal. Approximately 100 leaflets were delivered to residential properties that surround the park, to all lessees who occupy part of the park, adjacent residents' associations together with the other usual organisations, inviting interested parties to comment on the proposal. The invitation was also posted on the Council's "Have You Say" website. Potential submitters were given over four weeks to make a submission.
30. Eighteen replies were received, all of which supported the Canterbury Rowing Association boat shed extension, and the additional Canterbury Union Rowing Club's storage building to be built within the club's leased area east of their present Leander Club building, while 17 supported the Arawa Club extension, the other submitter making comment, but not indicating support or otherwise for this particular project.

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**STAFF RECOMMENDATION**

That the Council approve the following actions:

- (a) To grant to the Canterbury Rowing Association Inc under Section 12 of the Local Government Act 2002 and pursuant to Section 138, a lease of approximately 1,643 square metres over Part Rural Section 185 and Part Lot 3 Deposit Plan 14075 and Section 1-6 Survey Office Plan 302696 a fee simple lot of 7.9676 hectares vested in the Council under the Local Government Act 2002 for a recreation ground being contained in title 405076 (part of Porritt Park) on which to add to the existing boat storage shed as shown on plan number LP316201, for a period of 33 years, broken into three periods of 11 years each subject to the following conditions:
- (i) That the Canterbury Rowing Association Inc have the right to ask for a renewal of its lease for a further term at the end of each of the first two terms, subject to the Council being satisfied that the conditions of the lease have been met, and that there is sufficient need for the facilities and amenities, and that some other use should not have priority in the public interest.
  - (ii) That the Canterbury Rowing Association Inc is to obtain all necessary resource and building consents before any development commences on the site.
  - (iii) That the addition to the present building is to be of a portable-type construction to enable it to be moved to a specialist flat water rowing site if one is built in close proximity to the city.
  - (iv) That the Canterbury Rowing Association Inc is to prepare a landscape plan for the proposed development, to better integrate the proposed buildings into the park environment for the approval of the Transport and Greenspace Manager or his designate, before construction commences on the site. Once approved, the Association is to implement the plan at their own expense.
  - (v) That the colour scheme for the proposed addition to the boat storage addition to be the same as the existing storage shed.
  - (vi) That the lease terms be negotiated by the Corporate Support Manager in consultation with the Policy and Leasing Administrator, City Environment Group.
  - (vii) That the lease area be maintained by the Canterbury Rowing Association Inc in a safe and tidy condition at all times.
  - (viii) That before any tenders are let or work commences on the site, the Canterbury Rowing Association Inc is to hold discussions with the Transport and Greenspace Manager's designate, the Greenspace Area Contracts Manager, Linwood Service Centre, to ascertain the Council's requirements through the development phase of the construction of the facility.
  - (ix) That a bond of \$2,000 is to be paid by the Canterbury Rowing Association Inc to the Christchurch City Council via the Greenspace Area Contract Manager, Linwood Service Centre, and a temporary access licence be signed before work commences on the site. The bond less any expenses incurred by the Council will be refunded to the payee upon the completion of the work.
  - (x) That all costs associated with the issuing of the lease, development and subsequent maintenance of all structures are to be the responsibility of the Canterbury Rowing Association Inc.

1 Cont'd

- (xi) That the lease agreement is to include a clause which indemnifies the Council and its servants from all claims or demands of any kind, and all liability in respect to any damage or injury occurring to any person or property as a result of the Canterbury Rowing Association's activities on the site.
- (b) That subject to the new lease being granted to the Canterbury Rowing Association Inc, that the Council rescind the previous resolutions made by the Council (28 July 2005 and the original grant made in the latter half of the 1990's) to grant them a ground lease on which to build the original storage shed and the extension.
- (c) To grant the Canterbury and Union Rowing Clubs and the Arawa Canoe Club permission to build their respective proposed boat storage building or addition to their existing premises, as shown on the Kerrs Reach Regional Rowing Centre – Proposed Plan, issue 3 dated 5/12/2008, subject to the following conditions:
  - (i) The Canterbury and Union Rowing Clubs and Arawa Canoe Club are to obtain all necessary resource and building consents before any development commences on their lease areas.
  - (ii) The plans and elevations of the proposed new building/addition are to be submitted to the Transport and Greenspace Manager for approval before they are lodged with the Council for resource/building consent.
  - (iii) The additional Canterbury and Union Rowing Clubs building is to be a portable-type of construction to enable it to be moved to a specialist flat water rowing site if one is built in close proximity to the city.
  - (iv) The Canterbury and Union Rowing Clubs and Arawa Canoe Club are to prepare landscape plans for their proposed developments, to better integrate the proposed buildings into the park environment for the approval of the Transport and Greenspace Manager or his designate, before construction commences on the site. Once approved, the clubs are to implement the plan at their own expense.
  - (v) The colour scheme for the proposed addition to the Arawa Canoe Club's boat storage addition is to be the same as its existing building.
  - (vi) The Canterbury and Union Rowing Clubs are to submit the proposed colour scheme for the proposed building to the Transport and Greenspace Manager for approval before materials are ordered for the proposed building.
  - (vii) The lease area be maintained by the Canterbury and Union Rowing Club and Arawa Canoe Club in a safe and tidy condition at all times.
  - (viii) Before any tenders are let or work commences on the site, the Canterbury and Union Rowing Clubs and Arawa Canoe Club are to hold discussions with the Transport and Greenspace Manager's designate, the Greenspace Area Contracts Manager, Linwood Service Centre, to ascertain the Council's requirements through the development phase of the construction of the facility.
  - (ix) A bond of \$2,000 is to be paid respectively by the Canterbury and Union Rowing Clubs and Arawa Canoe Club to the Christchurch City Council via the Greenspace Area Contracts Manager, Linwood Service Centre, and a temporary access contract be signed before work commences on the site. The bond less any expenses incurred by the Council will be refunded to the payee upon the completion of the work.
  - (x) All costs associated with the issuing of the lease, development and subsequent maintenance of all structures are to be the responsibility of the Canterbury and Union Rowing Clubs and Arawa Canoe Club.

1 Cont'd

- (d) That the Council approve the removal of the medium sized silver birch tree within the Canterbury and Union Rowing Club's lease area to enable the proposed building to be built.

**BOARD RECOMMENDATION**

That the staff recommendation be adopted.

**BACKGROUND (THE ISSUES)**

31. The Canterbury Rowing Association have prepared a plan showing future possible developments on Porritt Park alongside Kerrs Reach at the request of Council staff after liaising with the other water based clubs domiciled on the site to ensure that all the future developments are properly integrated on the site.
32. The building extensions in the case of the Rowing Clubs are required to house boats used by the various school clubs that operate out of Kerrs Reach. The school clubs come under the umbrella of the Avon, Canterbury, and Union Rowing Clubs. The building extension in the case of the Canoe Club is required to house the canoes of the increasing club membership.
33. At present, many of the boats stored in the sheds are doubled up because of the lack of storage room, thus making it difficult to get the required boat out without having to move other boats. The result of this is that boats can be damaged when being moved about in the sheds. There are also crew health and safety issues that must also be considered when moving the boats. These issues will be greatly reduced if adequate boat storage is able to be provided.
34. Under 18/secondary school registered rowers have increased from 345 in 2005/06 to 508 in 2007/08. Currently, 13 schools train at Kerrs Reach. In the last 18 months, approaches have been received from another five schools wanting to participate. There has also been a huge increase in the number of rowers participating in corporate rowing. Now in its third year there are 16 corporate teams.
35. The Canterbury Rowing Association's stance has been that unless they are able to assure schools of a host club, plant and coaching, it is imprudent to encourage them into the sport. An ever present safety issue is the overcrowding of the waterway and the Association and clubs are concerned that their responsibilities in risk management may be compromised by unbridled expansion. This is part of the reason for the stance that schools wishing to take up the sport be hosted by a club to ensure waterway use is properly co-ordinated. The other reason is to ensure properly accredited coaches are used to train crews.
36. **Stage one** of the proposed development is an extension to the river (west) side of the Canterbury Rowing Association's boatshed. The proposed extension is approximately 348 square metres in area, which, when combined with the size of the present building (508 square metres) will make a building of approximately 856 square metres in total area (see attached elevations). The 17 metre concrete apron in front of the present building is included within the lease area. The present area leased to the Canterbury Rowing Association Inc is 1067 square metres (includes 2 metres out from around the base of the building, and apron). The additional area that the Canterbury Rowing Association have made application to lease is approximately 576 square metres (including the apron extension) which, when added to the present leased area, will add up to a total leased area of approximately 1643 square metres. The Canterbury Rowing Association Inc proposes to have the building completed in 2009.
37. The implementation of this stage will require the removal of more of the mound on the western riverside of the building, it being estimated that the mound will be 1.6 to 1.7 metres high when re-contoured. The building addition as viewed from the river side will be the same as at present, although the mound will be lower and more of the building will be showing. As shown on the lease plan the area will be partially fenced to counter vandalism and graffiti problems being experienced at Kerrs Reach. It is understood that this development will not require any funding from Council sources (low interest loans, grants as a result of funding applications etc).

**1 Cont'd**

38. **Stage two** of the proposed development is a proposed additional boat storage shed of approximately 367 square metres to be built to the east of the present Leander Club building which houses the Canterbury and Union Rowing Clubs. This will be built within their existing lease area. The construction of this building will require the removal of an established silver birch tree.
39. This additional building will be serviced by upgraded changing rooms, showering facilities and toilets for the clubs and affiliated schools, the present facilities being old and woefully inadequate for the present mixed membership of the Club. It is expected that this development will take place within the next five years.
40. **The Arawa Canoe Club** is presently preparing plans to add an additional 192 square metre canoe storage facility to the park side (east side) of their present boat storage facility. This proposed addition will be within their present leased area. Under their current lease requirements, Council approval will be required before resource and building consent can be applied for. It is understood that this development will not require any funding from Council sources (low interest loans, grants as a result of funding applications etc).
41. In the case of the Canterbury and Union Rowing Clubs building, and the Arawa Canoe Club's addition to their present building, because elevations of the proposed building and addition are not currently available, staff are recommending in both cases that before a resource consent and/or building consent are sought that the plans be approved by the Transport and Greenspace Manager under delegated authority from the Council.
42. Council staff are recommending that the Canterbury Rowing Association Inc, Canterbury and Union Rowing Clubs and the Arawa Canoe Club prepare a landscape plan for the proposed developments, to better integrate the proposed buildings into the park environment for the approval of the Transport and Greenspace Manager or his designate before construction commences on the site. Once approved, the clubs are to implement the plan at their own expense.

**The Objectives**

43. The objectives are to;
  - (a) Grant a lease over an additional area of Porritt Park to enable the Canterbury Rowing Association Inc to add to its present boat storage shed at Porritt Park, which is used for the storage of secondary school boats, the present shed not being large enough to store all the boats required.
  - (b) Grant permission to the Canterbury and Union Rowing Clubs to build an additional boat storage building within their present lease area to store additional boats, a number of them secondary school boats, and the Arawa Canoe Club to add to their present building for canoe storage required for their increasing membership.

**The Options**

44. To approve the applications, thereby allowing the Canterbury Rowing Association Inc, Canterbury and Union Rowing Clubs, and the Arawa Canoe Club to adequately store secondary school and club boats at Kerrs Reach, and by so doing reduce the risk of damaging boats when moving them in and out of the storage sheds, reduce the risk of personal injury to rowers and canoeists when moving the boats about, and provide space so that the sport can continue to grow in a co-ordinated way.




## 1 Cont'd

45. To not approve the application, which will mean that the Canterbury Rowing Association Inc, Canterbury and Union Rowing Clubs, and the Arawa Canoe Club will not be able to adequately store secondary school and club boats at Kerrs Reach, and consequently there will be the continual risk of damaging boats when moving them in and out of the storage sheds, and personal injury to rowers and canoeists, when moving the boats about. It is also highly likely that the Council will receive another application from some of the schools to build boat storage facilities at Kerrs Reach, which would contribute to increasing the ever present safety issue of overcrowding of the waterway by increasing the risk to waterway users by uncoordinated management, because of unbridled expansion. This is part of the reason for the Canterbury Rowing Association's stance that schools wishing to take up the sport be hosted by a club to ensure waterway use is properly co-ordinated. The other reason is to ensure properly accredited coaches are used to train crews.

**PREFERRED OPTION**

46. To approve the applications, thereby allowing the Canterbury Rowing Association Inc, Canterbury and Union Rowing Clubs, and the Arawa Canoe Club to adequately store secondary school and club boats at Kerrs Reach and by so doing reduce the risk of damaging boats when moving them in and out of the storage sheds, reduce the risk of personal injury to rowers and canoeists when moving the boats about, and provide space so that the sport can continue to grow in a co-ordinated way.

2. **QUEENSPARK BUS PRIORITY PROJECT – BUS STOP RATIONALISATION AMENDMENTS**


<b>General Manager responsible:</b>	General Manager, City Environment, DDI 941-8608
<b>Officer responsible:</b>	Transport and Greenspace Unit Manager
<b>Authors:</b>	Kirsten Mahoney, Project Manager and Greg Barnard, Public Transport Infrastructure Co-ordinator

**PURPOSE OF REPORT**

1. The purpose of this report is to request that the Council amend some of the previous bus stop resolutions associated with the bus stop rationalisation aspect of the Queenspark Bus Priority project .

**EXECUTIVE SUMMARY**

2. The basis of this requested change arises from a review of bus stop infrastructure along this corridor during the detailed design phase.
3. At its meeting held on 12 June 2008, the Council resolved *“that further consultation occur with St Stephen’s Church regarding the removal of the bus shelter close to their premises”*.
4. In carrying out this resolution during the detailed design phase, Council staff have reviewed the bus stop rationalisation programme for the Queenspark route in its entirety. This report outlines the recommended changes to the bus stop rationalisation approved by the Council at its meeting held on 12 June 2008 in line with the Council’s Bus Stop Location Policy 1999 and the recently adopted Bus Stop Infrastructure Design Guidelines.
5. As a result of this review, the St Stephen’s Church bus stop and bus shelter is recommended to remain in its existing location, and this has been reported to the Shirley/Papanui Community Board with recommendations for amendment to the relevant resolutions.
6. The other bus stop rationalisation amendments recommended as a result of the review for the Board’s area are summarised below in the table. Note that the (f)(#) references relate to the Council resolutions in the report dated 12 June 2008.

## 2 Cont'd

Existing Bus Stop	Proposed Bus Stop	Recommendation	Reason for Amendment
(f)(1) That the existing bus stop on the north side of New Brighton Road commencing at a point 56 metres east of its intersection with Lake Terrace Road and extending in an easterly direction for a distance of 15 metres be revoked.	(f)(26) That a bus stop be installed on the north side of New Brighton Road commencing at a point 54.5 metres east of its intersection with Lake Terrace Road and extending in an easterly direction for a distance of 15 metres.	That the existing bus stop be retained and the proposed bus stop be revoked.	The cost of moving a bus stop 1.5 metres to the south along New Brighton Road is unwarranted.
(f)(3) That the existing bus stop on the south side of New Brighton Road commencing at a point 187.5 metres west of its intersection with Cresswell Avenue and extending in a westerly direction for a distance of 13.5 metres be revoked.	(f)(28) That a bus stop be installed on the south side of New Brighton Road commencing at a point 145 metres west of its intersection with Cresswell Avenue and extending in a westerly direction for a distance of 15 metres.	That the existing bus stop be retained, but lengthened to meet the new bus stop infrastructure design guidelines, and the proposed bus stop be revoked.	There are issues with the safety / sight lines around the area of the proposed bus stop, whereas the existing bus stop location is indented and safe.
(f)(8) That the existing bus stop on the north side of New Brighton Road commencing at a point 49 metres east of its intersection with Bower Avenue and extending in an easterly direction for a distance of 17 metres be revoked.	N/A	That the existing bus stop be retained.	With the adjustment of other bus stops as part of the bus stop rationalisation plan and amendments outlined in this report, it is considered that this bus stop should remain to ensure compliance with the Council's Bus Stop Location Policy 1999.
N/A	(f)(31) That a bus stop be installed on the north side of New Brighton Road commencing at a point 39.5 metres west of its intersection with Bower Avenue and extending in a westerly direction for a distance of 24.5 metres.	That the proposed bus stop be revoked.	There is an existing bus stop to the west of the proposed bus stop. The proposed bus stop location is also outside a pub, which is not considered an ideal location for a bus stop.
(f)(19) That the existing bus stop on the east side of Queenspark Drive at a point (bus stop sign only) 135 metres south of its intersection with Radiata Avenue be revoked.	(f)(38) That a bus stop be installed on the east side of Queenspark Drive commencing at a point 22 metres south of its intersection with Radiata Avenue and extending in a southerly direction for a distance of 16 metres.	That the existing bus stop remain and the proposed bus stop be revoked.	In conjunction with the resolution below, it is not considered necessary to incur cost removing this bus stop, and putting in a new bus stop.
(f)(20) That the existing bus stop on the east side of Queenspark Drive at a point (bus stop sign only) 138.5 metres north of its intersection with Radiata Avenue be revoked.	(f)(38) That a bus stop be installed on the east side of Queenspark Drive commencing at a point 22 metres south of its intersection with Radiata Avenue and extending in a southerly direction for a distance of 16 metres.	That the existing bus stop remain and the proposed bus stop be revoked.	In conjunction with the above resolution, it is not considered necessary to incur cost removing this bus stop, and putting in a new bus stop.
(f)(21) That the existing bus stop on the north side of Broadhaven Avenue at a point (bus stop sign only) 124.5 metres east of its intersection with Queenspark Drive be revoked.	(f)(39) That a bus stop be installed on the north side of Broadhaven Avenue commencing at a point 37 metres east of its intersection with Queenspark Drive and extending in an easterly direction for a distance of 21 metres.	That the existing bus stop remain and the proposed bus stop be revoked.	As with the previous two resolutions, it is not considered necessary to incur the cost of removing this bus stop and putting in a new bus stop.
(f)(22) That the existing bus stop on the south side of Broadhaven Avenue at a point (bus stop sign only) 112 metres east of its intersection with Bottle Lake Drive be revoked	N/A	That the existing bus stop remain.	It is considered that there is no need for this bus stop to be moved.
(f)(40) That a bus stop be installed on the north side of Broadhaven Avenue commencing at a point 58 metres east of its intersection with Forest Drive and extending in an easterly direction for a distance of 35.5 metres.	N/A	That the proposed bus stop be moved an additional 100 metres to the east.	By moving this stop 100m to the east, it will minimise the effect of the bus stop on existing parking requirements at the park and on residential properties at the terminus of the route.

**2 Cont'd**

7. The staff recommendations outlined below are consistent with the bus stop rationalisation plans shown in **Appendix 1**.

**FINANCIAL IMPLICATIONS**

8. There are no financial implications with the retention of the existing bus stops.
9. The bus stop rationalisation is included within the estimated costs for the Queenspark Bus Priority Project, which is included in the Transport and Greenspace Unit's capital programme for implementation in the 2008/2009 and 2009/2010 financial years. Removal of an existing bus stop including signage and markings typically costs \$300, and the installation of a new bus stop including signage and markings typically costs \$300.

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

10. As above.

**LEGAL CONSIDERATIONS**

11. The installation of any bus stop signage and/or markings must comply with the Land Transport Rule - Traffic Control Devices 2004 – Rule 54002.
12. The retention of the existing bus stops will require resolution by the Council, as these were revoked by the Council at its meeting on 12 June 2008.
13. The revocation of the proposed bus stops will require resolution by the Council, as these were passed by the Council at its meeting on 12 June 2008.

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

14. Not applicable.

**ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS**

15. The Queenspark Bus Priority Project aligns with the Transport and Greenspace Unit's Asset Management Plan, and the Bus Priority Routes Project of the Capital Works Programme, page 85, Our Community Plan 2006-2016.

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

16. As above.

**ALIGNMENT WITH STRATEGIES**

17. The Queenspark Bus Priority Project is consistent with the New Zealand Transport Strategy, as well as key regional and local council strategies, including the Regional Land Transport Strategy, Metropolitan Christchurch Transport Statement, Public Passenger Transport Strategy, Pedestrian Strategy, Parking Strategy, Cycling Strategy, Road Safety Strategy, Citywide Public Transport Priority Plan, Metro Strategy 2006-2012, and the Greater Christchurch Urban Development Strategy.
18. The bus stop rationalisation aspect of the bus priority project has been developed in line with the Council's Bus Stop Location Policy 1999.

**Do the recommendations align with the Council's strategies?**

19. As above.

2 Cont'd

**CONSULTATION FULFILMENT**

20. Public consultation for the Queenspark Bus Priority project was undertaken from 15 October to 17 December 2007. The Queenspark Route specific consultation brochure was distributed to approximately 3,770 households along the route and side streets (residents and absentee landowners), as well as stakeholders and other interested groups. A total of 17,000 route specific brochures were printed and distributed.
21. As a result of the consultation phase, a total of 163 responses were received on the Queenspark route through a variety of media including emails, feedback forms (included with the brochure), Have Your Say on the Council's website, letters and phone calls. In addition, there were four route specific seminars held.
22. The consultation process was reported to all community board members and Councillors in a report dated 18 January 2008 "*Bus Priority Record of Consultation, Communication and Marketing*". The issues raised during the consultation phase were reported to the three Community Boards at their meetings held on 19 May 2008 (Burwood/Pegasus), 21 May 2008 (Shirley/Papanui) and 21 May 2008 (Hagley/Ferrymead) and to the Council at its meeting on 12 June 2008.
23. There were no specific submissions or feedback on the bus stops referred to in these amendments as part of the consultation phase undertaken for the Queenspark Bus Priority project.

**STAFF RECOMMENDATION**

It is recommended that the Council:

- (a) Reinstatement of the following resolutions revoked by the Council at its meeting held on 12 June 2008, which reads:
  - (f)(1) That the existing bus stop on the north side of New Brighton Road commencing at a point 56 metres east of its intersection with Lake Terrace Road and extending in an easterly direction for a distance of 15 metres, be revoked.
  - (f)(3) That the existing bus stop on the south side of New Brighton Road commencing at a point 187.5 metres west of its intersection with Creswell Avenue and extending in a westerly direction for a distance of 13.5 metres, be revoked.
  - (f)(8) That the existing bus stop on the north side of New Brighton Road commencing at a point 49 metres east of its intersection with Bower Avenue and extending in an easterly direction for a distance of 17 metres, be revoked.
  - (f)(19) That the existing bus stop on the east side of Queenspark Drive at a point (bus stop sign only) 135 metres south of its intersection with Radiata Avenue, be revoked.
  - (f)(20) That the existing bus stop on the east side of Queenspark Drive at a point (bus stop sign only) 138.5 metres north of its intersection with Radiata Avenue, be revoked.
  - (f)(21) That the existing bus stop on the north side of Broadhaven Avenue at a point (bus stop sign only) 124.5 metres east of its intersection with Queenspark Drive, be revoked.
  - (f)(22) That the existing bus stop on the south side of Broadhaven Avenue at a point (bus stop sign only) 112 metres east of its intersection with Bottle Lake Drive, be revoked.

**2 Cont'd**

- (b) The resolutions in (a) above, be amended to read:
- (f)(1) That the existing bus stop on the north side of New Brighton Road commencing at a point 56 metres east of its intersection with Lake Terrace Road and extending in an easterly direction for a distance of 15 metres remain.
  - (f)(3) That the existing bus stop on the south side of New Brighton Road commencing at a point 187.5 metres west of its intersection with Cresswell Avenue be extended in a westerly direction for a total distance of 15 metres.
  - (f)(8) That the existing bus stop on the north side of New Brighton Road commencing at a point 49 metres east of its intersection with Bower Avenue and extending in an easterly direction for a distance of 17 metres remain.
  - (f)(19) That the existing bus stop on the east side of Queenspark Drive at a point (bus stop sign only) 135 metres south of its intersection with Radiata Avenue remain.
  - (f)(20) That the existing bus stop on the east side of Queenspark Drive at a point (bus stop sign only) 138.5 metres north of its intersection with Radiata Avenue remain.
  - (f)(21) That the existing bus stop on the north side of Broadhaven Avenue at a point (bus stop sign only) 124.5 metres east of its intersection with Queenspark Drive remain.
  - (f)(22) That the existing bus stop on the south side of Broadhaven Avenue at a point (bus stop sign only) 112 metres east of its intersection with Bottle Lake Drive remain.
- (c) Revoke the following resolutions passed by the Council at its meeting held on 12 June 2008, which read:
- (f)(26) That a bus stop be installed on the north side of New Brighton Road commencing at a point 54.5 metres east of its intersection with Lake Terrace Road and extending in an easterly direction for a distance of 15 metres.
  - (f)(28) That a bus stop be installed on the south side of New Brighton Road commencing at a point 145 metres west of its intersection with Cresswell Avenue and extending in a westerly direction for a distance of 15 metres.
  - (f)(31) That a bus stop be installed on the north side of New Brighton Road commencing at a point 39.5 metres west of its intersection with Bower Avenue and extending in a westerly direction for a distance of 24.5 metres.
  - (f)(38) That a bus stop be installed on the east side of Queenspark Drive commencing at a point 22 metres south of its intersection with Radiata Avenue and extending in a southerly direction for a distance of 16 metres.
  - (f)(39) That a bus stop be installed on the north side of Broadhaven Avenue commencing at a point 37 metres east of its intersection with Queenspark Drive and extending in an easterly direction for a distance of 21 metres.
  - (f)(40) That a bus stop be installed on the north side of Broadhaven Avenue commencing at a point 58 metres east of its intersection with Forest Drive and extending in an easterly direction for a distance of 35.5 metres.
- (d) The resolutions in (c) above, be amended to read:
- (f)(26) That a bus stop proposed to be installed on the north side of New Brighton Road commencing at a point 54.5 metres east of its intersection with Lake Terrace Road and extending in an easterly direction for a distance of 15 metres be revoked.

**2 Cont'd**

- (f)(28) That a bus stop proposed to be installed on the south side of New Brighton Road commencing at a point 145 metres west of its intersection with Cresswell Avenue and extending in a westerly direction for a distance of 15 metres be revoked.
- (f)(31) That a bus stop proposed to be installed on the north side of New Brighton Road commencing at a point 39.5 metres west of its intersection with Bower Avenue and extending in a westerly direction for a distance of 24.5 metres be revoked.
- (f)(38) That a bus stop proposed to be installed on the east side of Queenspark Drive commencing at a point 22 metres south of its intersection with Radiata Avenue and extending in a southerly direction for a distance of 16 metres be revoked.
- (f)(39) That a bus stop proposed to be installed on the north side of Broadhaven Avenue commencing at a point 37 metres east of its intersection with Queenspark Drive and extending in an easterly direction for a distance of 21 metres be revoked.
- (f)(40) That a bus stop be installed on the north side of Broadhaven Avenue commencing at a point 158 metres east of its intersection with Forest Drive and extending in an easterly direction for a distance of 35.5 metres.

**BOARD RECOMMENDATION**

That the staff recommendation be adopted.

**PART B - REPORTS FOR INFORMATION**



**3. ELECTED MEMBERS' EXPENSES AND ALLOWANCES 2009/10**

The Board considered a report from the Democracy Services Manager and noted that its feedback and that from other Boards, would be collectively reported to the Council in due course.

**4. DEPUTATIONS BY APPOINTMENT**

Nil.

**5. PRESENTATION OF PETITIONS**

Nil.

**6. NOTICES OF MOTION**

Nil.

**7. CORRESPONDENCE**

The Board **received** tabled correspondence from the Dallington Residents' Association regarding a proposal for adult play equipment to be provided at Burwood Park.

The Board **decided** to refer the proposal to staff for consideration and response back to the correspondent.

**8. BRIEFINGS**

Councillors Carole Evans and Jane Demeter from Environment Canterbury were in attendance and they briefed the Board on the contents of Environment Canterbury's Draft Long Term Council Community Plan 2009-19.

The Chairman thanked the Councillors for the briefing provided.

Clause 19 (Part C) of these minutes, records a Board decision to make a submission to Environment Canterbury's Draft Long Term Council Community Plan.

**9. COMMUNITY BOARD ADVISER'S UPDATE**

The Board **received** information from the Community Board Adviser on forthcoming Board related activity over the coming weeks.

Members were also invited to submit ideas to staff on current local projects and initiatives for possible inclusion in community newspapers as part of the Board's communications with the Burwood/Pegasus community.

Also, clause 19 (Part C) of these minutes records the Board's decision regarding the adoption of its submission to the Christchurch City Council's Draft Long Term Council Community Plan 2009-19.

**10. BOARD MEMBER'S QUESTIONS**

Nil.

**PART C - REPORT ON DELEGATED DECISIONS TAKEN BY THE BOARD**

**11. CONFIRMATION OF MEETING MINUTES – 30 MARCH 2009**

The Board **resolved** that the minutes of its meeting held on 30 March 2009, be confirmed.

**12. BURWOOD/PEGASUS COMMUNITY BOARD'S 2008/09 DISCRETIONARY RESPONSE FUND – APPLICATION - MANAAKI SOUNDS TRUST**

The Board considered a report seeking a funding contribution to the Manaaki Sounds Trust for the 'Matariki at the Marae' event in June 2009.

The Board **resolved** to allocate \$10,000 from its 2008/09 Discretionary Response Fund to Manaaki Sounds Trust for the 'Matariki at the Marae' event in June 2009.

**13. BURWOOD/PEGASUS COMMUNITY BOARD'S 2008/09 DISCRETIONARY RESPONSE FUND – APPLICATION - NEW BRIGHTON RETURNED SERVICES ASSOCIATION RE ANZAC DAY**

The Board considered a report regarding a funding request from the New Brighton Returned Services Association for its ANZAC Day 2009 commemoration.

The Board **resolved** to allocate \$730 from the Burwood/Pegasus 2008/09 Discretionary Response Fund towards the New Brighton Returned Services Association's ANZAC Day 2009 commemoration.

(**Note:** David East declared an interest and retired from the discussion and voting thereon, when Tim Sintes temporarily assumed the chair)

**14. BURWOOD/PEGASUS YOUTH DEVELOPMENT FUNDING SCHEME – APPLICATIONS – DYNIKA RAYNER AND DANIELLE JELLEY**

The Board considered a report requesting that funding assistance be allocated to two applicants from the Youth Development Fund.

The Board **resolved**:

- (a) To approve an allocation of \$200 from its 2008/09 Youth Development Funding Scheme for Dynika Rayner to represent New Zealand at the Rainbow Connection World Championships (dance) in Long Beach, California, USA, from 17 July to 2 August 2009.
- (b) To approve an allocation of \$200 from its 2008/09 Youth Development Funding Scheme for Danielle Jelley to represent the New Zealand Highland Dancers at the Virginia Tattoo in Norfolk, Virginia, USA, from 24 April to 3 May 2009.

**15. BURWOOD/PEGASUS YOUTH DEVELOPMENT FUNDING SCHEME – APPLICATION - RAVEN GOODING**

The Board considered a report requesting funding assistance for Raven Gooding from its Youth Development Fund.

The Board **resolved** to allocate \$150 to Raven Gooding from its 2008/09 Youth Development Funding Scheme towards conference costs.

**16. BURWOOD/PEGASUS COMMUNITY BOARD'S 2008/09 DISCRETIONARY RESPONSE FUND – APPLICATION - BURWOOD/PEGASUS COMMUNITY WATCH**

The Board considered a report requesting funding for the Burwood/Pegasus Community Watch from the Board's Discretionary Response Fund.

The Board **resolved** to grant \$8,000 from its 2008/09 Discretionary Response Fund to the Burwood/Pegasus Community Car Watch towards the purchase of a replacement watch vehicle and uniforms for volunteers.

**17. LOCAL GOVERNMENT NEW ZEALAND “KNOW HOW” TRAINING WORKSHOP– FINANCIAL GOVERNANCE 101 – MEMBERS ATTENDANCE**

The Board considered a report seeking approval for interested members to attend a Local Government New Zealand “Know How” Training Workshop – Financial Governance 101, to be held in Christchurch on 7 August 2009.

The Board **resolved** to approve the attendance of David East, Tim Sintes and Linda Stewart to the Local Government New Zealand Workshop on Financial Governance 101 being held in Christchurch on Friday 7 August 2009.

**18. BURWOOD/PEGASUS COMMUNITY BOARD'S 2008/09 DISCRETIONARY RESPONSE FUND – APPLICATION – 2009 ANZAC DAY WREATHS**

The Board considered a report seeking approval for funding from the Board's Discretionary Response Fund for the purchase of wreaths to commemorate ANZAC Day for 2009.

The Board **resolved** to allocate \$360 from its 2008/09 Discretionary Response Fund to purchase wreaths for ANZAC Day 2009.

**(Note:** David East declared an interest and retired from the discussion and voting thereon, when Tim Sintes temporarily assumed the chair.)



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**19. COMMUNITY BOARD ADVISERS UPDATE – CONT'D**

Further to clauses 8 and 9 (Part B) of these minutes, the Board **resolved**:

- (a) To grant its Bylaw Review Subcommittee power to act in preparing a submission to Environment Canterbury on its Draft Long Term Council Community Plan 2009-19.
- (b) To approve as amended, its submission to the Christchurch City Council's Draft Long Term Council Community Plan 2009-19.

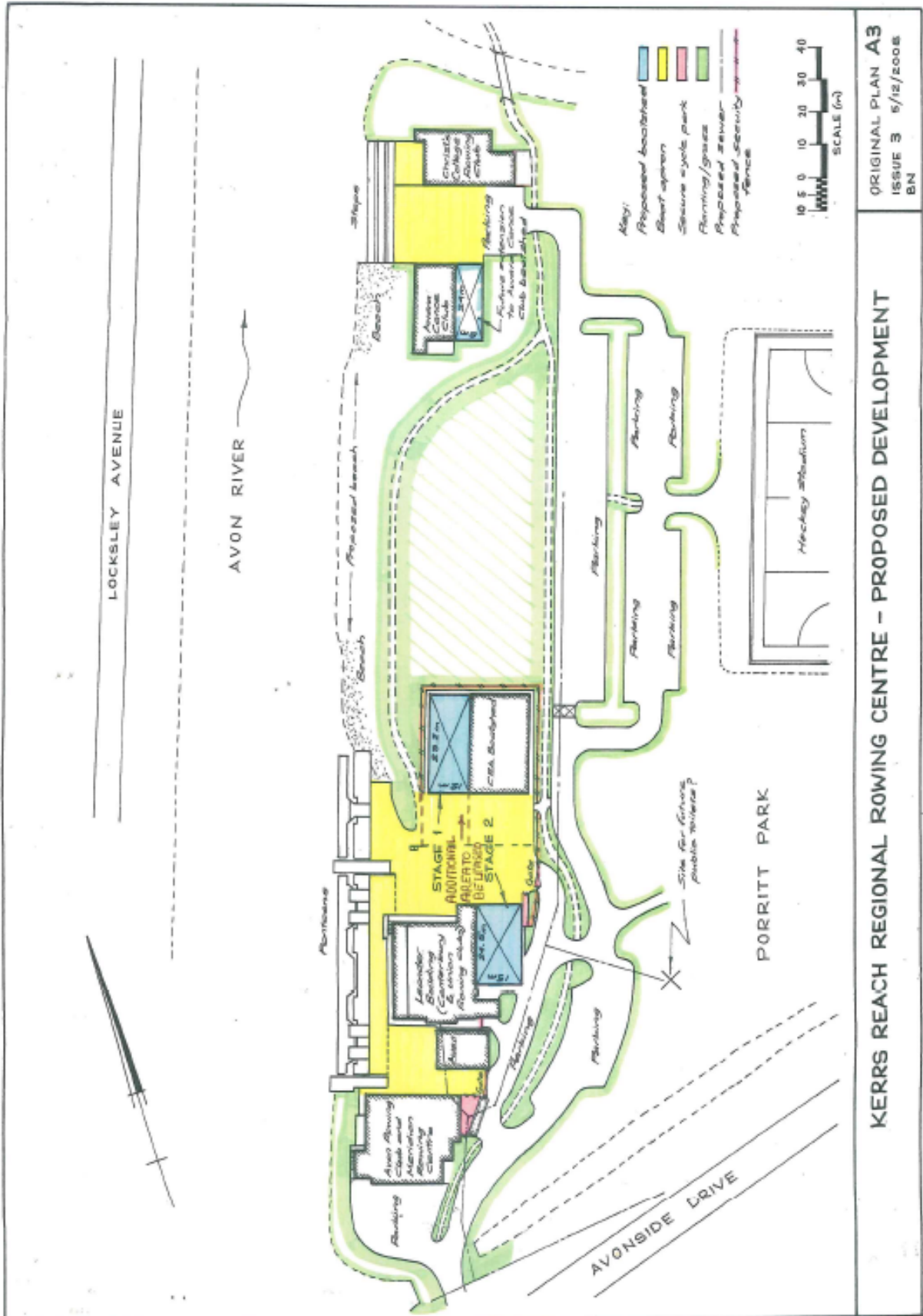
**20. RESOLUTION TO EXCLUDE THE PUBLIC**

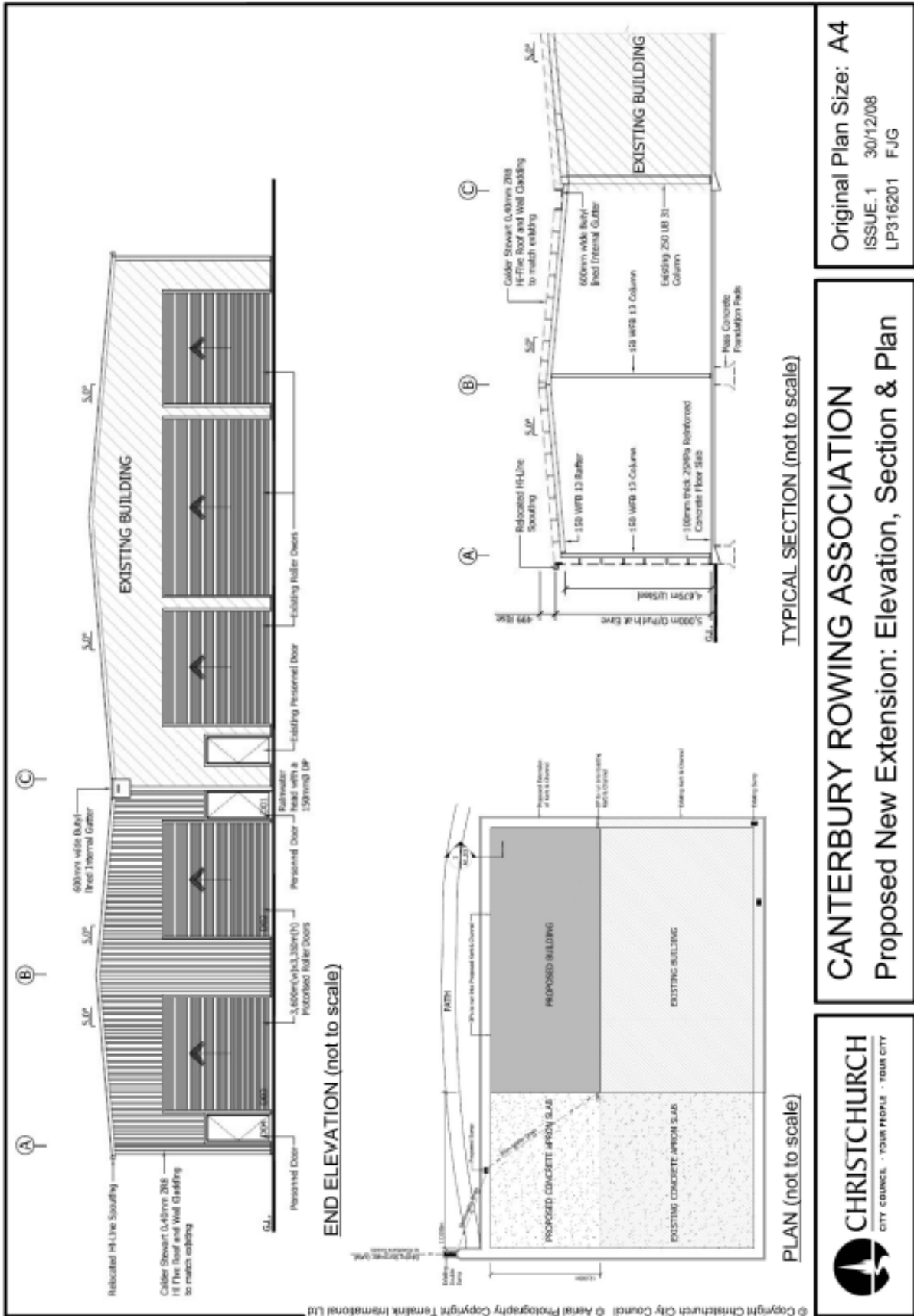
The Board **resolved** that the resolution set out on page 56 of the agenda, be adopted.

The meeting concluded at 6.55pm.

**CONFIRMED THIS 4TH DAY OF MAY 2009**

**DAVID EAST  
CHAIRMAN**





Original Plan Size: A4  
 ISSUE. 1 30/12/08  
 LP316201 FJG

**CANTERBURY ROWING ASSOCIATION**  
 Proposed New Extension: Elevation, Section & Plan



