



**Christchurch City Council**

# **FENDALTON/WAIMAIRI COMMUNITY BOARD AGENDA**

**TUESDAY 29 NOVEMBER 2005**

**AT 4.00 PM**

**IN THE BOARD ROOM  
CHRISTCHURCH CITY COUNCIL FENDALTON  
CORNER JEFFREYS AND CLYDE ROADS**

**Community  
Board:**

Mike Wall (Chairman), Sally Buck, Faimeh Burke, Val Carter, Cheryl Colley,  
Pat Harrow, Andrew Yoon

**Community Board Principal Adviser**

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**1. APOLOGIES****2. CONFIRMATION OF MEETING REPORTS – 1 AND 14 NOVEMBER 2005****CHAIRMAN'S RECOMMENDATION**

That the reports of the ordinary meeting and the extraordinary meeting of the Board held on 1 and 14 November 2005 respectively, as circulated, be taken as read and confirmed.

**3. DEPUTATIONS BY APPOINTMENT****4. PRESENTATION BY SERENA JENSEN**

Serena Jensen will be in attendance to give a short presentation to the Board on the Edinburgh Tattoo.

Earlier this year the Board contributed funding towards Serena's trip when she was selected to represent New Zealand at the Tattoo.

**5. BEVERLEY STREET - KERB AND CHANNEL RENEWAL**

<b>General Manager responsible:</b>	General Manager City Environment
<b>Officer responsible:</b>	Transport & City Streets Unit Manager
<b>Author:</b>	Melissa Renganathan, DDI 941-8662

**PURPOSE OF REPORT**

1. The purpose of this report is to seek the Board's approval for the Beverley Street kerb and channel renewal to proceed to final design, tender and construction.

**EXECUTIVE SUMMARY**

2. Beverley Street is a local road, located on the east side of Papanui Road between Webb Street and St Albans Street. A cul-de-sac head is located on the east end of Beverley Street where it meets Devonport Lane. Beverley Street is a residential street that has a Living 2 (L2) zoning in the City Plan. Due to the age and condition of the existing kerbs, dish channels and footpaths, Beverley Street has been scheduled for renewal in the 2006/2007 financial year.
3. Beverley Street is a short and narrow road, approx 200 metres long and 8 metres wide with old kerb and dish channels and footpaths. It has no grass berms or trees on the road reserve. The kerb and old dish channel extends from Papanui Road to the cul-de-sac. St Albans Creek is piped under Beverley Street on a diagonal between numbers 20 and 21.
4. Beverley Street is located in a Special Amenity Area (SAM 28) and is considered to be very notable because of the high degree of enclosure created by a number of sizeable two storey dwellings set forward on their sections and the abundance of mature landscaping at the boundaries to the properties. In keeping with the character of the street, the St Albans Creek crossing was identified as an area that could be an opportunity for special enhancement. The Greenspace Unit also identified this opportunity during internal consultation.
5. An initial issues consultation survey was sent out to residents in January 2005. Fifteen responses were received. Parking and landscaping were identified as issues that need addressing. Traffic speed, traffic volume, and safety at intersections were split almost 50/50 between those who considered it a problem and those who did not. Key street activities are walking and chatting with neighbours. The key positives highlighted were the narrowness of the street; the unique nature of the homes, variety of architectural styles and the special character that this brings to the street; quiet atmosphere and overall appearance of the street. The key negatives highlighted were the driveway gutter crossings; short-cutting traffic; deep gutters; overhead wiring; cracked and uneven footpaths; on-street parking rendering the street one-way; speed of traffic at Beverley/Devonport corner.

## 5. Cont'd

6. These issues were taken into consideration in the development of a Concept Plan (refer **Attachment 1**). One of the options included the daylighting of St Albans Creek based on the assumption that the stormwater pipes needed upgrading. Preliminary discussions were then held with the residents at numbers 20, 21, and 23 in relation to the proposed changes at St Albans Creek. However, further investigation showed that the pipes would not be upgraded and as there was no explicit support for the daylighting of St Albans Creek, the proposal was rejected.
7. The Board was advised through a seminar (15 August 2005) of the background to the project and the proposed consultation to be undertaken in relation to the concept plan.
8. The Concept Plan was then distributed for consultation in September 2005. The plan comprised an 8 metre carriageway with footpaths on both sides of the road, along with landscaping at the intersections of Beverley Street and Papanui Road and at the cul-de-sac, which also included a seat. Paved thresholds and carriageway narrowing to 7.0 and 7.5 were proposed at the intersections of Beverley Street and Papanui Road, the cul-de-sac and at the intersection of Beverley Street and Devonport Lane respectively. This Concept Plan was distributed to stakeholders (approximately 150) for consultation, and feedback was received from 23 people. Of these, 16 expressed support for the proposal, 3 objected to the proposal generally, and 4 did not indicate support or opposition, but provided suggestions regarding various aspects of the proposal. Of those who supported the proposal some also provided suggestions regarding possible improvements.
9. Following the project team's consideration of this feedback, a minor amendment was made to the Concept Plan as distributed in September 2005. The proposed P120 parking restrictions for the three parking spaces at the western end of Beverley Street were removed, as there were a few oppositions and no explicit support.
10. Those who responded to the concept plan consultation received a summary of the feedback to the plan, and the Project Team responses (refer **Attachment 3**). They were also informed of the changes to the plan (see **Attachment 2**). Specific queries/comments were dealt with individually.
11. The plan included here as Attachment 2 has been identified as the preferred option for the renewal of Beverley Street as it satisfies the aims and objectives of the project, and has the support of some of the community (a majority of those who provided feedback on the plan). It is therefore recommended that the plan detailed in Attachment 2 proceed to final design, tender and construction.

## FINANCIAL AND LEGAL CONSIDERATIONS

12. The estimated total costs for this project is \$327,560 inclusive of all consultation, design, and project management.
13. Beverley Street is part of the Street Renewal Programme and is programmed for construction in the 2006/2007 year. The annual budget for Street Renewal is approximately \$15 million. Design costs are provided for in the 2005/2006 budget and the 2006/2007 draft budget provides sufficient funding to construct this project.
14. Aside from the resolutions relating to new traffic restrictions set out below, there are no legal implications from this project.

## STAFF RECOMMENDATIONS

It is recommended that the Board:

- (a) Approve the Beverley Street kerb and channel renewal, as detailed in Attachment 2, to proceed to final design, tender and construction.

**5. Cont'd**

- (b) Approve the following new traffic restrictions:
- i) That the stopping of vehicles be prohibited at any time on the north side of Beverley Street commencing at its intersection with Papanui Road and extending in an easterly direction for a distance of 12 metres.
  - ii) That the stopping of vehicles be prohibited at any time on the north side of Beverley Street commencing at its intersection with Devonport Lane and extending in a westerly direction for a distance of 10 metres.
  - iii) That the stopping of vehicles be prohibited at any time on the north side of Beverley Street commencing at its intersection with Devonport Lane and extending in an easterly direction for a distance of 10 metres.
  - iv) That the stopping of vehicles be prohibited at any time on the west side of Devonport Lane commencing at its intersection with Beverley Street and extending in a northerly direction for a distance of 11 metres.
  - v) That the stopping of vehicles be prohibited at any time on the east side of Devonport Lane commencing at its intersection with Beverley Street and extending in a northerly direction for a distance of 12 metres.
  - vi) That the stopping of vehicles be prohibited at any time on the south side of Beverley Street commencing at its intersection with Devonport Lane and extending in a westerly direction for a distance of 10 metres.
  - vii) That the stopping of vehicles be prohibited at any time on the south side of Beverley Street commencing at its intersection with Devonport Lane and extending in an easterly direction for a distance of 3 metres.
  - viii) That the stopping of vehicles be prohibited at any time on the south side of Beverley Street commencing at its intersection with Papanui Road and extending in an easterly direction for a distance of 11 metres.
- (c) That the new traffic restrictions described in (b) above to take effect upon completion of the works described in (a) above.

**CHAIRMAN'S RECOMMENDATION**

That the staff recommendation (a) and (b) above be adopted.

## 5. Cont'd

**BACKGROUND ON BEVERLEY STREET KERB AND CHANNEL RENEWAL**

15. Beverley Street is a local road, located on the east side of Papanui Road between Dormer Street and Papanui Street. It is a residential street that has a Living 2 (L2) zoning in the City Plan. Beverley Street is currently 12 metres wide, with a sealed carriageway of 8 metres wide, old kerb and dish channels. It has no grass berms or trees on the road reserve. The kerb and old dish channel extends from Papanui Road to the cul-de-sac. Due to the age and condition of the existing kerbs, dish channels and footpaths, Beverley Street has been scheduled for renewal in the 2006/2007 financial year.
16. Beverley Street is located in a Special Amenity Area (SAM 28) and is considered to be very notable because of the high degree of enclosure created by a number of sizeable two storey dwellings set forward on their sections and the abundance of mature landscaping at the boundaries to the properties. St Albans Creek is piped under Beverley Street on a diagonal between numbers 20 and 21. In keeping with the character of the street, the St Albans Creek crossing was identified as an area that could be an opportunity for special enhancement. The Greenspace Unit also identified this opportunity during internal consultation.
17. The principal aim of the project is to renew the dish kerb and channel in Beverley Street and replace it with flat channel. The objectives of the project include:
  - To replace the existing kerb and dish channel with kerb and flat channel.
  - To maintain where practicable, safety for pedestrians, cyclists and vehicles.
  - Improve traffic behaviour in this local residential street.
  - Provide adequate parking to meet the needs of the residents.
  - Enhance street with suitable low planting where appropriate.
  - Ensure recommendations laid out in SAM 28 are incorporated within scheme.

**OPTIONS**

18. Four options were assessed as part of the Beverley Street kerb and channel renewal. Other than the first option (re status quo), all other options intend to replace the kerb and channel on existing alignments, with the exception of intersections and in the proximity of the stream, as follows:
  - a) **Option 1: Maintenance of the status quo.**  
This option is not recommended, as it does not achieve the principal aim of the project of renewing the old kerb and dish channel, and does not address the other objectives of the project. Maintaining the status quo is also not consistent with the Road Safety Strategy or the CCC Financial Plan and Programme 2004, and conflicts with the objectives of the asset management plan.
  - b) **Option 2: Daylighting St Albans Creek on the south side of Beverley Street**  
This option proposed to daylight St Albans Creek on the south side of the road, and to have the inlet on private property (number 20 Beverley St) at the existing manhole. The carriageway would be narrowed to 3.5 metres in front of number 23 Beverley Street, and marked with "no stopping" lines. The creek would be daylighted in front of number 20 with appropriate landscaping and protection measures. Property numbers 20, 21 and 23 would lose on street parking.  
  
This option is not recommended, as property owners at number 20 rejected the proposal, and daylighting a much smaller portion of the stream was not considered cost-effective.
  - c) **Option 3: Daylighting St Albans Creek on the north side of Beverley Street**  
This option proposed daylighting St Albans Creek on the north side of Beverley Street in front of property number 21 and number 23. The carriageway would narrow to 3.5 metres in front of number 20. Property numbers 20, 21 and 23 would lose on-street parking. This option would also require the driveway of number 21 Beverley Street to be rebuilt, including a new bridge. A new pipe would also need to be laid in the driveway of number 24 to meet up with the existing pipe. This option was proposed based on the assumption that the current pipe capacity was too low. However, further investigation revealed that the current size of the pipe was adequate and that there was no need for an upgrade.

## 5. Cont'd

This option was not recommended as there was no explicit support for daylighting and there was no need to upgrade the pipe size.

d) **Option 4: Narrow thresholds at the intersections of Beverley Street/Papanui Road and Beverley Street/Devonport Lane, landscaping and kerb build outs at the cul-de-sac and the intersection of Beverley Street/Devonport Lane.**

This option was favoured as it meets the aims and objectives of the project and takes into consideration the needs of the residents. Option 4 does not involve daylighting of St Albans Creek. The kerb alignment is on the existing alignment, creating an 8.0 metres wide carriageway. The cul-de-sac design proposes three parks, kerb build outs on the entrance to Devonport Lane, and also some landscaping in the kerb build out including a seat. The landscaping proposed is in keeping with SAM character of the street.

Three P120 parks were proposed for western end of the street, on the south side of the street. Landscaping was also proposed at the Papanui Road/Beverley Street intersection.

In line with City Streets practice, the current Type A threshold (where the threshold is close to the intersection) at the Papanui Road/Beverley Street intersection is being replaced with a Type C threshold (where the threshold is placed further away from the intersection) as part of the street reconstruction.

The fence of the property at the corner of Papanui Road and Beverley Street (No. 138 Papanui Road) is currently occupying legal road. Visibility at the corner of Papanui Road and Beverley Street has been highlighted as a safety issue. The fence currently adversely reduces visibility between motorists leaving Beverley Street and southbound pedestrians and motorists on Papanui Road. To increase visibility for pedestrians, cyclists, motorists and other road users, it has been recommended that the fence be set back onto its legal boundary.

Preliminary discussions were held with the property owner informing her of Council's recommendation and the owner was encouraged to fill out the consultation feedback form. The Project Team and the Property Unit are continuing discussions with the property owner and are attempting to reach a compromise with regards to the shifting of the fence.

19. A Concept Plan of Option 4 is shown in Attachment 1. A seminar was presented to the Board on 15 August 2005 of the background to the project and the proposed consultation to be undertaken in relation to the Concept Plan of Option 4.
20. The Concept Plan was distributed to stakeholders (approximately 150) for consultation in September 2005. Feedback was received from 23 people. Of these, 16 expressed support for the proposal, 3 objected to the proposal generally, and 4 did not indicate support or opposition, but provided suggestions regarding various aspects of the proposal. Of those who supported the proposal some also provided suggestions regarding possible improvements. An overview of the key issues raised is included in Attachment 3.
21. The feedback received on the Consultation Plan was given consideration by the project team, and as a result the P120 parking restrictions were removed.
22. Attachment 3 also includes an explanation of changes proposed as a result of feedback, and an explanation of why changes are not proposed where considered inappropriate or not practicable. Letters summarising the feedback (as shown in Attachment 3) and informing of the removal of the P120 parking restrictions were mailed to those who responded in October 2005.

### PREFERRED OPTION

23. The preferred option for the renewal of Beverley Street is a variation on option (d) above, and is illustrated in Attachment 2. This option has been identified as the preferred option as it satisfies the aims and objectives of the project and has the support of some of the community (a majority of those who provided feedback on the plan). This option will enhance the streetscape through implementation of landscaping and improve the utility and level of service provided through the renewal of kerb and channel, and road and footpath surface. It is also consistent with the Road Safety Strategy particularly in respect to designing and managing roads with appropriate speed environments and providing safe facilities for pedestrians.

**5. Cont'd**

24. The preferred option consists of an 8 metre wide carriageway with footpaths against the property boundaries, landscaping at the intersections of Beverley Street and Papanui Road and Devonport Lane, and the new flat kerbs. There is a paved threshold at the Papanui Road intersection and at the entrance to the cul-de-sac, which are 7 metres wide. Kerb build outs will be incorporated at the intersection of Beverley Street and Devonport Lane, where the carriageway is narrowed to 7.5 metres. There will be no stopping at the entrance to Beverley Street from Papanui Road and Devonport Lane.
25. In keeping with the SAM character of the street, landscaping will be incorporated at the Papanui Road/Beverley Street, Beverley Street/Devonport Lane intersection and at the cul-de-sac. Landscaping at the cul-de-sac will also include a seat. Beverley Street's lighting will also be upgraded.

**6. NEW ROAD NAMES**

<b>General Manager responsible:</b>	General Manager Regulation and Democracy Services
<b>Officer responsible:</b>	Environmental Services Manager
<b>Author:</b>	Bob Pritchard, Subdivisions Officer, DDI 941-8644

**PURPOSE OF REPORT**

1. The purpose of this report is to obtain the Board's approval to two new road names.

**EXECUTIVE SUMMARY**

2. The approval of proposed road and right-of-way names is delegated to Community Boards.
3. The Subdivision Officer has checked all proposed names against the Council's road name database to ensure they will not be confused with names currently in use. The names have also been discussed with staff at Land Information NZ who act on behalf of the emergency services in respect to road naming.

**(a) Lake Bryndwr Developments Limited - Wairakei Road**

This subdivision proposes to create 88 new allotments to be served by one new large loop road, and one new cul-de-sac. The development company has submitted two new names for the roads.

They have proposed Westpark Drive for the large loop road. Their reasons for this name is its location in a generally western part of the city and their concept of a "park like" appearance to the subdivision. The firm behind this subdivision also created the Northwood subdivision. The cul-de-sac is proposed as O'Dea Place. The name has no particular significance to the location of the subdivision, being a name approved for then Northwood subdivision, but not used. The name is suitable for this short cul-de-sac.

Both names are considered suitable for this location, and a check of the current road name listing for Christchurch did not show any names that could be confused in an emergency situation with the proposed names.

**FINANCIAL AND LEGAL CONSIDERATIONS**

4. The administration fee for road naming is included as part of the subdivision consent application fee, and the cost of name plates is charged to the developer. There is no financial cost to the Council. Local Authorities have a statutory responsibility to approve road names.

**STAFF RECOMMENDATION**

It is recommended that the Board approve the names 'Westpark Drive' and 'O'Dea Place'.

**CHAIRPERSON'S RECOMMENDATION**

That the staff recommendation be adopted.



**7. WORKS, TRAFFIC AND ENVIRONMENT COMMITTEE – REPORT OF 14 NOVEMBER 2005**

<b>General Manager responsible:</b>	General Manager Regulation and Democracy Services
<b>Officer responsible:</b>	Secretariat Manager
<b>Author:</b>	Peter Dow, DDI 941-6728

The purpose of this report is to submit the following outcomes of the Committee's 14 November 2005 meeting.

**Report of a meeting of the Works, Traffic and Environment Committee  
held on Monday 14 November 2005 at 4.35 pm  
in Meeting Room 1, CCC Fendalton**

**PRESENT:** Cheryl Colley (Chairman), Sally Buck, Faimeh Burke, Val Carter, Pat Harrow, Mike Wall and Andrew Yoon.

**1. APOLOGIES**

Nil.

**2. DEPUTATIONS BY APPOINTMENT**

**2.1 Operation Northern**

Ms Ruth Leversedge, Community Alcohol Action Programme (CAAP) Co-ordinator,

## 7. Cont'd

### **New No Stopping**

- (i) That the stopping of vehicles be prohibited at any time on both sides of Donald Place commencing at the northern kerb line of St Albans Street and extending 11 metres in a northerly direction on the east side of the street and 8 metres on the west side of the street.
- (ii) That the stopping of vehicles be prohibited at any time around the head of the cul-de-sac on Donald Place, commencing on the west side at a point 90 metres from the northern kerb line of St Albans Street and extending around the head of the cul-de-sac to a point 82 metres from the northern kerb line of St Albans Street.
- (iii) The no stopping of vehicles on the north side of St Albans Street commencing 7 metres west of Donald Place and extending 6 metres in a westerly direction.

### **P5 Parking Restriction**

- (i) That the parking of vehicles be restricted to 5 minutes on the east side of Donald Place commencing at the northern kerb line of St Albans Street and extending 82 metres in a northerly direction, except over driveways.

The Chairman thanked Michele Flanagan, Streets Capital Programme, for her professionalism and excellent work on this project, noting that it was a good outcome.

## **4. NEW BUS STOP LOCATION**

The Committee considered a report requesting new bus stop locations in the Board's area following Environment Canterbury reviews of bus services. The Board was asked to approve the creation of two new bus stops as a result of the reviews.

### **COMMITTEE RECOMMENDATIONS**

That the installation of two bus stops in the following locations be approved:

- (a) On the south side of Merrin Street adjacent to the Avonhead Mall.
- (b) On the north side of Merrin Street adjacent to 30 Merrin Street.

## **5. MILLBROOK RESERVE – PROPOSED ENHANCEMENT**

The Committee considered a report seeking Board approval for the amended landscape plan for Millbrook Reserve.

Staff confirmed that there had been some changes made to the landscaping plan following recent feedback from residents and interested groups. It was noted that planting issues in Little Hagley Park would be considered as part of the wider Hagley Park Management Plan.

Staff noted a request that where feasible, any seats that are removed from the reserve be reused in other locations in the Board's area.

### **COMMITTEE RECOMMENDATION**

That the proposed landscape plan for Millbrook Reserve, as attached to the agenda, be approved.

The meeting concluded at 5.15 pm.

## **CHAIRMAN'S RECOMMENDATION**

That the report be received and the recommendations therein be adopted.

**8. APPLICATION TO FENDALTON/WAIMAIRI YOUTH DEVELOPMENT FUND**

<b>General Manager responsible:</b>	General Manager Community Services, Stephen McArthur
<b>Officer responsible:</b>	Unit Manager, Lesley Symington
<b>Author:</b>	Maryann Lomax, Community Development Adviser, DDI 941 6730

**PURPOSE OF REPORT**

1. The purpose of this report is to seek Board approval for an application for funding from its 2005/06 Youth Development Fund.

**EXECUTIVE SUMMARY**

2. Funding is being sought by Gemma Woods, a 13 year old Burnside High School student from Ilam. Gemma has been selected to be part of the New Zealand Schools Delegation to attend the International Model United Nations Conference (THIMUN) held in The Hague, Netherlands in January 2006. The conference is expecting a total of 3,750 students from across the world, of which Gemma will be one of 14 young people representing New Zealand.
3. Gemma and the other selected representatives will attend the conference for one week, and then spend 10 days on a United Nations study tour, visiting major international diplomatic and historical cities of Bangkok, Geneva and Paris. Attendance at this conference and study tour is well supported.
4. The THIMUN Conference is an opportunity for students to discuss international issues, and to seek through discussion, negotiation and debate, solutions to various world wide problems, with people from different perspectives, religions and cultures.
5. Gemma is actively seeking sponsorship support from other avenues such as service clubs and local businesses and is undertaking fundraising activities to assist towards the \$6,000 per delegate costs involved with this trip.
6. This is the first time the applicant has approached the Community Board for funding support.

**FINANCIAL AND LEGAL CONSIDERATIONS**

7. There are no legal issues to be considered.
8. The total cost of the trip is approximated \$6,000. This includes airfares and accommodation. (Note: exclusive of personal spending, sightseeing).

**STAFF RECOMMENDATION**

It is recommended that the Board:

Approve the allocation of \$800 from its 2005/06 Youth Development Fund to assist with costs associated with the applicant's travel to the Hague, Netherlands to attend the THIMUN Conference in January 2006.

**CHAIRMAN'S RECOMMENDATION**

That the staff recommendation be adopted.

9. APPLICATIONS TO FENDALTON/WAIMAIRI YOUTH DEVELOPMENT FUND

<b>General Manager responsible:</b>	General Manager Community Services, Stephen McArthur
<b>Officer responsible:</b>	Unit Manager, Lesley Symington
<b>Author:</b>	Ken Howat, Community Recreation Adviser, DDI 941 6729

PURPOSE OF REPORT

**10. CHRISTMAS/NEW YEAR RECESS - BOARD DECISION MAKING**

<b>General Manager responsible:</b>	General Manager, Regulation and Democracy Services
<b>Officer responsible:</b>	Secretariat Manager
<b>Author:</b>	Peter Dow, Community Secretary, DDI 941-6728

**PURPOSE OF REPORT**

1. The purpose of this report is to seek the Board's approval to put in place delegation arrangements for matters of a routine nature normally dealt with by the Board, to cover the period following its last scheduled ordinary meeting for 2005 (29 November) up until the Board resumes meetings in early 2006.

**EXECUTIVE SUMMARY**

2. In past years, it has been normal practice for the Board to give delegated authority to a Recess Committee (that is, a quorum of at least three members) to make decisions on its behalf.

**STAFF RECOMMENDATIONS**

- (a) That a Recess Committee, comprising at least three Board members, be authorised to exercise the delegated powers of the Board for the period following its 29 November 2005 meeting, up until Board activities resume in early 2006.
- (b) That the application of any such delegation be reported back to the Board for record purposes.

**CHAIRPERSON'S RECOMMENDATION**

That the staff recommendation be adopted.

**11. FIXING OF DATE, TIME AND VENUE OF ORDINARY MEETINGS OF THE BOARD FOR 2006**

<b>General Manager responsible:</b>	General Manager Regulation and Democracy Services
<b>Officer responsible:</b>	Secretariat Manager
<b>Author:</b>	Peter Dow, Community Secretary, DDI 941-6728

**PURPOSE OF REPORT**

1. The purpose of this report is to have the Board adopt its schedule of ordinary meetings for 2006.
2. In anticipation of the Board agreeing to continue its present meeting arrangements, the following dates are submitted for adoption with meetings being held in the Board Room, CCC Fendalton on a Tuesday at 4.00 pm as follows:

14 February	8 August
14 March	12 September
11 April	10 October
9 May	14 November
13 June	12 December
11 July	

**STAFF RECOMMENDATION**

It is recommended that the above dates for ordinary meetings of the Fendalton/Waimairi Community Board for 2006 commencing at 4.00 pm in the Board Room, CCC Fendalton, be adopted.

**CHAIRPERSON'S RECOMMENDATION**

That the staff recommendation be adopted.

12. GOOD NEWS STORIES

13. QUESTIONS

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