

14. 5. 2009

**SHIRLEY/PAPANUI COMMUNITY BOARD
15 APRIL 2009**

**Minutes of a meeting of the Shirley/Papanui Community Board,
held on Wednesday 15 April 2009 at 4pm
in the Boardroom, Papanui Service Centre, corner Langdons Road and Restell Street, Papanui**

PRESENT: Yvonne Palmer (Chairperson), Ngaire Button, Kathy Condon, Pauline Cotter, Aaron Keown, Matt Morris, and Norm Withers.

APOLOGIES: Apologies for early departure were received and accepted from Ngaire Button and Kathy Condon, both of whom retired at 7.25pm and were absent for clauses 11, 12, 13, 14, 22 and 23.

The Board reports that:

PART A – MATTERS REQUIRING A COUNCIL DECISION

1. QUEENSPARK BUS PRIORITY PROJECT – BUS STOP RATIONALISATION AMENDMENTS



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

PURPOSE OF REPORT

1. The purpose of this report is to recommend to the Council to amend some of the bus stop resolutions associated with the bus stop rationalisation aspect of the Queenspark Bus Priority project, following a review of bus stop infrastructure along this corridor during the detailed design phase.

EXECUTIVE SUMMARY

2. 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”*.
3. In carrying out this resolution during the detailed design phase, Council officers 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 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 Guidelines.
4. As a result of this review, the St Stephen’s Church bus stop and bus shelter is recommended to remain in its existing location. The other bus stop rationalisation amendments proposed as a result of the review are summarised below in the table. Note that the (f)(#) references relate to the Council resolutions in the report dated 12 June 2008.

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Existing Bus Stop	Proposed Bus Stop	Recommendation	Reason for Amendment
(f)(61) That the existing bus stop on the east side of Hills Road commencing at a point 112.5m south of its intersection with Warden Street and extending in a southerly direction for a distance of 15m be revoked.	(f)(76) That a bus stop be installed on the east side of Hills Road commencing at a point 113.5m south of its intersection with Warden Street and extending in a southerly direction for a distance of 13m.	Retain the existing bus stop and revoke the proposed bus stop.	The cost of moving a bus stop one metre to the south along Hills Road is unwarranted. In addition, the length of the bus stop is proposed to be shorter than the recommended guidelines of 14m for minimum bus stop lengths.
(f)(64) That the existing bus stop on the west side of Hills Road commencing at a point 99m north of its intersection with Edward Avenue and extending in a northerly direction for a distance of 15m be revoked.	(f)(75) That a bus stop be installed on the west side of Hills Road commencing at a point 13.5m north of its intersection with Edward Avenue and extending in a northerly direction for a distance of 15m.	Retain the existing bus stop and revoke the proposed bus stop.	The existing bus stop is located closer to the Shirley Shopping area and therefore of more use to passengers than the proposed bus stop, which was the location of the second bus boarder stop during that trial.
(f)(66) That the existing bus stop on the east side of Hills Road commencing at a point 96m north of its intersection with North Avon Road and extending in a northerly direction for a distance of 18m be revoked.	N/A	Retain the existing bus stop.	The removal of this bus stop would introduce safety concerns for pedestrians having to cross North Avon Road to get to the next bus stop. Retaining this stop reduces the potential safety risks to those pedestrians utilising the bus service along Hills Road.
(f)(67) That the existing bus stop on the north side of Shirley Road commencing at a point 91.5m east of its intersection with Hills Road and extending in an easterly direction for a distance of 22m be revoked.	(f)(78) That a bus stop be installed on the north side of Shirley Road commencing at a point 127.5m east of its intersection with Hills Road and extending in an easterly direction for a distance of 20m.	Retain the existing bus stop and revoke the proposed bus stop.	The existing bus stop and bus shelter outside Shirley Primary School is recommended to remain in its existing location, as there is no reason to move it east by approximately 35m, given the cost of moving this infrastructure.
(f)(70) That the existing bus stop on the west side of Emmett Street at a point (bus stop sign only) north of its intersection with Shirley Road for a distance of 22.5m be revoked.	N/A	Retain the existing bus stop.	With the recommendation to retain the bus stop and shelter outside St Stephen's Church, it is considered appropriate to retain the bus stop in Emmett Street opposite St Stephen's Church.
(f)(71) That the existing bus stop on the north side of Shirley Road commencing at a point 13.5m east of its intersection with Emmett Street and extending in an easterly direction for a distance of 18m be revoked.	N/A	Retain the existing bus stop.	This bus stop and bus shelter outside St Stephen's Church is recommended to remain as it is a well patronised stop.

5. The staff recommendations outlined below are consistent with the bus stop rationalisation plans **(attached)**.

FINANCIAL IMPLICATIONS

6. There are no financial implications with the retention of the existing bus stops.
7. 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 each, and the installation of a new bus stop including signage and markings typically costs \$300 each.

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

8. As above.

1 Cont'd

LEGAL CONSIDERATIONS

9. The installation of any bus stop signage and/or markings must comply with the Land Transport Rule - Traffic Control Devices 2004 – Rule 54002.
10. The retention of the existing bus stops will require resolution by Council following consideration by the Shirley/Papanui Community Board, as these were revoked by the Council at its meeting held on 12 June 2008.
11. The revocation of the proposed bus stops will require resolution by the Council following consideration by the Shirley/Papanui Community Board, as these were passed by the Council at its meeting held on 12 June 2008.
12. The Board's Greenspace Traffic Works Committee met on 1 April 2009 and supported the staff recommendation.

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

13. The delegation for resolution of bus stops and bus shelters lies with the Community Board in the Council's Register of Delegations 2008.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

14. 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, pg 85, Our Community Plan 2006-2016.

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

15. As above.

ALIGNMENT WITH STRATEGIES

16. 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.
17. 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?

18. As above.

CONSULTATION FULFILMENT

19. Public consultation for the Queenspark Bus Priority Project was undertaken from 15 October – 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.

1 Cont'd

20. As a result of 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 call. In addition, there were four route specific seminars held.
21. 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 held on 12 June 2008.
22. The request to keep the bus stop and bus shelter outside St Stephen's Church was made to the Council at its meeting held on 12 June 2008 by Mr Ralph Ross. Further discussions were held with Mr Ross following the Council meeting, where Mr Ross outlined the history behind the bus stop and bus shelter at both Shirley Primary School and St Stephen's Church. In consultation with Council officers, the recommendation of the project team is to retain these two bus stops with their associated bus shelters in their existing locations.

STAFF RECOMMENDATION

That the Council:

- (a) Reinststate the following resolutions revoked by Council at its meeting held on 12 June 2008, which read:
 - (f)(61) *That the existing bus stop on the east side of Hills Road commencing at a point 112.5 metres south of its intersection with Warden Street and extending in a southerly direction for a distance of 15 metres be revoked.*
 - (f)(64) *That the existing bus stop on the west side of Hills Road commencing at a point 99 metres north of its intersection with Edward Avenue and extending in a northerly direction for a distance of 15 metres be revoked.*
 - (f)(66) *That the existing bus stop on the east side of Hills Road commencing at a point 96 metres north of its intersection with North Avon Road and extending in a northerly direction for a distance of 18 metres be revoked.*
 - (f)(67) *That the existing bus stop on the north side of Shirley Road commencing at a point 91.5 metres east of its intersection with Hills Rod and extending in an easterly direction for a distance of 22 metres be revoked.*
 - (f)(70) *That the existing bus stop on the west side of Emmett Street at a point (bus stop sign only) north of its intersection with Shirley Road for a distance of 22.5 metres be revoked.*
 - (f)(71) *That the existing bus stop on the north side of Shirley Road commencing at a point 13.5 metres east of its intersection with Emmett Street and extending in an easterly direction for a distance of 18 metres be revoked.*

These resolutions are recommended to read:

- (f)(61) *That the existing bus stop on the east side of Hills Road commencing at a point 112.5 metres south of its intersection with Warden Street and extending in a southerly direction for a distance of 15 metres remain.*
- (f)(64) *That the existing bus stop on the west side of Hills Road commencing at a point 99 metres north of its intersection with Edward Avenue and extending in a northerly direction for a distance of 15 metres remain.*

1 Cont'd

(f)(66) That the existing bus stop on the east side of Hills Road commencing at a point 96 metres north of its intersection with North Avon Road and extending in a northerly direction for a distance of 18 metres remain.

(f)(67) That the existing bus stop on the north side of Shirley Road commencing at a point 91.5 metres east of its intersection with Hills Rod and extending in an easterly direction for a distance of 22 metres remain.

(f)(70) That the existing bus stop on the west side of Emmett Street at a point (bus stop sign only) north of its intersection with Shirley Road for a distance of 22.5 metres remain.

(f)(71) That the existing bus stop on the north side of Shirley Road commencing at a point 13.5 metres east of its intersection with Emmett Street and extending in an easterly direction for a distance of 18 metres remain.

(b) Revoke the following resolutions passed by Council at its meeting held on 12 June 2008, which read:

(f)(76) That a bus stop be installed on the east side of Hills Road commencing at a point 113.5 metres south of its intersection with Warden Street and extending in a southerly direction for a distance of 13 metres.

(f)(75) That a bus stop be installed on the west side of Hills Road commencing at a point 13.5 metres north of its intersection with Edward Avenue and extending in a northerly direction for a distance of 15 metres.

(f)(78) That a bus stop be installed on the north side of Shirley Road commencing at a point 127.5 metres east of its intersection with Hills Road and extending in an easterly direction for a distance of 20 metres.

These resolutions are recommended to read:

(f)(76) That a bus stop proposed to be installed on the east side of Hills Road commencing at a point 113.5 metres south of its intersection with Warden Street and extending in a southerly direction for a distance of 13 metres be revoked.

(f)(75) That a bus stop proposed to be installed on the west side of Hills Road commencing at a point 13.5 metres north of its intersection with Edward Avenue and extending in a northerly direction for a distance of 15 metres be revoked.

(f)(78) That a bus stop proposed to be installed on the north side of Shirley Road commencing at a point 127.5 metres east of its intersection with Hills Road and extending in an easterly direction for a distance of 20 metres be revoked.

BOARD RECOMMENDATION

That the staff recommendation be adopted.

(Aaron Keown requested that his vote against the above recommendation be recorded.)

2. 48 AND 86 NORTHCOTE ROAD LAND EXCHANGE



General Manager responsible:	General Manager City Environment, DDI 941-8608
Officer responsible:	Unit Manager Transport and Greenspace
Authors:	Stuart McLeod, Property Consultant, and Richard Holland, Planning and Investigations Team Manager

PURPOSE OF REPORT

1. The purpose of this report is to recommend to the Council that some of the resolutions passed by the Council on 15 May 2008 in respect of declaring 48 and 86 Northcote Road surplus be revoked and replaced so as to enable a property swap with Housing New Zealand for the property at 329-331 Riccarton Road to be facilitated if achievable.

EXECUTIVE SUMMARY

2. At its meeting on 15 May 2008 the Council considered a report from the Shirley/Papanui Community Board for the purpose of declaring surplus and disposing of two properties, 48 and 86 Northcote Road and as a result passed the following resolutions upon recommendation from the Community Board at its meeting on 19 March 2008:

- (a) *Declare the balance of the properties situated at 48 and 86 Northcote Road described as part Lot 4 DP 13883 and part Lot 240 DP 17687 respectively to be surplus and;*
- (b) *Authorise staff to commence offer back obligations under Section 40 of the Public Works Act 1981 relative to 86 Northcote Road described above as part Lot 240 DP 17687 formerly owned by Robert Thomas Hunter and;*
- (c) *Approve the properties be offered for sale by way of public tender with a minimum tender amount to be set by an independent valuer and;*
- (d) *Approve the Corporate Support Manager is given delegated authority to conclude the sale of both properties by, as supported by valuation advice and consideration of other factors including marketing and market dynamics, including if the minimum price is not achievable by tender then the property may be sold by private treaty.”*

3. These resolutions have not been enacted as an opportunity has arisen to possibly swap the properties at 48 and 86 Northcote Road for the property at 329-331 Riccarton Road, the details of which are set out in the public excluded report from the Riccarton Wigram Community Board dated 7 April 2009.

FINANCIAL IMPLICATIONS

4. As set out in the above report and unchanged from the original of 15 May 2008.

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

5. Not applicable.

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

6. Not applicable.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS**Do the recommendations of this report support a level of service or project in the 2006-16 LTCCP?**

7. Not applicable.

2 Cont'd

ALIGNMENT WITH STRATEGIES

Do the recommendations align with the Council's strategies?

8. Not applicable.

CONSULTATION FULFILMENT

9. Not applicable.

STAFF RECOMMENDATION

That the Council resolve:

(a) To revoke the following resolutions (c) and (d) passed on 15 May 2008:

"(c) Approve that the properties be offered for sale by way of public tender with a minimum tender amount to be set by an independent valuer; and

(d) Approve that the Corporate Support Manager is given delegated authority to conclude the sale of both properties by, as supported by valuation advice and consideration of other factors including marketing and market dynamics, including if the minimum price is not achievable by tender then the property may be sold by private treaty."

(b) That the Corporate Support Manager is given delegated authority to dispose of the properties situated at 48 and 86 Northcote Road to be affected by an exchange with Housing New Zealand Limited for the property situated at 329-331 Riccarton Road.

(c) Should such an exchange in resolution (b) not be achievable then the Corporate Support Manager be given delegated authority to conclude the sale of both properties at +/- 10 per cent of market value.

BOARD RECOMMENDATION

That the Council resolve:

(a) To revoke the following resolutions (c) and (d) passed on 15 May 2008:

"(c) Approve that the properties be offered for sale by way of public tender with a minimum tender amount to be set by an independent valuer; and

(d) Approve that the Corporate Support Manager is given delegated authority to conclude the sale of both properties by, as supported by valuation advice and consideration of other factors including marketing and market dynamics, including if the minimum price is not achievable by tender then the property may be sold by private treaty."

(b) That the Corporate Support Manager is given delegated authority to dispose of the properties situated at 48 and 86 Northcote Road to be affected by an **equitable** exchange with Housing New Zealand Limited for the property situated at 329-331 Riccarton Road.

(c) Should such an exchange in resolution (b) not be achievable then the Corporate Support Manager be given delegated authority to conclude the sale of both properties at +/- 10 per cent of market value.

(Note: The Board amended the staff recommendation by adding the word "equitable" to recommendation (b) above – shown in bold.)

3. BROOKLANDS LAGOON AREA PARKS MASTER AND MANAGEMENT PLANS



General Manager responsible:	General Manager City Environment DDI 941-8608
Officer responsible:	Asset and Network Planning Manager
Author:	Derek Roozen, Parks and Waterways Planner

PURPOSE OF REPORT

1. The purpose of this report is to recommend to the Council that it approve the draft Spencer Park Management Plan 2009 (Attachment A) and Seafield Park Management Plan 2009 (Attachment B), and the draft Brooklands Lagoon Area Parks Master Plan 2009 (Attachment C), to be put out for public consultation, pursuant to Section 41 of the Reserves Act 1977. **(All attachments have been separately circulated to members.)**

EXECUTIVE SUMMARY

2. The Brooklands Lagoon planning area is centred on a prominent elongated estuary adjacent to the mouth of the Waimakariri River at the north-east corner of the Christchurch District. Much of the land in this area is in the public arena, and this is administered by three government agencies. This public land adjoins, to the west, areas that are predominantly in private ownership, both rural and residential. See Attachment D (**attached**) for a map of the area.
3. The public land (including the estuary and foreshore (beach) areas) has high natural and scenic values and is accessed by the public for outdoor recreation. Most of the areas of the highest ecological value (that is, the estuary and its margins, and the adjacent Brooklands Spit and the foreshore) are under the administration of the Department of Conservation ("DoC") and Environment Canterbury ("ECan"). Significantly sized areas, though, are Council parks (for example, Spencer and Seafield Parks) and other areas managed on a day-to-day basis as parks by Council staff (for example, Brooklands Spit).
4. Prior to 2003, Council staff had identified the need to review the Spencer Park Management Plan 1982 due to, firstly, the plan being significantly out of date and, secondly, the need to address some facility issues and needs in the Park, such as vacant and un-needed buildings, and a requirement for improvements to vehicle circulation. In addition, staff noted that no management plan was in place for Seafield Park, although a draft had been prepared in 1995. Staff considered it necessary to prepare a management plan for Seafield Park, due to the high natural and scenic values present, and the close linkage of this park with Spencer Park.
5. At the time, it was considered appropriate to take an integrated planning approach for the Council parks in the wider Brooklands Lagoon area, because of the strong links that exist between all parts of the area, including the Council parks, other Council land, and land administered by DoC and ECan. Staff believed that such an approach would best be achieved through the development of a master plan (now called the Draft Brooklands Lagoon Area Parks Master Plan 2009), with this plan advocating an integration of planning for the area and raising, for consideration, proposals for development, action and further planning.
6. Early in 2003, staff began preparatory work on an integrated open space planning concept for the Brooklands Lagoon planning area, including formulating information on, and analysing the issues affecting, the area. A joint Council, DoC, ECan and Community Board field trip to the planning area was held midway through the year and this resulted in good discussion of the values of, and the issues affecting, the area. A user survey for the area, commissioned for over the 2003/2004 summer holiday months, concluded that the majority of visitors to the area considered they had a satisfying experience, with the beach environment, peacefulness and range of things to do being the top features indicated. Over a third of visitors ranked it as the top area in the City for their chosen activity. Since then, there has been a Council Regulatory and Consents Committee seminar, with representatives from many of the stakeholders in the area attending, on the wider Brooklands Lagoon area values and issues (in July 2004) and a Shirley/Papanui Community Board seminar (in April 2005).

3 Cont'd

7. Notification, as required under Section 41 (5) of the Reserves Act 1977, of the Council's intention to prepare management plans for Spencer Park and Seafield Park was made on 1 March 2008 and submissions received from the public over a period of two months. The public's response was focused on the perceived silting up of Brooklands Lagoon, the level of provision of public access for walking and vehicles, including the need for improvement of roads and car parks within and in the vicinity of the public open space areas, and the lack of adequate signage, amongst many other things.
8. On 10 July 2008, the Council resolved to classify the unclassified parts of Spencer and South Seafield Parks as recreation reserve and those of Mid Seafield Park as scenic reserve. As a result, all parts of these parks are now classified reserves under the Reserves Act 1977. This means that the Council is able to publicly consult on the draft management plans, and the Draft Brooklands Lagoon Area Parks Master Plan 2009 due to this also covering Spencer and Seafield Parks in addition to adjacent areas (see Paragraph 9 below), and adopt the draft plans as operative plans that are legal documents under the Reserves Act 1977. Although the draft master plan covers areas that are outside the classified reserves, because these areas will have been publicly consulted on, the adopted master plan will be a contract between the public and the Council under the Local Government Act 2002.
9. The draft management plans include updated policies to manage Spencer and Seafield Parks. The draft master plan covers an area bound by the Waimakariri River in the north, Bottle Lake Forest Park in the south, the Styx River to the west and the sea to the east. This includes Spencer and Seafield Parks, other Council parks (such as Brooklands Domain) and land intended to be park, and areas under the administration of DoC and ECan. The draft master plan raises planning proposals, including possible developments in the areas administered by the Council that could be considered for inclusion in a future Long-Term Council Community Plan ("LTCCP"), and other actions to advocate to DoC and ECan for the areas under the administration of those agencies.
10. The draft documents have now been completed, following the input to, and review of, these (or part of, as the case may be) by relevant Council staff and external stakeholders, including Ngāi Tahu (through Mahaanui Kurataiao Ltd), DoC, ECan and Spencer Park/Seafield Park occupiers (for example, the Spencer Park Surf Lifesaving Club).
11. Spencer and Seafield Parks are considered to be metropolitan assets, on the basis that they constitute an important open space resource for all the City's residents and visitors. The same can be said for the wider area centred on Brooklands Lagoon. Therefore, the responsibility to approve the draft plans for public consultation lies with the Council. Recognising the Shirley/Papanui Community Board's interest and role in the planning for this wider area, though, staff recommend the Board review the draft plans and recommend to the Council that it approve the draft plans for public consultation.
12. Timeline for consultation and completion:

Shirley/Papanui Community Board meeting	Wednesday 15 April 2009
Council meeting	Thursday 11 June 2009
Draft plans publicly notified	Saturday 27 June 2009
Public submission period	Saturday 27 June to Friday 31 August 2009
Submissions analysis	completed by Monday 14 September 2009
Council Hearings Panel period	week beginning Monday 21 September 2009
Plan revisions	completed by Friday 16 October 2009
Council meeting for adoption of plans	Thursday 26 November 2009

3 Cont'd

LEGAL CONSIDERATIONS

13. The updated Spencer Park Management Plan and new Seafield Park Management Plan are statutory plans, and are subject to Section 41 of the Reserves Act 1977, with respect to the preparation of, and processes of publicly consulting on, the draft plans. Once the draft plans are adopted by the Council as the operative plans, they will be legal documents under the Reserves Act 1977.
14. The new Brooklands Lagoon Area Parks Master Plan will be a statutory document, under the Reserves Act 1977, for the areas it covers that are classified as reserves under the Reserves Act 1977 (that is, Spencer and Seafield Parks), and a contract between the public and the Council under the Local Government Act 2002 for the non-reserve areas. This process will achieve a consistency of consideration by the public and also provide some cost benefit in similarity of process.

FINANCIAL CONSIDERATIONS

15. The Draft Brooklands Lagoon Area Parks Master Plan 2009 raises planning, management and development proposals for consideration. The development proposals relate to draft landscape concepts prepared for Mid Seafield Park and Spencer/South Seafield Parks, and indicative possible costs to implement these are indicated in the draft plan. The proposed developments, though, are raised here for consideration only. They would need to be included in a future LTCCP and budgeted for in an annual works programme before they could be progressed. None of the development proposals are specifically included in the LTCCP 2009-19.
16. Costs associated with implementation of any of the proposed planning and management proposals are not specified. These costs would inform future LTCCP reviews.
17. The operational cost of these plans will continue to be managed within the existing operating budgets for these parks.

STAFF RECOMMENDATION

That the Council:

- (a) Approve the Draft Spencer Park and Seafield Park Management Plans 2009, and the Draft Brooklands Lagoon Area Parks Master Plan 2009, to be notified for public submissions for a period of not less than two calendar months as specified by Section 41(6)(a) of the Reserves Act 1977, commencing on or about Saturday 27 June 2009.
- (b) Confirm the Council Hearings Panel to hear the public submissions is to include one directly elected member of, and one councillor appointed to, the Shirley/Papanui Community Board.

BOARD RECOMMENDATION

- (a) That the staff recommendations above be adopted.
- (b) That the Board nominate Matt Morris as the directly elected member of the Board and Ngaire Button as the Shirley/Papanui Councillor to be appointed to the Hearings Panel.

4. **SURRENDER OF EASEMENT (RIGHT OF WAY ON FOOT IN GROSS)
- 87 HARBOUR ROAD, BROOKLANDS**



General Manager responsible:	General Manager Regulation and Democracy Services, DDI 941-8462
Officer responsible:	Environmental Policy and Approvals Manager
Author:	Vil Vabulis, Team Leader Subdivisions

PURPOSE OF REPORT

1. The purpose of this report is to recommend to the Council that pursuant to section 243(a) of the Resource Management Act (RMA), an easement (right of way on foot in gross) located through the property at 87 Harbour Road, owned by Deborah Riley, be surrendered (Appendix 1 **attached**). This follows a Shirley/Papanui Community Board resolution to advocate to the Council for the removal of the easement through 87 Harbour Road.

EXECUTIVE SUMMARY

2. The easement (right of way) at 87 Harbour Road ensures that the public can readily access and walk along the foreshore to and from the boat ramp.
3. The easement was created at the time of subdivision of the old camping ground at Brooklands.
4. During the consultation about the Styx River mouth/Brooklands boat ramp landscape plan it was observed that the easement would no longer be necessary once alternative access along the lagoon frontage, was available (the boardwalk).
5. Accordingly the Shirley/Papanui Community Board resolved to advocate to the Council for the removal of the easement through 87 Harbour Road. This report seeks to address that resolution and to meet the needs of both the Council and the owner of 87 Harbour Road.

FINANCIAL IMPLICATIONS

6. The legal costs of preparing, executing and registering the surrender document is to be borne by the owner. The associated boardwalk is programmed to be built and funded in 2009/10.

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

7. Not applicable.

LEGAL CONSIDERATIONS

8. The Delegation Register requires that easements created during the establishment of a subdivision be surrendered by Council (Section 243(a) RMA).

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

9. Not applicable.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

10. Not applicable.

4 Cont'd

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

11. Not applicable.

ALIGNMENT WITH STRATEGIES

12. Not applicable.

Do the recommendations align with the Council's strategies?

13. Not applicable.

CONSULTATION FULFILMENT

14. The Styx River Mouth/Brooklands Boat Ramp Landscape Plan was the subject of an extensive consultation programme during 2008. The easement was one of the matters that arose. A large number of submitters supported the coastal boardwalk and recommended that the easement be lifted once the boardwalk was in place, as alternative access along the waterfront.

STAFF RECOMMENDATION

It is recommended:

(a) That pursuant to section 243(a) RMA the Council agrees to surrender the easement as set out in the following memorandum of easements:

Nature	Servient Tenement	Grantee
Right of way on foot in gross	Lot 27 DP 311066 shown as A	Christchurch City Council

(b) That the surrender not be invoked until approvals have been granted from Ecan and DoC.

BOARD CHAIRPERSON'S RECOMMENDATION

That the staff recommendation be adopted.

BOARD RECOMMENDATION

That the Council resolve:

(a) That pursuant to section 243(a) of the Resource Management Act the Council agrees to immediately surrender the easement as set out in the following memorandum of easements:

Nature	Servient Tenement	Grantee
Right of way on foot in gross	Lot 27 DP 311066 shown as A	Christchurch City Council

(b) That a caveat or other appropriate legal mechanism be attached to the title (87 Harbour Road) restricting opposition to the proposed boardwalk on the coastal marine area.

4 Cont'd

BACKGROUND (THE ISSUES)

15. Prior to the subdivision which created the easement, the land contained a private camping ground and also provided an "unofficial" public access through the camping ground to the Brookland Lagoon Boat Ramp.

The subdivision consent required pursuant to the RMA the vesting of an Esplanade Reserve along the shoreline of the lagoon. However, due to the location of the existing restaurant/camp store, a continued reserve was not practicable along the balance of the shoreline (boundary of the Coastal Marine Area).

To safeguard public access as close as possible to the shoreline, the creation of an easement on foot in gross was made conditional in the subdivision consent. The easement was duly granted and reserved in deposit of the survey plan.

16. The owner of the property at 87 Harbour Road, Mrs Deborah Riley, has requested that the easement be surrendered as she considers that the use of her land by the public impinges on her privacy and the operation of her business.
17. The request for the Council to surrender the easement is in line with the Shirley/Papanui Community Board's approval of the Styx River Mouth/Brooklands Boat Ramp Landscape Plan (Appendix 2 **attached**). This report has been forwarded to the Shirley/Papanui Community Board's meeting of 14 April 2009, in order that they can comment further if they choose to.
18. In considering the report (Appendix 3 **attached**) to approve the Landscape Plan, the Board resolved:

"to advocate to Council for the removal of the access easement through the Rileys property..."

19. The Landscape Plan (Appendix 4 **attached**) envisages that a coastal boardwalk within the Coastal Marine Area can replace the current linkage through to Seafield Park. Applications for the construction of the boardwalk are currently being prepared by Transport and Greenspace Unit. The boardwalk will require a resource consent for work in the coastal marine area, from ECan and approval from DoC. Construction is recommended to occur in the 2009/10 period, funding being from original funds intended for the completion of walkways, landscaping and park furniture associated with the Landscape Plan project.
20. Given that some approvals are still to be obtained and that construction of the boardwalk is still some months away, the recommendation from Council officers, to the Council will be that the surrender of the easement does not take effect until the boardwalk has the necessary approvals. This preserves the Council's position insofar as public access, along the foreshore (or close to the foreshore) is assured in the meantime. It also ensures that present and potential future owners of 87 Harbour Road cannot object to the construction of the boardwalk, without disadvantaging themselves.

THE OBJECTIVES

21. To provide for the surrender of the easement, while ensuring access for the public along the lagoon frontage is assured.

THE OPTIONS

22. Option 1 - Surrender the easement once approvals have been gained from ECan and DoC.
23. Option 2 - Surrender the easement immediately.

THE PREFERRED OPTION

24. Option 1 - Surrender the easement once approvals have been gained from ECan and DoC.

5. **ELECTED MEMBER EXPENSES AND ALLOWANCES 2009/10**



This report was considered by the Board and a report with the recommendations from all Boards will be presented to the Council at a later meeting.

PART B - REPORTS FOR INFORMATION



6. **COMMUNITY SERVICES AND EVENTS COMMITTEE REPORT – 4 MARCH 2009**

The Board **received** for information the confirmed minutes of the Community Services and Events Committee meeting of 4 February 2009 and noted the following decisions had been made under delegated authority:

6.1 **CONFIRMATION OF MEETING MINUTES – 4 FEBRUARY 2009**

The Committee **resolved** to confirm the minutes of the Community Services and Events Committee meeting of 4 March 2009.

6.2 **SHIRLEY/PAPANUI YOUTH DEVELOPMENT FUND – JADE GWATKIN**

The Committee considered a report presenting a Youth Development Fund application for funding in the 2008/09 financial year.

The Committee **resolved** to allocate \$800 from the Board's 2008/09 Youth Development Scheme to Jade Gwatkin to enable him to participate in the Cultural Exchange trip to Nagoya, Japan for two weeks in late April/early May 2009.

7. **GREENSPACE TRAFFIC WORKS COMMITTEE MEETING – MINUTES OF 4 FEBRUARY 2009**

The Board **received** for information the confirmed minutes of the Greenspace Traffic Works Committee meeting of 4 February 2009 and noted the following decisions had been made under delegated authority:

7.1 **CONFIRMATION OF MEETING MINUTES – 4 FEBRUARY 2009**

The Committee **resolved** to confirm the minutes of the Greenspace Traffic Works Committee meeting of 4 February 2009.

7.2 **MAIN NORTH ROAD AT DANIELS ROAD – PROPOSED NO STOPPING RESTRICTION**

The Committee considered a report seeking approval that the stopping of vehicles be prohibited at any time for a distance of 20 metres on the Main North Road adjacent to the piece of legal road that forms the access to the off-street parking behind the Redwood shops.

The Committee **resolved** that:

- (a) The existing parking restrictions on the east side of the Main North Road, north of Daniels Road be revoked.
- (b) The stopping of vehicles be prohibited at any time on the east side of Main North Road commencing at its intersection with Daniels Road and extending in a northerly direction for a distance of 30 metres.

7 Cont'd

- (c) The stopping of vehicles be prohibited at any time on the east side of Main North Road commencing at a point 41 metres north from its intersection with Daniels Road and extending in a northerly direction for a distance of 20 metres.
- (d) The parking of vehicles be restricted to a maximum period of 30 minutes on the east side of Main North Road commencing at a point 30 metres from its intersection with Daniels Road and extending in a northerly direction for a distance of 11 metres.
- (e) The parking of vehicles be restricted to a maximum period of 30 minutes on the east side of Main North Road commencing at a point 60 metres from its intersection with Daniels Road and extending in a northerly direction for a distance of 18 metres.

7.3. HUSSEY ROAD NEIGHBOURHOOD IMPROVEMENT PROJECT

The Committee considered a report seeking approval to proceed to final design and construction of the Hussey Road Neighbourhood Improvement Project.

The Committee **resolved** that:

- (a) The plan for the Hussey Road Neighbourhood Improvement Project proceed to final design and construction within the approved 2008/09 budget of \$272,517.
- (b) The following parking restrictions for the Hussey Road Neighbourhood Improvement Project be approved:
 - (i) The stopping of vehicles be prohibited at any time on the south side of Hussey Road commencing at a point 49 metres east from its intersection with Springvale Gardens and extending in an easterly direction for a distance of 92 metres.
 - (ii) The stopping of vehicles be prohibited at any time on the south side of Hussey Road commencing at a point 215 metres east from its intersection with Springvale Gardens and extending in an easterly direction for a distance of 107 metres.
 - (iii) The stopping of vehicles be prohibited at any time on the north side of Hussey Road commencing at a point 47 metres east from its intersection with Springvale Gardens and extending in an easterly direction for a distance of 273 metres.

8. ADJOURNMENT OF MEETING

At 5.40pm the Board **resolved** that the meeting stand adjourned, and resumed at 5.45pm.

9. DEPUTATIONS BY APPOINTMENT

9.1 New Zealand Police

Area Commander Dave Lawry updated members on police matters pertaining to the Shirley/Papanui ward.

The Chairperson thanked Dave Lawry for his update.

9 Cont'd

9.2 **Environment Canterbury (ECan) Draft Long Term Council Community Plan 2009-19**

Environment Canterbury Councillors Jane Demeter and Carole Evans gave the Board a brief overview of Environment Canterbury's draft 2009-19 LTCCP matters.

The Board **decided** that a submission would be made to the Environment Canterbury's Long Term Council Community Plan 2009-19.

The Chairperson thanked Jane Demeter and Carole Evans for their deputation.

10. **PRESENTATION OF PETITIONS**

Nil.

11. **NOTICES OF MOTION**

Nil.

12. **CORRESPONDENCE**

The Board **received** the following correspondence:

11.1 A letter from Nicky Wagner MP congratulating the Board on the awards it received at the recent Community Boards Conference.

11.2 A letter from Area Commander Dave Lawry, NZ Police, in response to the Board's letter regarding speed complaints on Northfield Road.

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

13.1 The Board **received** information from the Community Board Adviser on forthcoming Board related activities and projects. Specific mention was made of the following:

- It was **agreed** that a list of broadband boxes in the Shirley/Papanui ward be requested from Chorus and circulated to members.
- It was **agreed** that members be notified of all government and local consultations on an ongoing basis.

13.2 The Board **decided** that its 2009-19 Long Term Council Community Plan submission be approved as amended at the meeting and be forwarded to the Council.

The following motion was moved by Pauline Cotter, seconded by Aaron Keown:

"That the Board include in its submission that it supports the community in its desire to oppose the sale of the Edgware Pool land and that it be retained for community use."

On being put to the meeting the motion was declared **lost** on division No. 1 by 3 votes to 4, the voting being as follows:

Against (4): Ngaire Button, Kathy Condon, Yvonne Palmer, and Norm Withers.

For (3): Pauline Cotter, Aaron Keown, and Matt Morris.

14. BOARD MEMBERS' INFORMATION EXCHANGE

14.1 MEMBERS' INFORMATION

Specific mention was made of the following matters:

- It was **agreed** that staff be requested to advise the Board about the signage issue in Packe Street Park.
- Papanui RSA – Need volunteers to take up collections on Poppy Day.

14.2 CHAIRPERSON'S AND DEPUTY CHAIRPERSON'S REPORT

Information on the Chairperson's and Deputy Chairperson's activities over the March/April 2009 period had previously been circulated.

15. QUESTIONS UNDER STANDING ORDERS

Nil.

PART C - DELEGATED DECISIONS TAKEN BY THE BOARD

16. CONFIRMATION OF MINUTES – BOARD MEETING OF 17 MARCH 2009

The Board **resolved** that the minutes of its ordinary meeting held on 17 March 2009 be confirmed, subject to an amendment to clause 1 such that the Board recommendation is to read:

“That the Council amend its Strengthening Communities Strategy with respect to placing a limit of up to \$10,000 for the Youth Development Funds coming from the Discretionary Response Fund.”

The same amendment is to be made to recommendation (b) under clause 21 of the minutes for consistency.

17. NEIGHBOURHOOD TRUST – REQUEST FOR FUNDING

The Board considered a report requesting funding for \$7,000 for Neighbourhood Trust from the Board's Discretionary Response Fund.

The Board **resolved**:

- (a) To allocate a grant of \$7,000 from its Discretionary Response Fund to Neighbourhood Trust to assist in the costs of their “Parenting Week 2009” seminars and workshops.
- (b) To request information back to the Board with an evaluation of the project's success and financials.

18. ST ALBANS COMMUNITY CHOIR – REQUEST FOR FUNDING

The Board considered a report requesting funding for \$500 from the St Albans Community Choir to assist with the costs of staging a Community Barn Dance on Sunday 10 May 2009.

The Board **resolved** to allocate \$350 from its Discretionary Response Fund for the St Albans Barn dance event.

19. APPLICATION TO SHIRLEY/PAPANUI COMMUNITY BOARD'S YOUTH DEVELOPMENT FUND – BEN GRIMSHAW

The Board considered a report for funding from the 2008/09 Youth Development Scheme.

The Board **resolved** to decline the application as:

- the Board has already allocated \$10,000 from its Discretionary Response Fund to Youth Development funding in line with the Strengthening Communities Strategy; and
- there has been no undertaking from the applicant to fundraise.

20. GOVERNANCE ARRANGEMENTS REVIEW 2009

The Board considered a report to consider a change to its current governance arrangements and to consider the timing of its meeting start times.

The Board **resolved** to:

- (a) Discharge its Community Services and Events Committee and its Greenspace Traffic Works Committee.
- (b) Hold an additional Board meeting per month, with the dates for these additional Board meetings to be held during the remainder of 2009 as detailed below:

Wednesday 6 May
Wednesday 3 June
Wednesday 1 July
Wednesday 5 August
Wednesday 2 September
Wednesday 7 October
Wednesday 4 November
Wednesday 2 December

- (c) Retain the Board's current regular meeting commencement time of 4pm.

21. ADJOURNMENT OF MEETING

At 7.25pm the Board **resolved** that the meeting stand adjourned and resumed at 7.40pm.

22. LOCAL GOVERNMENT "KNOW HOW" TRAINING COURSES – FINANCIAL GOVERNANCE 101

The Board considered a report seeking the Board's approval for interested members to attend a Local Government New Zealand "Know How" Course – Financial Governance 101, to be held in Christchurch on 7 August 2009.

The Board **resolved** to approve in principle the attendance of up to four members to attend the one day Local Government workshop, Financial Governance 101, to be held on 7 August 2009 in Christchurch, with the funding to be met from 2009/10 budgets, if those budgets are approved by the Council in its 2009-19 LTCCP.

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23. ALCOHOL ADVISORY COUNCIL OF NEW ZEALAND CONFERENCE – WORKING TOGETHER 2009

The Board considered a report requesting approval for the Chairperson to attend an Alcohol Advisory Council of New Zealand (ALAC) conference – Working Together 2009, to be held in Wellington on 13-15 May 2009.

The Board **resolved** to approve the attendance by the Chairperson Yvonne Palmer at the three day Alcohol Advisory Council of New Zealand conference, Working Together 2009, to be held on 13-15 May 2009 in Wellington.

(Yvonne Palmer took no part in the discussion or voting on this item. Pauline Cotter assumed the chair for consideration of this item.)

The meeting concluded at 9.15pm.

CONFIRMED THIS 6TH DAY OF MAY 2009

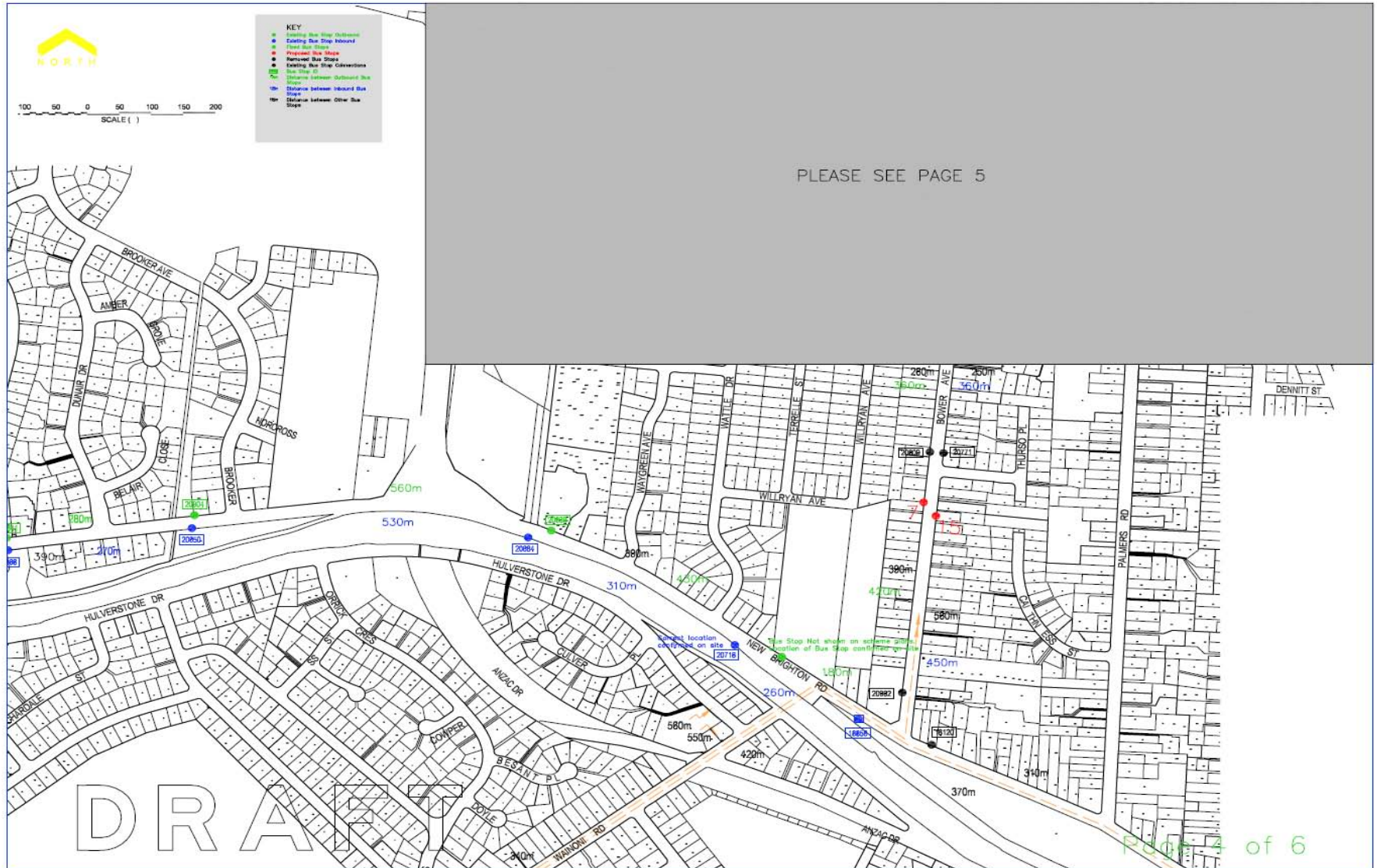
**YVONNE PALMER
CHAIRPERSON**

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ATTACHMENT TO CLAUSE 1
Attachment 2



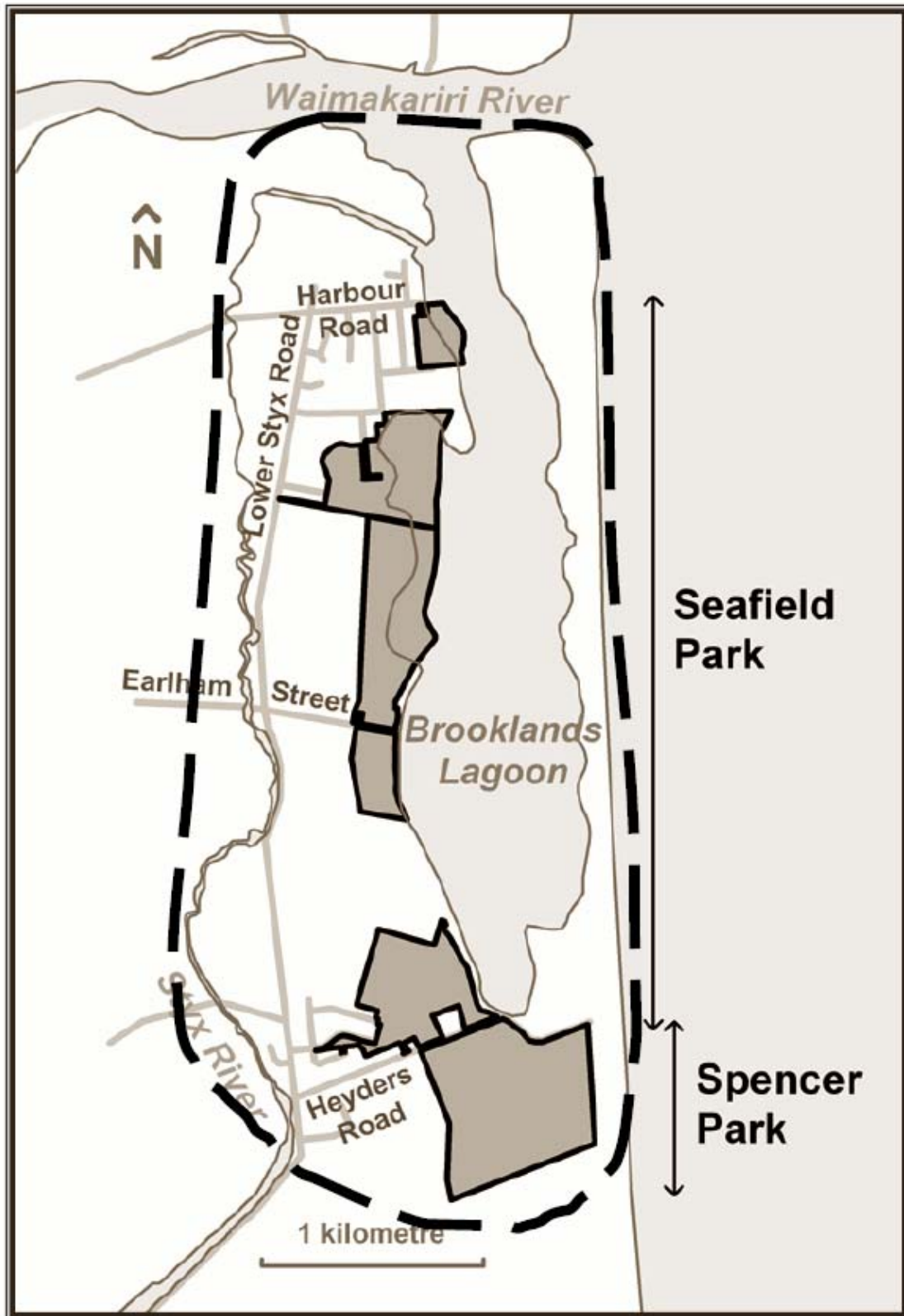
14. 5. 2009

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ATTACHMENT TO CLAUSE 1
Attachment 3





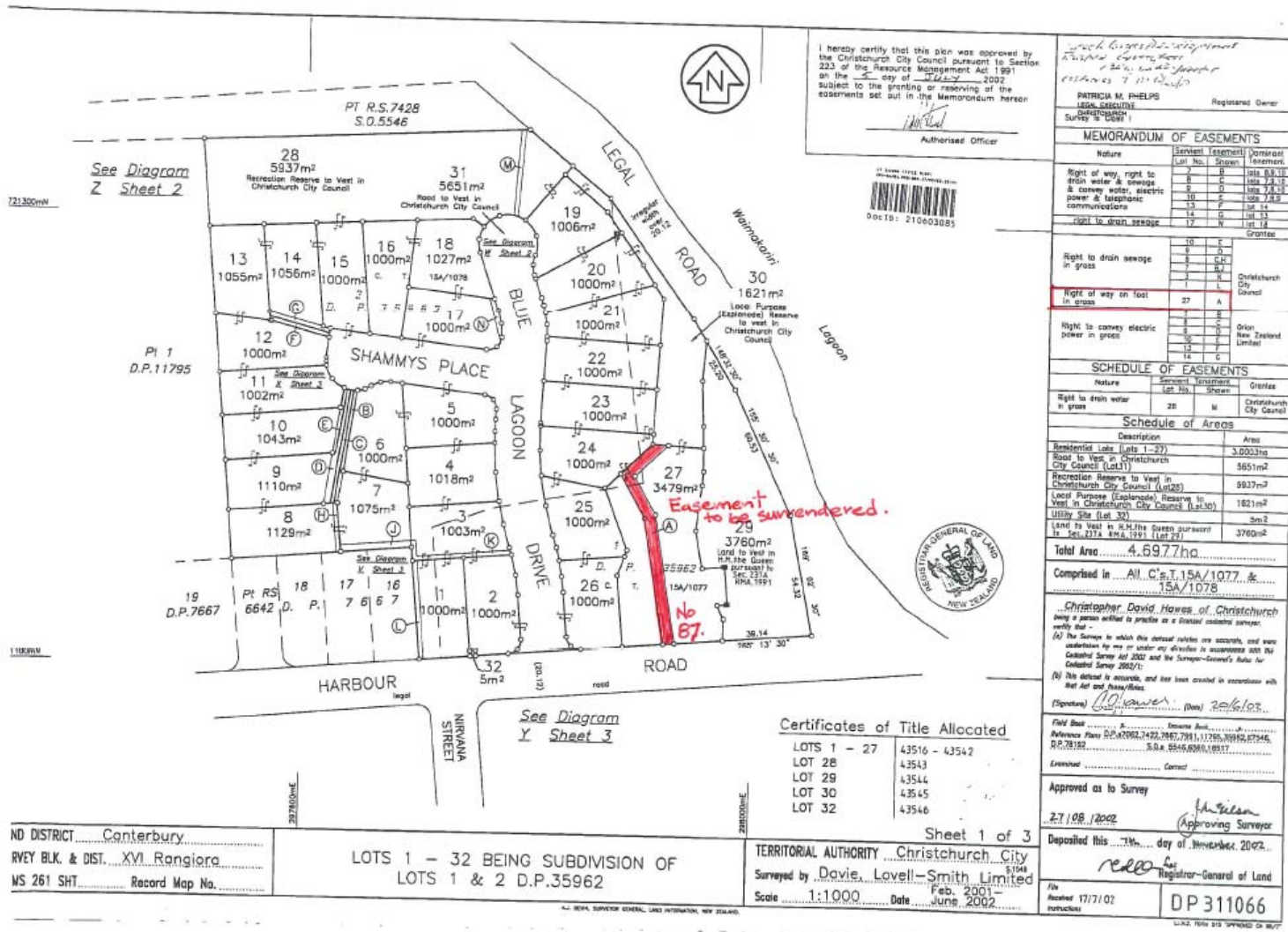
--- Brooklands Lagoon planning area (generalised)

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ATTACHMENT TO CLAUSE 4
APPENDIX 1



I hereby certify that this plan was approved by the Christchurch City Council pursuant to Section 223 of the Resource Management Act 1991 on the 2nd day of May 2002 subject to the granting or reserving of the easements set out in the Memorandum hereon

[Signature]
Authorized Officer



Patrick M. Phelps
PATRICIA M. PHELPS
LEGAL EXECUTIVE
CHRISTCHURCH SURVEY & DESIGN
Registered Owner

MEMORANDUM OF EASEMENTS			
Nature	Survant (Lot No., Section)	Easement (Lot No., Section)	Dominatee (Lot No., Section)
Right of way right to drain water & sewage	7	10	10
Right to convey electric power & lines	8	10	10
Right to convey telephone communications	13	10	10
Right to drain sewage	14	10	10

Nature	Survant (Lot No., Section)	Easement (Lot No., Section)	Dominatee (Lot No., Section)
Right to drain sewage in grass	10	10	10
Right of way on foot in grass	27	10	10
Right to convey electric power in grass	10	10	10

SCHEDULE OF AREAS			
Nature	Survant (Lot No., Section)	Easement (Lot No., Section)	Dominatee (Lot No., Section)
Right to drain water in grass	28	10	10

Description	Area
Residential Lots (Lots 1-27)	3,000.3ha
Road to West in Christchurch City Council (Lot 1)	5651m ²
Recreation Reserve to West in Christchurch City Council (Lot 26)	6937m ²
Local Purpose (Easement) Reserve to West in Christchurch City Council (Lot 30)	1821m ²
Utility Site (Lot 32)	3m ²
Land to Vest in R.M. the Green pursuant to Sec. 227A RMA 1991 (Lot 29)	3760m ²
Total Area	4,697.7ha

Comprised in All C.T. 15A/1077 & 15A/1078

Christopher David Hawes, of Christchurch being a person entitled to practice as a Licensed cadastral surveyor:

(a) The Survey in which this detail relates was completed, and was undertaken by me or under my direction in accordance with the Cadastral Survey Act 2002 and the Survey-General's Rules for Cadastral Survey 2002/1;

(b) This detail is accurate, and has been compiled in accordance with that Act and those Rules.

(Signature) *[Signature]* (Date) 26/8/02

Field Book
Reference Plans D.P. 2002, 7422, 7867, 7981, 11255, 88942, 87346, R.P. 78182
Easement
Approved as to Survey
27/08/2002
Deposited this 27th day of November 2002
referred to Registrar-General of Land
File Number 17/71/02
DP 311066

Certificates of Title Allocated	
LOTS 1 - 27	43516 - 43542
LOT 28	43543
LOT 29	43544
LOT 30	43545
LOT 32	43546

ND DISTRICT Canterbury
RVEY BLK. & DIST. XVI Rangiora
NS 261 SHT Record Map No.

LOTS 1 - 32 BEING SUBDIVISION OF
LOTS 1 & 2 D.P.35962

Sheet 1 of 3
TERRITORIAL AUTHORITY Christchurch City
Surveyed by Davie Lovell-Smith Limited
Scale 1:1000 Date June 2001

DP 311066

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ATTACHMENT TO CLAUSE 4
APPENDIX 2

20. 8. 2008

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10. STYX RIVER MOUTH/BROOKLANDS BOAT RAMP LANDSCAPE PLAN

General Manager responsible:	General Manager City Environment Group, DDI 941-8608
Officer responsible:	Transport and Greenspace Manager
Author:	Mary Hay and Steven Gray, Consultation Leaders, Greenspace

PURPOSE OF REPORT

1. The purpose of this report is to seek the approval of the Board to proceed to detailed design and construction/implementation of the Styx River Mouth/Brooklands Boat Ramp Landscape Plan.

EXECUTIVE SUMMARY

2. The Styx River Mouth/Brooklands boat ramp is located in Brooklands, where the Styx River empties into Brooklands Lagoon. It is an important area with a variety of significant values associated with it. Brooklands Lagoon and the large Seafield Park bordering the lagoon are important wilderness areas that provide significant environmental and recreational uses.
3. Funds have been allocated for the upgrade of this area. The project team has developed a landscape plan, which builds on previous planning work undertaken in this area. The concept included a new jetty near the boat ramp, car and boat trailer parking area, toilet facilities, picnic area, landscaping, pathways, boardwalk, an artwork on the spit and a 'Sense of Arrival' structure at the end of the Styx 'Source to Sea' walkway. This concept was developed to appeal to a range of recreational users, respond to the identified need for a toilet (and consider safety issues with its design and placement), have minimum visual impact on surrounding neighbours and to be in keeping with Council's Styx Vision document.
4. The formal public consultation period was from December 2007 to February 2008. A public information leaflet and feedback form was delivered to all properties in Brooklands and a number of other key stakeholders (refer **Attachment 1**). A 'drop in session' and community barbeque, which included displays and discussions with staff and Community Board members, was held at the Brooklands boat ramp. Further informal meetings were held with a range of stakeholders. A formal interactive workshop was also held in the Papanui Service Centre boardroom with residents from the adjoining properties, staff and Community Board members.
5. The consultation received 99 submissions as part of the public consultation. The feedback from the community was generally positive although a number of issues were identified. The consultation outcome and project team responses are included in **Attachment 2**.
 - 64% responded "YES – I generally support the plan"
 - 16% responded "NO – I do not support the plan"
 - 21% didn't indicate a preference
6. The community raised a number of key issues about aspects of the proposal, many of which have been amended in response to consultation (see plan amendment below, **in bold**).
 - (a) *Toilet/change facilities* – the majority of the community support the inclusion of a toilet and agree that it has to go somewhere in the reserve. A safety audit recommends the proposed location at the entry to the reserve. However the two most directly affected neighbours still have significant concerns about the reduction in visual amenity that they consider that the toilet will have on their outlook. The community have sought that the toilet be as unobtrusive as possible and, in particular, that it be lower than the height of the stopbank, or further away from houses. However Styx Vision advocates sought that any new structures along the Styx River provide opportunities for an integrated artwork approach to design, in order to reiterate the importance of the Styx River in this area.

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ATTACHMENT TO CLAUSE 4
APPENDIX 2

20. 8. 2008

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10. Cont'd

- (i) **The toilet remains in the location originally proposed but it is planned that it will be constructed at the existing ground level (approximately). This will reduce the visual effects from the original proposal, which had the toilet located at the level of the adjacent stop bank. The toilet/change room facility will be a single cubicle building constructed of vertical palings with a sail roof suspended above. This facility will also include an outside wash down shower. The toilet/change room and Sense of Arrival structure will include a design aesthetic that reflects the special character and identity of the Styx River catchment**
- (b) *Walkways* – there was strong support for the inclusion of a coastal walkway, seaward of the Blue Lagoon restaurant and for the removal of an easement over the title of 87 Harbour Road. A petition was raised to support this request. A request was also made to remove a proposed pathway in front of properties adjacent to the car park.
 - (i) **Inclusion of a coastal walkway linkage between the end of reserve and the end of Harbour Road to be investigated and constructed, if possible**
 - (ii) **Pathway between houses and carpark redirected to top of stopbank**
- (c) *Car and Trailer Parking Area* - there was strong support for angle parking, opposition to the proposed grit surface and relocation of the swale. Varying feedback was received about the proposed surface with some support for asphalt and some for a grass surface
 - (i) **Carpark design has been amended to include angle parking, with ground level demarcation of parks**
 - (ii) **Carpark surface to be grass over gravel (this can be upgraded to asphalt in the future, if necessary)**
 - (iii) **Carpark swale to be removed with surface water runoff redirected to the wetland to the west**
- (d) *Boat Ramp and Jetty* – a preference for an asphalt or concrete turning area was expressed, along with some minor amendments to the design of this area. There was support for an extension to the boat jetty to make it more in keeping with the original boat jetty that was sited here.
 - (i) **Boat ramp turning area surface to be asphalt or concrete**
 - (ii) **Improved visibility of pedestrian linkages through boat ramp area**
 - (iii) **Mobility parks included near boat ramp**
 - (iv) **Boat jetty has been extended**
- (e) *Sense of Arrival structure and Artwork on the spit* – this was supported by Styx River advocates but local residents sought that the Sense of Arrival be less visually intrusive and the proposed artwork be removed from the proposal.
 - (i) **Sense of Arrival reduced in height (but remains at the Styx River Mouth)**
 - (ii) **Artwork on the spit to be removed from proposal**
- (f) *End of Harbour Road and Small Car Park* – the upgrade to this area was well supported, particularly by the tourism-related businesses adjoining this site, which would like to see this proposal prioritised and enhanced further
 - (i) **Harbour Road upgrade to include deck, planting and walkway linkages**
- (g) *Park Furniture and Landscaping* – some changes were sought to the park furniture and landscaping, in particular there was strong opposition to the proposed cabbage trees at the entranceway. There was also strong feedback that some kind of security arrangement would be needed to prevent vehicles from entering the site after dark and using their cars for illegal joyriding.

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APPENDIX 2

20. 8. 2008

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- (i) Park benches to be included instead of two of the picnic tables. Additional seating included in the plan
- (ii) Amount of trees reduced on the plan. Ngaio and Ake Ake (3-4 metres) to be used on boundaries as they are tolerant of coastal conditions
- (iii) Cabbage trees at the entranceway to be replaced with an indigenous coastal species, such as lacebark
- (iv) Some individual trees have been shifted or removed from the plan
- (v) A barrier to be included at the reserve entrance. This will be locked and unlocked at advertised times, either by a security firm or a local 'caretaker'. The latter would involve agreeing on a Custodial Contract with one of the adjoining neighbours. This person would receive modest payment in return for opening and closing the reserve on a daily basis, at the times indicated on a sign (possibly summer vs. winter hours).

- 7. The recommended concept plan, which has been amended in response issues raised by the community, is included as **Attachments 3**. The proposed toilet/change room and 'Sense of Arrival' design is included as **Attachment 4**.
- 8. Styx River Mouth/Brooklands Boat Ramp landscape plan will be implemented over a number of years. The proposed implementation schedule is included below.

Construction in 2008/09	Construction in 2009/10	Currently unfunded items
<ul style="list-style-type: none"> • Toilet and 'Sense of Arrival' structure • Planting around toilet, trailer park and entrance • Build trailer car park 	<ul style="list-style-type: none"> • Coastal Boardwalk • Paths and walking tracks • Planting lagoon margin 	<ul style="list-style-type: none"> • Complete paths and walking tracks • Complete planting at trailer park • Plant eastern boundary • Planting lagoon margin • Picnic tables • Jetty and bollards • Harbour Road jetty, parking and landscaping • Interpretation

* Note: Implementation of a number of these items is subject to agreements with, or approvals from, the relevant authorities (see Legal Considerations, below)

FINANCIAL IMPLICATIONS

- 9. The funding from the Council is being provided from the Transport and Greenspace Capital Programme. Specifically:

2008/09 \$255,000 Waterways and Wetland Restoration - Brooklands boat ramp
 2008/09 \$10,000 Buildings Equipment New -Styx River Mouth Toilet

2009/10 \$50,000 Waterways and Wetland Restoration - Brooklands boat ramp
 2009/10 \$70,000 Buildings Equipment New -Styx River Mouth Toilet

- 10. There is \$385,000 currently available in the Capital Programme for this project. The total cost of the recommended plan is \$679,000. Therefore there is \$294,000 of currently unfunded items for which funding will be applied for in 2009-19 Long Term Council Community Plan (LTCCP). This work will be staged accordingly.

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

- 11. Yes. Current funding is provided from within the Transport and Greenspace Capital Programme in the 2006-16 LTCCP. Additional funds needed for completing the development of the reserve will be applied for consideration in the 2009-19 LTCCP.

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LEGAL CONSIDERATIONS

12. The Board has delegated authority to approve the attached landscape plan.
13. The **attached** landscape plan includes land owned or managed by Christchurch City Council, Canterbury Regional Council (Ecan), Crown Properties and the Department of Conservation. The City Council holds land for the purposes of recreation reserve and road reserve. The Regional Council land includes the stop bank, which is part of a wider flood control scheme. The coastal marine area adjoining the reserve is managed by ECan, the Department of Conservation and Crown Properties.
14. ECan engineers have advised that the integrity of flood control structures must not be interfered with. Therefore no structure may be located on a stop bank. However, initial discussions with ECan indicate that, from a technical (flood control) perspective it may be possible to locate a structure on ECan land that is adjacent to a stop bank.
15. Approvals and an agreement mechanism, such as a lease or Right to Occupy, would be required from the relevant agencies to occupy any part of the land that they manage.
16. All necessary resource consents and building consents will be obtained before any construction is undertaken.
17. A building consent will be required from the Council for works associated with the construction of the public toilet. Initial discussions with Environmental Policy and Approvals staff indicate that, given the building is a public toilet, the minimum floor height regulations will not apply. Therefore the height of the toilet is only likely to be limited by technical considerations, such as wastewater disposal.
18. Any construction in the coastal marine area, such as jetties, will require resource consent from ECan. Depending on the scale of effects, the work may be deemed a Restricted Coastal Activity, in which case consent would also be required from the Department of Conservation.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

19. **LTCCP 2006-2016
Parks, Open Spaces and Waterways – Page 123**
Safety – by ensuring our parks, open spaces and waterways are healthy and safe places
Community – by providing welcoming areas for communities to gather and interact
Environment – by offering opportunities for people to contribute to projects that improve our city's environment
Governance – by involving people in decision-making about Parks, open spaces and waterways
Health – By providing areas for people to engage in healthy activities
Recreation – by offering a range of active and passive recreation and leisure opportunities in Parks, open spaces and waterways
City Development – by providing inviting, pleasant and well cared-for environments
20. **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.

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ATTACHMENT TO CLAUSE 4
APPENDIX 2

20. 8. 2008

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10. Cont'd

ALIGNMENT WITH STRATEGIES

21. **Safer Christchurch Strategy**

This strategy aligns injury prevention, road safety and crime prevention under the overarching aim of Christchurch becoming the safest city in New Zealand. One of the goals of this strategy is to enhance safety from crime through preventative and supportive actions, such as:

- (a) Ensure the phased adoption of Crime Prevention Through Environmental Design Principles (CPTED) into city-wide planning and policy
- (b) To promote CPTED principles for application by owners and occupiers of existing buildings and spaces
- (c) Provide active support to locally led initiatives that make significant contributions to reducing the incidence and effect of crime.

22. **Parks and Waterways Access Policy**

Improved access to parks and open space will increase equity as promoted by the City Council Policy on Equity and Access for People with Disabilities. Additionally, improved access has the potential to increase park use by enhancing comfort and convenience for all users and providing significant safety benefits.

23. **Waterways and Wetlands Asset Management Strategy**

This strategy is underpinned by a values based approach. The city's waterways and wetlands, including the Styx River, are assessed and managed for ecological, drainage, historical, cultural, recreational and drainage values.

24. **Vision 2000 – 2040 The Styx Community Planning for the Future**

The Council has a 40 year vision for the waterways and wetlands associated with the Styx catchment. The vision is consistent with the City Plan and the Waterways and Wetlands Asset Management Strategy and incorporates the following:-

- (a) Vision 1 - To achieve a "Viable Springfed River Ecosystem" to complement the other representative protected ecosystems of Christchurch such as the Port Hills, Travis Wetlands and the Coastline
- (b) Vision 2 - To create a "Source to Sea Experience" through the development of an **Urban National Reserve**
- (c) Vision 3 - To develop a Living Laboratory that focuses on both learning and research as envisioned by Dr Leonard Cockayne (1855 - 1934).
- (d) Vision 4 - To establish "The Styx" as a place to be through maintaining and enhancing the special character and identity of the area
- (e) Vision 5 - To foster partnerships through raising the quality of relationships as we move forward together

25. The long term management and development of the Brooklands Lagoon area is currently being considered as part of a wider parks planning process. The issue gathering stage of this planning work is nearing completion and it is anticipated that draft plans will be circulated towards the end of 2008, for feedback.

CONSULTATION FULFILMENT

Consultation Process

26. The formal public consultation period was open from 30 December 2007 until 4 February 2008. This five week consultation period spanned the statutory summer holidays and the beginning of the school year. A public information leaflet and feedback form was delivered to all properties in Brooklands and a number of other interest groups and key stakeholders. This pamphlet included a summary of the concept, an initial concept plan and a feedback form. The project team sought feedback from the community to see whether the proposal was generally supported and asked for any feedback (refer to **Attachment 1**). Also included was an offer to meet onsite, if requested.

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27. On Saturday 12 January, staff and Board members were available on site to discuss any questions about the proposal. This 'drop in session' was held at the Brooklands boat ramp and included displays, discussions and a community barbeque. The proposal was advertised in The Star 'What's On' page, the Styx Post, on signboards at the boat ramp and at Spencer Park and on the Council (CCC) Have Your Say website
28. Further informal meetings were held with:
 - A number of residents
 - ECan staff (flood control, regional parks, navigation safety, and property)
 - Department of Conservation staff (Programme Manager Community Relations Mahaanui Area Office)
 - Mahaanui Kurataiao Ltd, Council's iwi liaison agency, on behalf of Te Ngai Tuahuriri Runanga
 - A range of City Council staff
29. Each submission received an interim reply letter, which acknowledged that the submission had been received and that it would be considered, once the consultation period had closed. Submitters were also advised that they would receive further correspondence prior to a decision being made. This would outline the outcome of consultation, the project team's preferred concept plan, the decision making process and how they could be involved in this and the expected timeline for the project.
30. On 8 April 2008 staff held a workshop with residents from the adjoining properties and Board members at the Papanui Service Centre boardroom. Iwi were invited to this meeting but were unable to attend. This meeting provided an opportunity to discuss the proposed amendments to the concept and to further consider the views of key stakeholders, prior to a final decision being made. In response to the invitation, all adjoining property owners agreed to attend. This workshop was a participatory and active process using techniques that required group work and input from all attendees. Language interpretation was offered for participants that speak English as a second language.
31. The community workshop included the following process:
 - (a) Review of the proposed plan amendments that had resulted from the public consultation. An overview of the key issues raised in consultation and discussion about the safety report. Provision of an updated artist's impression of the toilet, which was superimposed onto a photograph provided by one of the adjoining neighbours. Provision of an updated sketch of the Sense of Arrival structure.
 - (b) Critique of amended plan by the community, using the following techniques:
 - (i) Activity 1: 'Dot voting' to identify outstanding issues and areas of agreement. Green dots used to indicate "parts of the plan you like" and red stickers to indicate "parts of the plan you do not like"
 - (ii) Activity 2: 'World Café' to consider the toilet issue. Discussion questions: "discuss the existing issue of people toileting in the reserve" (the 'Problem') and "discuss how the group feels about the suggested toilet location" (the 'Solution')
 - (iii) Activity 3: A facilitated discussion on other identified issues. Discussion question: "comment on proposed changes, clarification around unchanged items"
32. Once the concept was finalised by the project team in July 2008, all respondents were sent a final reply letter that outlined the outcome of consultation, included the finalised concept plan and a sketch of the proposed toilet. The letter informed respondents that a report would be presented to the Board for their approval. Details of the Board meeting were also provided so that any interested residents could attend or address the Board prior to the decision being made.

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Consultation Outcome

33. The consultation received an 18% response rate (99 responses), which is a moderate response rate. However a number of submissions were from groups, such as residents' associations, which represent a number of residents.
34. Community feedback was generally positive. The consultation outcome and project team responses are included in **Attachment 2**.
 - 64% responded "YES – I generally support the plan"
 - 16% responded "NO – I do not support the plan"
 - 21% didn't indicate a preference
35. Submissions were received from all of the adjoining residents and from a number of key stakeholders, including:
 - Brooklands Community Centre Inc (Brooklands Residents' Association) - submission No.64
 - ECan's Parks and Forests section - submission No.76
 - Guardians of the Styx - submission No.82
 - Blue Lagoon Neighbourhood Support Group - submission No.91
 - Styx Living Laboratory Trust - submission No.94
 - Mahaanui Kurataiao Ltd, on behalf of Te Ngai Tuahuriri Runanga - submission No.99
36. The Brooklands Community Centre Inc and the Blue Lagoon Neighbourhood Support Group both provided extensive submissions. The issues raised by these groups were generally in accordance with the community views that were provided independently to Council from residents, with the exception of the issues around the placement of the toilet. This issue did not gain general community agreement.
37. Te Ngai Tuahuriri Runanga noted that they are not opposed to the creation of a boat ramp, parking and toileting facilities in the area. However, they sought consideration about potential runoff to the river or lagoon and safety in the carpark. They also sought assurance that a public toilet is provided to ensure that human waste is not being left in the environment and that this is sited away from the water's edge. The runanga noted that they would like to be further involved in the development of the interpretation features and proposed boardwalk and that, given they have some concerns with the boardwalk, they would like to be further consulted as these features develop. It was hoped that an opportunity may exist to enhance the historical and contemporary connection of place with Ngai Tuahuriri's hapu associations with the area.
38. The Guardians of the Styx (Inc) raised concerns about runoff from the car park and its potential effect on the Styx River, in terms of effects on aquatic flora and fauna. The Styx Living Laboratory Trust noted support for the overall concept. It commented that, as the climax of the 'Source of Sea' walkway, this area is exceptionally important in terms of the greater Styx Project. In their view, it is important that not only should the feelings of the adjacent landowners be considered, but also the feelings of the users of the walkway, in particular the vistas from the walkway itself. The river is being managed for its ecological and wilderness values and a low key maintenance approach and reduction in the visual impact of adjacent houses on people using this area is therefore considered to be important. The Trust considers that all built structures should be considered as integrated artworks and pedestrian access through the Blue Lagoon site should be protected in the long term.
39. ECan's Parks and Forests section sought that the proposed sculptured artwork be relocated away from the saltmarsh and spit as they considered this to be a visual intrusion upon the natural area. They also raised concerns that an artwork in this location has the potential to be a rally point for visitors to the saltmarsh and spit, which is likely to have a negative impact upon the biodiversity of the area.

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40. The submissions that indicated that they **did not** support the proposal cited the following reasons:
- (a) *Carpark design* – want angle parking, allow for car/trailer units at entrance, want more parks, want trees for shade but not to block views, want disabled parking
 - (b) *Carpark surface* – oppose asphalt (aesthetic reasons) or grit (dust problem), prefer existing grass surface
 - (c) *Swale* – don't shift it to property boundary, leave it as is or pipe, should be for rainwater only
 - (d) *Toilet* – oppose location (do not want large building on top of stop bank). Suggest alternative locations: north side of stopbank (or lower), in proposed carpark on Harbour Road, in boat ramp carpark, with boat jetty. Suggested alternative facilities: use Domain Toilet. Oppose height of toilet: keep it low and small, should just be one Unisex Accessible Toilet/Change room and not an information centre. Request for an additional toilet: another toilet (small) at end of Seafield track
 - (e) *Sense of Arrival structure* – oppose archways and Sense of Arrival structure
 - (f) *Boat jetty* – extend it as per previous jetty, shift out into Styx, shift it as per previous plan
 - (g) *Boat ramp* – prefer asphalt surface, need mobility parks, shift it as per previous plan
 - (h) *Wash down* - needs to be sealed and girded properly if provided at all
 - (i) *Security* – gates needed, lock car park and toilet, lock reserve
 - (j) *Walkways* – oppose existing easement through 87 Harbour Road (want coastal boardwalk or use Blue Lagoon footpath or CCC purchase Blue Lagoon restaurant). Oppose walkway near property boundaries (in car park) and would prefer it shifted to top of stop bank. Oppose crusher dust paths (too dusty, prefer seal or grass). Need access for mobility scooters
 - (k) *Picnic area* - regular mowing of grass, need rubbish bins, park benches for wheelchair users, more park benches, two park benches and two picnic tables, keep vehicles off the reserve and stop bank
 - (l) *Landscaping* – blocks views, oppose cabbage trees, prefer original plan.
 - (m) *End of Harbour Road* – need enhancement as a priority
 - (n) *Traffic* - speed humps wanted
 - (o) *Styx River and Harbour* – reduce speed of craft
 - (p) *Don't develop at all* – waste of money, oppose jet-ski noise and don't want more
41. The **key issues raised** in the public consultation, and the project team's responses, are outlined in the tables below. A 'key issue' has been defined as something that has been identified by significant numbers of individual submissions and/or an issue raised by key stakeholders (such as a residents' association).

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Toilet/change facility
<p>Key issues raised by the community:</p> <ul style="list-style-type: none">• Support the need for a toilet• Oppose location (incorporate it with boat jetty or re-site to north side of stopbank)• The toilet is too high• Toilet is too big - all that is needed is a Unisex /disabled toilet that would be used as a change room, not an information centre (design it like the one in Heathcote Park)• All built structures should reflect Styx vision and use integrated artworks approach
<p>Project team discussion:</p> <p>There was a high level of feeling about the proposed toilet by most directly affected, who see it as a visual intrusion into their outlook</p> <ul style="list-style-type: none">• <i>Concern about location of toilet</i><ul style="list-style-type: none">• A number of submitters suggested alternate locations but there was not agreement about a preferred alternative. The Brooklands Community Centre Inc recommended that the toilet be adjacent to or incorporated with the boat jetty (without consultation with the most affected neighbours). Ngai Tuahuriri submitted that they would not want a toilet located adjacent to the water's edge. The Blue Lagoon Neighbourhood Support Group suggested re-siting toilet to North side of stop bank (which would place it in an ecologically sensitive area).• The suggested alternatives have been assessed based on a number of criteria, such as safety, accessibility, visual effects, recreation and land tenure. It was found that they do not meet these criteria as well as site proposed at the entrance to the reserve. Due to the degree of concern raised about the proposed toilet, the project team commissioned an independent safety report from Boffa Miskell Ltd, an environmental planning consultancy. This safety audit (refer Attachment 5) confirmed that the proposed site best achieves the key CPTED principles and that it is therefore is the most suitable location with respect to safety, as it is clearly visible from most parts of the site/surrounding houses and key vehicular routes• <i>Concern about height of toilet</i> - the proposal indicated that the toilet would be constructed at the height of the existing stop bank. The community sought that the toilet be positioned lower to reduce visual effects. The toilet will be constructed at the existing ground level (approximately). This will reduce the visual effects from the original proposal, which had the toilet located at the level of the adjacent stop bank.• <i>Concern about design of the toilet</i> - one of the community requests was that the toilet/changing room not be a large structure incorporating an information centre as it considered this would detract from the unspoiled natural beauty in this area. The Styx Living Laboratory Trust suggested that all built structures should be considered as an opportunity to use an integrated artwork approach to building design. The toilet/change room facility will be a single cubicle building constructed of vertical palings with a sail roof suspended above. An integrated artwork design approach will be used with the design of the toilet and Sense of Arrival structure• <i>Concern about the reserve planning process</i> - an adjoining resident raised concerns about the lack of information provided to them in the Land Information Memorandum (LIM) that they acquired prior to purchasing their property. The LIM did not include the developer's landscape plan and they were unaware that this land may be developed as a recreation reserve. It is understood that it is not Council practice to include draft landscape plans in LIMs. These residents are vehemently opposed to the proposal to include a public toilet in view of their property

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<p>Paths and Walkways</p> <p>Key issues raised by the community:</p> <ul style="list-style-type: none">• Oppose easement over 87 Harbour Road and a want coastal walkway• Shift pathway to top of stopbank• Crusher dust path too dusty, informal (grassed) path or no path through reserve <p>Project team discussion:</p> <ul style="list-style-type: none">• The primary issue raised about walkways relates to the existing easement over 87 Harbour Road (the Blue Lagoon restaurant site), which provides a link from the reserve through to Seafield Park. The legality of this is contested by the owners of the site, who believe that this easement was only intended to be temporary. In July 2008 they presented a petition, with 569 signatures, to the Shirley/Papanui Community Board seeking that the easement be removed from their property and an alternative coastal boardwalk be constructed. The proposal for the coastal boardwalk has been included in this proposal and the project team are recommending that this be constructed in 2009/10, contingent on the relevant approvals being granted. This would use funding that was originally intended for the completion of walkways, landscaping and park furniture associated with this project.• A second key issue was opposition to a proposed walkway adjacent to property boundaries, which local residents considered could be relocated to the top of the stopbank. The plan has been amended to reflect these views.• A request was also made to retain an informal path through the reserve. The project team believe that a well-formed path is needed to ensure good access for all park users and to meet the Parks Access Policy.
<p>Car and Trailer Parking Area</p> <p>Key issues raised by the community:</p> <ul style="list-style-type: none">• Want angle parking and need mobility parking• Oppose asphalt surface (visual effects) vs. want asphalt surface (dust problem and bare feet) vs. want grass surface (leave as is)• Don't shift swale near properties• Security – install gates and give key to locals <p>Project team discussion:</p> <ul style="list-style-type: none">• The primary issue with the car park was with the design and surfacing. There was significant support for angle parking. There were mixed views about the surface – the chip surface was not supported and some sought asphalt but others opposed it. There was also a call for a natural grass surface. There was also strong opposition to moving the swale nearer to residences. The project team has redesigned the car park to include angle parking and a grass surface. It is proposed that the swale will be removed from the base of the stopbank and diverted to the wetland adjoining the trailer park (subject to approval from ECan).• Significant concerns were raised about the potential for 'boy racers' to use the reserve and car park at night. The local community have sought that a gate be installed and keys given to locals. A barrier will be included at the reserve entrance – this will be locked and unlocked at advertised times. This will either be undertaken by a security firm or a local 'caretaker'. It is not proposed to hand a key out to locals as this would not provide any surety about the gates being opened and closed at particular times.

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Boat Ramp and Jetty
Key issues raised by the community: <ul style="list-style-type: none">• Want asphalt/or concrete turning area and mobility parks at boat ramp• Wash down area needs proper soak pit or don't provide at all• Support boat jetty but extend it
Project team discussion: <ul style="list-style-type: none">• There was strong support to have the turning area asphalted or concrete and any soak pit to be well designed. The extension of the jetty was also considered to be important for it to be useable. These features have been included in the amended concept.

Sense of Arrival structure and Artwork
Key issues raised by the community: <ul style="list-style-type: none">• Oppose Sense of Arrival structure• Oppose proposed Artwork on the spit
Project team discussion: <ul style="list-style-type: none">• These features were not well supported with the local community preferring the aesthetic of the natural environment, rather than built structures. These comments have been responded to by removing the proposed artwork feature from the proposal. However the Sense of Arrival is considered to be an important part of Council's Styx Vision and the Styx Living Laboratory Trust have noted that all built structures should be considered as integrated artworks. To respond to community views, the height of the Sense of Arrival has been reduced by not including the proposed archways the Sense of Arrival has been redesigned to extend into the lagoon less than as originally proposed. However, this feature will include art elements.

End of Harbour Road and Small Car Park
Key issues raised by the community: <ul style="list-style-type: none">• This area needs to be enhanced - would like a boardwalk/jetty structure• Provide kayak launching area away from main boat ramp
Project team discussion: <ul style="list-style-type: none">• The proposed enhancement of this area was seen as an important aspect to the development of this area. It was seen by some as a priority and that the proposal could be enhanced further. This area will be further enhanced and designed to compliment the proposed coastal boardwalk. This may include opportunities for passive water sports

Park Furniture and Landscaping
Key issues raised by the community: <ul style="list-style-type: none">• Park benches instead of two of the picnic tables, install park benches to face views, want rubbish bins• Oppose cabbage trees at entranceway• Landscaping blocks views
Project team discussion: <ul style="list-style-type: none">• The community sought more park benches rather than picnic tables as these provide better opportunities to enjoy the view, particularly amongst those with limited mobility. These have been included in the plan. A rubbish bin has been installed in the reserve.• There was considerable opposition to the proposed cabbage trees at the entranceway, as they were considered to be messy and a nuisance for mowers. These will be replaced with an indigenous coastal species, such as lacebark.• A number of trees proposed on the boundary were opposed due to concerns that they would block views. These have been assessed and relocated, where appropriate.

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<p>Other issues raised in feedback</p> <p>Key issues raised by the community:</p> <ul style="list-style-type: none"> • Styx River - signage for boats • Traffic – speed bumps and traffic speed restrictions • Maintenance – mow frequently, empty rubbish bins • Harbour/lagoon – signs re boating speed limit, want channel marked and dredged <p>Project team discussion:</p> <ul style="list-style-type: none"> • A number of the issues raised in this consultation were beyond the scope of this reserve development project and should be referred to Council's Call Centre on 941-8666 or ECan.

42. The project team considered this consultation feedback and revised the concept plan by including **following amendments:**

- Carpark design amended to include angle parking, with ground level demarcation of parks
- Pathway between houses and carpark redirected to top of stopbank
- Carpark surface to be grass over gravel (this can be upgraded to asphalt in the future, if necessary)
- Carpark swale to be removed and water runoff redirected to the wetland to the west
- Boat ramp turning area surface to be asphalt or concrete
- Improved visibility of pedestrian linkages through boat ramp area
- Mobility parks included near boat ramp
- Boat jetty extended
- Harbour Road upgrade to include deck, planting and walkway linkages
- Sense of Arrival reduced in height and length (but remains at the Styx River Mouth)
- Artwork feature removed from proposal
- Park benches to be included instead of two of the picnic tables
- Cabbage trees at entrance to be replaced with an indigenous coastal species that is tolerant of these conditions
- Amount of trees reduced on the plan. Ngaio and Ake Ake (3-4m) to be used on boundaries as they are tolerant of coastal conditions
- A coastal walkway linkage between the end of reserve and the end of Harbour Road to be investigated and constructed, if possible

43. The outcome of the community workshop that was held on 8 April 2008 was as follows:

<p>Activity 1: 'Dot voting'.</p> <p>This technique was used to identify outstanding issues and areas of agreement</p>	<ul style="list-style-type: none"> • Agreed opposition to the existing easement over 87 Harbour Road • Agreed support of a coastal walkway seaward of 87 Harbour Road • Some opposition to individual trees • Some opposition to the jetty, boat ramp and associated carpark (by an adjoining land owner) • Some opposition to Sense of Arrival (by an adjoining neighbour) • Mixed support and opposition to the toilet (the opposition was from adjoining neighbours)
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<p>Activity 2: 'World Café' considered the following questions:</p> <p><i>"discuss the existing issue of people toileting in the reserve"</i> (the 'Problem') and</p> <p><i>"discuss how the group feels about the suggested toilet location"</i> (the 'Solution')</p>	<ul style="list-style-type: none"> • The 'Problem'. Strong support for the need for a toilet and little opposition to the need (<i>"issues now are horrific"</i>, need it for whitebaiters, rubbish collects in the area, people are using residents' toilets) • The 'Solution'. Good level of support for the proposed location as it <i>"has to go somewhere"</i>. Small level of opposition to proposed location. Strong support for the toilet to be lower, as small as possible and as far back onto ECan can land as possible. A request for an outside shower. (Note: the proposal is for a unisex accessible single cubicle toilet/change facility) • Design issues: Mud will be an issue, clarification about which way the door will swing (to the road but will have a spring), opposition to corrugated iron, support for timber and riverstones, support that it be as inconspicuous as possible
<p>Activity 3: Facilitated discussion</p> <p>Discussion on other identified issues from Dot Voting and clarification of intentions with dot placement:</p>	<ul style="list-style-type: none"> • Support for Harbour Road carpark and jetty • Clear steer on easement/boardwalk issue. Request that the investigation of this be progressed • Clarification about each tree issues raised • Big concern from adjoining land owner about placement of jetty and boat ramp • Request for gates at either the reserve entrance or carpark entrance with key to be provided to neighbours • Support for the carpark (but more parks preferred) • Support for relocation of footpath to stopbank, as indicated on plan • Support removal of swale, as indicated on plan • 'Parked Issues' - maintenance and traffic calming

44. Having considered the feedback from the community workshop and further discussions with Ecan, Department of Conservation (DoC) and iwi, the project team have made the following **further amendments** to the proposed concept:

- The toilet will be constructed at the existing ground level (approximately). This will reduce the visual effects from the original proposal, which had the toilet located at the level of the adjacent stop bank. The toilet/change room facility will be a single cubicle building constructed of vertical palings with a sail roof suspended above. This facility will include an outside wash down shower. The toilet/change room and Sense of Arrival structure will include a design aesthetic that reflects the special character and identity of the Styx River catchment
- Cabbage trees to be replaced and indigenous coastal species, such as lacebark
- Some individual trees have been shifted or removed

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- A barrier to be included at the reserve entrance – this will be locked and unlocked at advertised times. This will either be undertaken by a security firm of a local 'caretaker'. The latter would involve agreeing on a Custodial Contract with one of the adjoining neighbours. This person would receive modest payment in return for opening and closing the reserve on a daily basis, at the times indicated on a sign (possibly for summer vs. winter hours).
45. The final concept plan, which includes the above amendments, is included as **Attachments 3** and recommended for approval by the Board. A plan of the proposed toilet and 'Sense of Arrival' design is included as **Attachment 4**. If approval is granted, the project team will proceed to the detailed design stage and then tender the work for construction.
46. **Construction schedule**
The proposal includes a number of unfunded items and, in response to the feedback received in consultation, the project team has reviewed the construction schedule that was outlined in consultation document. The proposed construction schedule is outlined below (this schedule is subject to Board approval of the concept in August 2008).

Construction in 2008/09	Construction in 2009/10	Currently unfunded items
<ul style="list-style-type: none">• Toilet and 'Sense of Arrival' structure• Planting around toilet, trailer park and entrance• Build trailer car park	<ul style="list-style-type: none">• Coastal Boardwalk• Paths and walking tracks• Planting lagoon margin	<ul style="list-style-type: none">• Complete paths and walking tracks• Complete planting at trailer park• Plant eastern boundary• Planting lagoon margin• Picnic tables• Jetty and bollards• Harbour Road jetty, parking and landscaping• Interpretation

47. This schedule includes construction of the proposed coastal boardwalk in 2009/10 and leaves a number of items, such as landscaping, paths and park furniture uncompleted until further funding has been sourced. Jetties and interpretation also required further funding to be sourced. While this leaves a number of features of this landscape plan uncompleted, it has been developed in response to the significant level of support by the local community for a coastal boardwalk. *Note: further consultation with iwi about the design of the proposed coastal boardwalk will be required and a number of approvals will need to be granted prior to construction.*

STAFF RECOMMENDATION

It is recommended that the Board:

- (a) Approve the plan in **Attachment 3**, and drawing in **Attachment 4**, in order to proceed to detailed design and construction/ implementation of the Styx River Mouth/Brooklands Boat Ramp Landscape Plan.

CHAIRPERSON'S RECOMMENDATION

That the staff recommendation be adopted.

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BACKGROUND

48. The Styx River Mouth/Brooklands boat ramp is located in Brooklands, where the Styx River empties into Brooklands Lagoon. It is an important area with a variety of significant values associated with it. This was an important food gathering site that reflects both Maori and early European history. Due to its proximity to the coastal, harbour and river mouth areas, this reserve remains a significant area for to iwi today. Brooklands Lagoon, and the large Seafield Park bordering the lagoon, is also an important wilderness reserve and regional park that provides significant environmental and recreational uses.
49. This reserve is a termination point of a much larger green corridor associated with the Styx River that extends from its source to the sea. Viewed from the perspective of the Styx 'Source to Sea' walkway, this reserve is an 'arrival' point. The development of the reserve has been considered in conjunction with this wider context including the long term objectives and aspirations associated with this greater green corridor. The Styx Vision document has been adopted by Council and, in particular, consideration has been given to Styx Vision 2 *"To create a "Source to Sea Experience" through the development of an Urban National Reserve"* and Styx Vision 4 *"To establish "The Styx" as a place to be through maintaining and enhancing the special character and identity of the area"*.
50. The proposed development of this reserve is to a standard that reflects its important strategic location. It is not a small local park as its size would suggest but the gateway to the marine and river environment. The proposed development on the park reflects this position with marine and walkway facilities combined in artworks and built assets including a public toilet and car park.
51. The Brooklands lagoon area offers a variety of land and water-based recreational experiences. These include walking, cycling, horse riding, boating, jet skiing, fishing and whitebaiting. To support these activities, the need for a number of facilities has been identified. This includes formalised parking for cars and trailers, washdown facilities, toilet and change facilities, jetties, seating and paths. Many of these facilities were anticipated by the developer of this site who, in conjunction with Council staff, drafted a landscape plan for the area (dated March 2001). This included a car and trailer carpark, toilet, jetty and landscaping.
52. The previous planning work informed the project objectives, which were to:
 - Consider the needs of the local community and reserve users, while developing a concept within the available funds
 - Enhance the use of the boat ramp and parking and protects the adjacent reserve
 - Provide improved access to the river via the boat ramp by providing jetty facilities
 - Consider the need for aquatic pest control measures
 - Provide toilet facilities in the reserve
 - Provide pedestrian linkages through to Seafield Park
 - Enhance the ecological area and develops a sense of arrival at the end of the Styx 'Source to Sea' walkway
 - Use an integrated artworks approach to reflect the influence of the Styx River and indigenous wildlife in this reserve
53. The project team developed a concept to meet these objectives, which included the features that were suggested in the developer's draft landscape plan, apart from relocating the stopbank. The car and trailer carpark and toilet are proposed for the same location but the boat jetty has been positioned south of the jetty, where a boat jetty was historically located. Also included in the plan is a 'Sense of Arrival' structure at the end of the Styx walkway, a picnic area adjacent to the boat ramp, pathway linkages through to Seafield Park and a carpark on Harbour Road. This concept was developed to appeal to a range of recreational users, respond to the identified need for a toilet (and consider safety issues with its design and placement), have minimum visual impact on surrounding neighbours and to be in keeping with the overall vision for this reserve.

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18. STYX RIVER MOUTH/BROOKLANDS BOAT RAMP LANDSCAPE PLAN

The Board considered a report seeking their approval to proceed to detailed design and construction/implementation of the Styx River Mouth/Brooklands Boat Ramp Landscape Plan.

The Board **resolved**:

- (a) To approve the plan in **Attachment 3**, and drawing in **Attachment 4**, in order to proceed to detailed design and construction/ implementation of the Styx River Mouth/Brooklands Boat Ramp Landscape Plan.
- (b) That the Board advocates to Council for removal of the access easement through the Riley's property at 87 Harbour Road, Brooklands.

(**Note**: Aaron Keown voted against the resolution due to the budget required but was supportive of the design)

The Board **decided** that the staff involved in the project be formally thanked by Management.

The meeting concluded at 6.40pm.

CONFIRMED THIS 15th DAY OF OCTOBER 2008

**MEGAN EVANS
CHAIRPERSON**

