



Christchurch City Council

SHIRLEY/PAPANUI COMMUNITY BOARD AGENDA

WEDNESDAY 20 AUGUST 2008

AT 4.00 PM

**IN THE BOARDROOM
PAPANUI SERVICE CENTRE
CORNER LANGDONS ROAD AND RESTELL STREET**

Community Board: Megan Evans (Chairperson), Pauline Cotter (Deputy Chairperson), Ngaire Button, Aaron Keown, Matt Morris, Yvonne Palmer and Norm Withers

Community Board Adviser

Peter Croucher

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1. **APOLOGIES**

2. **CONFIRMATION OF MEETING MINUTES – 16 JULY 2008**

The minutes of the Board's ordinary meeting of 16 July 2008 are **attached**. The Public Excluded section of these minutes has been circulated separately.

CHAIRPERSON'S OR STAFF RECOMMENDATION

That the minutes of the Board's ordinary meeting (*both open and public excluded sections*) of 16 July 2008 be confirmed.

**SHIRLEY/PAPANUI COMMUNITY BOARD
16 JULY 2008**

**Minutes of a meeting of the Shirley/Papanui Community Board
held on Wednesday 16 July 2008 at 4pm
in the Boardroom, Papanui Service Centre**

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

APOLOGIES: An apology for absence was received and accepted from Megan Evans.

An apology for lateness was received and accepted from Matt Morris who arrived at 4.07pm and was absent for clauses 3 and 12.

An apology for lateness was received and accepted from Yvonne Palmer who arrived at 4.10pm and was absent for clauses 3 and 12 and the initial part of clause 5.

The Board reports that:

PART A – MATTERS REQUIRING A COUNCIL DECISION

1. PAPANUI HIGH SCHOOL - REQUEST FOR FUNDING FOR COMMUNITY CARPARK

General Manager responsible:	General Manager, Community Services, DDI 941-8986
Officer responsible:	Manager Recreation and Sport Unit
Author:	Helen Miles, Community Recreation Adviser

PURPOSE OF REPORT

1. The purpose of this report is to recommend to the Council that the balance of the funding request of \$34,000 for the Papanui High School community carpark be provided from the Graham Condon Leisure Centre budget to reflect this facility's community usage.

EXECUTIVE SUMMARY

2. Papanui High School was established in 1936 and has shared in the growth of North Christchurch and now has a roll of more than 1,400 students. During this time, the school has established a proactive approach to the community utilizing its facilities, this is demonstrated in the large number of night classes run at the school and groups who use the other school facilities.
3. The school would like to develop a carpark at the rear of the school to service the community use of the school's and Council recreation facilities. The proposed carpark would be adjacent to the relocated tennis courts and have 26 spaces and be constructed of asphalt. The school would be responsible for the monitoring and maintenance of the carpark. A gate system is proposed to ensure that the carpark remains for the use of the community who are accessing recreation facilities.
4. Currently the tennis courts are used by Bishopdale Tennis Club for their junior competition held on Saturday mornings. Papanui Toc H Athletics use the grounds every evening Monday to Thursday during the summer season. Papanui Toc H Athletics has a membership of 300 and Bishopdale Tennis Club would use up to four tennis courts concurrently throughout Saturday.

1. Cont'd

5. The Graham Condon Leisure Centre is the first partnership aquatic facility to be built by the Christchurch City Council. Construction of the new pool and recreation complex will be on land owned by Papanui High School, with financial support from the school and adjacent Northlands Shopping Centre. The Council will contribute \$8.5 million to the facility. The proposed carpark will act as an overflow for users of the centre at peak usage times. The availability of this carpark for the community will help alleviate the current shortage of parking spaces in the area.
6. The school is currently in a very secure financial situation. All money is currently directed to the provision of development of the environment that enables all students to receive a quality education. The provision of a community carpark would not be regarded as a core component as it has no direct benefit for the Papanui High School's staff and students. The school considers the carpark as a community asset and believe its generous contribution would be the land for the carpark.
7. The development of the Graham Condon Leisure Centre includes provision for the balance of the funding sought of \$34,000.

FINANCIAL IMPLICATIONS

8. The Shirley/Papanui Community Board granted the school \$1,000 in 2007 from their Youth Scheme to assist two touch teams attending the New Zealand Secondary Schools Touch Championships. This request is covered by existing Shirley/Papanui Community Board budgets. The balance of the project would be funded from the Graham Condon Leisure Centre project.
9. At its meeting on 10 June 2008, the Community Services and Events Committee had decided:
 - (i) *To recommend to the Council that the funding requirement of \$42,000 for the building of a community carpark at the Papanui High School be provided from the Graham Condon Leisure Centre budget in recognition of its community usage.*
 - (ii) *That the Board give consideration to allocating up to \$12,000 from its 2008/09 Discretionary Fund to reimburse the Graham Condon Leisure Centre budget."*

On 18 June 2008, the Board commenced the process of revoking the above decision. When the Committee met on 30 June 2008 the revocation of the previous motion was confirmed.

The Committee then **resolved** to approve a grant of \$8,000 from the Board's 2007/08 discretionary fund for the building of a community carpark at the Papanui High School, subject to the following conditions:

- (a) That a Memorandum of Understanding covering usage and design is signed between Papanui High School, the Council and the community clubs.
- (b) Maintenance of the carpark is agreed to between Papanui High School and the Council.

Further, the Committee recommended to the Board:

- (c) That it be recommended to the Council that the balance of the funding request of \$34,000 be provided from the Graham Condon Leisure Centre budget to reflect this facility's community usage.

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

10. Yes, see page 172, Discretionary Fund.

1. Cont'd

LEGAL CONSIDERATIONS

11. Not applicable.

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

12. Not applicable.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

13. Page 176 of the LTCCP, level of service under Community Board funding.

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

14. As above.

ALIGNMENT WITH STRATEGIES

15. Recreation and Sport, Youth, Community and Strengthening Communities Strategy.

Do the recommendations align with the Council's strategies?

16. Yes.

CONSULTATION FULFILMENT

17. Not applicable.

STAFF RECOMMENDATION

It is recommended that the Board recommend to the Council that the balance of the funding request of \$34,000 for the Papanui High School community carpark be provided from the Graham Condon Leisure Centre budget to reflect this facility's community usage.

BOARD RECOMMENDATION

The Board recommends to the Council that the balance of the funding request of \$34,000 for a community carpark on the Papanui High School be provided from a suitably identified budget to reflect this facility's community usage.

PART B - REPORTS FOR INFORMATION

2. DEPUTATIONS BY APPOINTMENT

Nil.

3. PRESENTATION OF PETITIONS

3.1 KEVIN RILEY

Kevin Riley presented a petition with 569 signatures, the prayer of which reads:

“To have the Shirley/Papanui Community Board to arrange the removal of the walkway easement on the property at 87 Harbour Road, Brooklands, known as the (old) Blue Lagoon Restaurant, now Muddy puddle and private residence.

Reasons, originally the only access to the boat ramp now superfluous to requirements with the new subdivision, Blue Lagoon Drive, Health and Safety issues and privacy.”

Norm Withers undertook to present the petition to the Council.

The Board **received** the petition.

4. NOTICES OF MOTION

Nil.

5. CORRESPONDENCE

The Board **received** the following correspondence:

- 5.1 **Milly Schofield** – Concern at traffic/youth problems in Claridges Road. Ngaire Button undertook to follow up the writer's concerns.
- 5.2 **New Zealand Community Boards' Executive Committee** – Information on the 2009 Community Boards' Conference and Best Practice Awards.
- 5.3 **General Manager Regulation and Democracy Services** - Details on the issues of footpaths on both sides of the road in subdivisions, representation on Council hearing panels and Resource Management Act issues.
- 5.4 **Nicky Wagner** – Additional information following the joint Members of Parliament and School Principals meeting on 20 June 2008.
- 5.5 **Inspector Derek Erasmus** – Confirming that the Road Policing Unit will carry out patrols in McSaveney's Road.

It was **agreed** to raise this matter when police staff attend the August meeting of the Board.

- 5.6 **Canterbury Water Management Strategy** – Advice of a series of meetings to list the uses and benefits of water across the region.
- 5.7 **A R Dyet** – As a follow up to the Northfield Road Street public meeting on 12 July 2008, A R Dyet proposed road safety measures for the area.

6. BRIEFINGS

Nil.

7. GREENSPACE TRAFFIC WORKS COMMITTEE – REPORT OF 16 JUNE 2008

The Board **received** for information the confirmed meeting report of the Greenspace Traffic Works Committee of 16 June 2008 and noted the following decisions had been made under delegated authority.

7.1 CONFIRMATION OF MINUTES

The Committee confirmed the minutes of the Greenspace Traffic Works Committee meeting of 16 June 2008.

7.2 BEALEY AVENUE – P5 ANY TIME PARKING RESTRICTION

The Committee approved the installation of a parking restriction at the corner of Bealey Avenue and Champion Street.

7.3 YOUNG TOTARA AWARD

The Committee approved the setting aside of an area of land at the Styx Mill Conservation Reserve for the planting of totara trees in recognition of outstanding young people within the local community.

The Committee also agreed to support the Belfast Rotary Club's wish to have individual recipients identified on site.

8. COMMUNITY SERVICES AND EVENTS COMMITTEE – REPORT OF 10 JUNE 2008

The Board **received** for information the confirmed meeting report of the Community Services and Events Committee of 10 June 2008 and noted the following decisions had been made under delegated authority.

8.1 CONFIRMATION OF REPORT

The Committee confirmed the report of the Community Services and Events Committee's ordinary meeting held on 10 May 2008 (both open and public excluded sections).

8.2 SHIRLEY/PAPANUI YOUTH DEVELOPMENT FUND– REQUESTS FOR FUNDING

The Committee allocated several Youth Development Scheme funding applications involving 2007/08 and 2008/2009 Board funding as follows:

- (i) \$500 to Joel Bell from the 2007/08 Youth Development Scheme to assist with his participation in a one weeks sports camp in America in July 2008.
- (ii) \$700 to Fatima Lisala from the 2007/08 Youth Development Scheme to assist with her representing New Zealand at the Under 16 Australian National Basketball Championships in July 2008.
- (iii) \$500 to Laura Thompson from the 2007/08 Youth Development Scheme to assist her to attend a Bike New Zealand three month European racing development programme.
- (iv) \$100 to Kieran David from the 2007/08 Youth Development Scheme to assist him to attend the Brisbane Southern Skies Tournament with the St Bede's Soccer Club in July 2008.

8. Cont'd

- (v) That the Board transfer \$1,600 from its 2007/08 discretionary budget to the Youth Development Scheme fund.
- (vi) That \$200 from the 2007/08 Youth Development Scheme fund and the remaining funds required for the allocations made in (i) to (iv) above, be met from the revised 2007/08 Youth Development Scheme budget.

8.3 BELFAST COMMUNITY NETWORK INCORPORATED – YOUTH WORKER FUNDING

The Committee allocate a grant of \$5,000 from the Board's 2007/08 discretionary budget to the Belfast Community Network Incorporated to assist with salary and overhead costs of the Youth Worker position.

8.4 SHIRLEY/PAPANUI SMALL PROJECTS FUND ASSESSMENT COMMITTEE 2008/10

The Committee approved the establishment of the Shirley/Papanui Small Projects Fund Assessment Committee and appointments as follows:

- (a) To appoint five Community Board members and Ngaire Button to the Shirley/Papanui Small Projects Fund Assessment Committee for the current term of the Board.
- (b) To approve the appointment of the following community representatives to be members of the Shirley/Papanui Small Projects Fund Assessment Committee for the period June 2008 to May 2010.
 - Andrew Hoggan
 - Anna-Marie Mitchell
 - Linda Ngata
 - Lynda Goodrick
 - Roger McKay

9. COMMUNITY BOARD ADVISER'S UPDATE

The Board **received** updates from the Community Board Adviser on forthcoming Board related activities and projects over the coming weeks.

Further, the Board **decided**:

- (a) To have an informal discussion with the Burwood/Pegasus Community Board about ward boundaries in advance of the next Representation Review.
- (b) That nominees for the Ellerslie Flower Show tickets are to be considered in September.
- (c) That Lynne Kimber would be the member of the community to attend the Keep New Zealand Beautiful Conference in Dunedin 19 - 21 September 2008 with the cost coming from the Board's discretionary fund as agreed on 18 June 2008.
- (d) That with the request from the Belfast Residents' Association for the community van being housed at the service centre, a number of issues relating to management, parking and logistics needed to be investigated before a final decision could be made.

Staff were requested to submit information on the usage and history of community van hireage in the ward, and that this be presented to the Greenspace Traffic Works Committee at the next meeting.

The Board funding information was not available at the meeting and will be separately circulated.

10. BOARD MEMBERS' INFORMATION EXCHANGE

10.1 CHAIRPERSON'S REPORT

Information on the Chairperson's activities over the June/July 2008 period was circulated.

10.2 MEMBERS' INFORMATION

Specific mention was made of the following matters:

- The Board agreed that staff be requested to submit possible projects for the Community Boards Best Practise Awards in 2009 for consideration at the next meeting, noting that applications were required by 16 December 2008.
- Three Board members attended the Lion's Den Opening at Orana Park. A suggestion was made that partnerships could be facilitated to aid Orana Park.
- There was a report back from attendance at the Keep Christchurch Beautiful Conference. Information on the Christchurch litter problem was shared.
- It was agreed that staff would follow up on the fact that there were no nomination or application forms included with the Heritage Awards 2008 brochure.

11. BOARD MEMBER'S QUESTIONS

Nil.

PART C - DELEGATED DECISIONS TAKEN BY THE BOARD

12. CONFIRMATION OF MINUTES – 18 JUNE 2008

The Board **resolved** that the minutes of its ordinary meeting held on 18 June 2008, be confirmed.

13. RESOLUTION TO EXCLUDE THE PUBLIC

The Board **resolved** that the recommendation set out on page 24 of the agenda, be adopted.

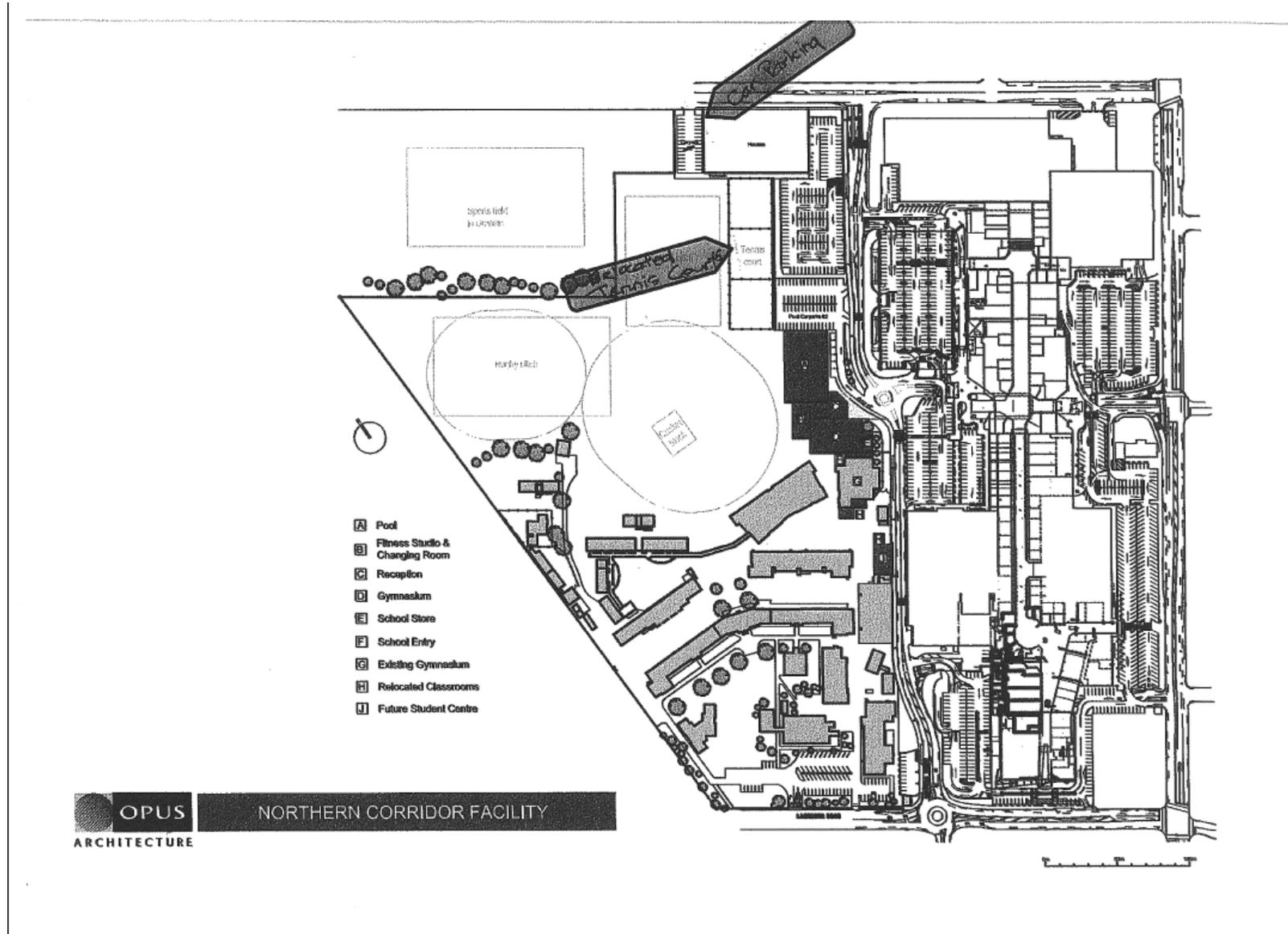
The Board **resolved** that the following outcome, made whilst the public was excluded, be released into open meeting:

*"Arising from discussion on this matter, it was **agreed** that staff be requested to prepare a report for the Greenspace Traffic Works Committee to advise on what the future land needs were to achieve the Styx Vision 2000 – 2040, the budget available and possible issues arising relating to those needs."*

The meeting concluded at 5.20pm.

CONFIRMED THIS 20TH DAY OF AUGUST 2008

**MEGAN EVANS
CHAIRPERSON**



20. 8. 2008

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ATTACHMENT TO CLAUSE 1



20. 8. 2008

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ATTACHMENT TO CLAUSE 1

120 min limit road parking



Existing or new car parking

3. GREENSPACE TRAFFIC WORKS COMMITTEE MEETING – MINUTES OF 14 JULY 2008

General Manager responsible:	General Manager Regulation and Democracy Services, DDI 941 8462
Officer responsible:	Democracy Services Manager
Author:	Peter Croucher, Community Board Adviser

PURPOSE OF REPORT

The purpose of this report is to present for information the following outcomes of the Greenspace Traffic Works Committee meeting held on Monday 14 July at 4pm.

The meeting was attended Matt Morris (Chairperson), Ngaire Button, Pauline Cotter, Aaron Keown, Yvonne Palmer and Norm Withers. Apologies for absence was received and accepted from Megan Evans.

PART B - REPORTS FOR INFORMATION**1. DEPUTATIONS BY APPOINTMENT**

Nil

2. BRIEFINGS**2.1 Knowles Street update**

Andrew Hensley and Phillip Crossland updated the Committee on the Knowles Street renewal project (Papanui Road and Cranford Street). Formal approval from the Board for the final design will be sought in September 2008. The project covers the intersections with Bretts Road and Rutland Street, which form part of a proposed St Albans Cluster development. Because planning for that development is not advanced, an interim plan is required to deal with the kerb buildouts where those streets meet Knowles Street. The final plan will determine the correct stormwater gradients for those buildouts at which stage the interim construction would be replaced.

It was **agreed** that staff be requested to consider publicising the need for the temporary intersection construction in local newspapers and alert the residents living adjacent to each of the two affected corners.

3. CONTRACTS AND MAINTENANCE TEAM - UPDATES

The Pavement Maintenance Team Leader, Peter McDonald, updated the Committee on the following projects.

3.1 Traffic Counts

Traffic counts have taken place in Vagues Road and Roosevelt Avenue. Higher average speeds were noted when the count covered 24 hours.

3.2 Sawyers Arms Road

A 50 kilometer per hour LED vehicle activated flashing sign will be trialed in Sawyers Arms Road to warn drivers who exceed the speed limit to slow down. Speed counts will take place before and after installation.

Staff were thanked for this initiative.

3.3 Styx Bridge

Consideration of traffic calming measures to prevent speeding under and adjacent to the Styx Bridge was ongoing.

3.3 Cont'd

3.4 Redwood Library

The use of convex warning mirrors at the exit to the library carpark had been investigated however the angles involved meant they were not recommended.

The Committee agreed that staff investigate the option of a solid "hold" line across the exit with signage to warn of pedestrians.

3.5 Springfield Road

Speed counts are to be undertaken shortly.

3.6 Chancellor Street

The issue of insufficient gutter blocks outside 72 Chancellor Street is under investigation.

3.7 Grants Road/Papanui Road Intersection

Members noted that the "Left in, left out" restriction at this intersection was being ignored on occasions.

It was agreed that staff be requested to investigate appropriate signage or other measures to prevent illegal traffic movements at the intersection of Grants Road with Papanui Road and advise the outcome to the Committee.

4. TRANSIT NEW ZEALAND – UPDATE

The Regional Transport and Safety Manager of Transit New Zealand, Tony Spowart, updated the Committee on the following projects.

4.1 Northern Arterial Motorway

Property designations are in place and funding for construction will be applied for shortly. Construction is planned within the next 10 years and will provide two lanes in each direction.

4.2 Belfast

State Highway 1 and 74 intersection is to be upgraded to provide two left-turns out and two right-turns in. A consent hearing will be held within the week and construction is planned for Christmas 2008.

4.3 Belfast Bypass

Property designations are in place and funding for construction will be applied for shortly.

4.4 Russley and Johns Roads

The four-laning of Russley Road and Johns Road has been approved for design work.

4.5 Marshland Road

Plans for traffic lights at the intersection of State Highway 74 with Marshland Road roundabout are in the design stage.

4.6 Traffic Cameras

The Transit New Zealand website now offers a number of "traffic cams" for public use.

3.4 Cont'd

4.7 Main North Road/Queen Elizabeth II drive

The new right turn arrow for west bound traffic turning right onto the Main North Road is causing some traffic build up at peak evening times. Transit New Zealand recognised this as a "cost" when agreement to install the arrow was reached with Board and resident representatives.

5. MEMBERS' INFORMATION EXCHANGE

- Northfield Road

Ngaire Button and staff met residents of Northfield Road, Brogar Place and Omega Place on Saturday 12 July 2008 to listen to traffic concerns. Options for traffic calming are to be examined and the residents informed.

- Papanui Cluster Spring Event

It was agreed that the Papanui Spring Cluster event would be held in October/November 2008 to coincide with Neighbourhood Week.

- Colombo Street/Edgeware Road Corner

It was agreed that staff be requested to present a seminar to the Board in August prior to any public meeting, to enable the Board to be fully informed of reasonable options for this intersection.

6. RESOLUTION TO EXCLUDE THE PUBLIC

The Committee **resolved** that the draft resolution to exclude the public set out on page 42 of the agenda be adopted.

PART C – REPORTS ON DELEGATED DECISIONS TAKEN BY THE COMMITTEE

7. CONFIRMATION OF MINUTES – 16 JUNE 2008

The Committee **resolved** that the minutes of the Greenspace Traffic Works Committee meeting of 16 June 2008, be confirmed.

8. GOSSET STREET KERB AND CHANNEL RENEWAL

The Committee considered a report seeking approval for the Gosset Street kerb and channel renewal project to proceed to final design, tender and construction.

The following points were noted:

- The pedestrian crossing has been relocated to improve safety.
- Kerb buildouts have been extended, as have no-stopping lines.
- Flooding identified in the vicinity of numbers 25 and 30 Gosset Street had not caused property damage and subsided soon after rain had stopped.
- The use of tactile pavers may cause problems for those with walker frames or the visually impaired.

The Committee **resolved**:

- (a) To approve the plan for the Gosset Street kerb and channel renewal to proceed to final design, tender and construction.
- (b) To approve the following parking restrictions:

3.8 Cont'd

Westminster Street

That the stopping of vehicles be prohibited at any time in the following locations:

- (i) On the south east side of Westminster Street, commencing at a point 25 metres west of its intersection with Gosset Street and extending 51 metres in a north easterly direction.
- (ii) On the north west side of Westminster Street, commencing north east of its intersection with Gosset Street and extending 10 metres in a north easterly direction.

Gosset Street

That the stopping of vehicles be prohibited at any time in the following locations:

- (iii) On the south west side of Gosset Street, commencing south west of its intersection with Westminster Street and extending 13 metres in a northerly westerly direction.
- (iv) On the north east side of Gosset Street, commencing north east of its intersection with Westminster Street and extending 10 metres in a north westerly direction.
- (v) On the north west side of Gosset Street, commencing south west of its intersection with Malvern Street and extending 10 metres in a south easterly direction.
- (vi) On the north east side of Gosset Street, commencing north east of its intersection with Malvern Street and extending 10 metres in a south easterly direction.

Malvern Street

That the stopping of vehicles be prohibited at any time in the following location:

- (vii) On the south east side of Malvern Street, commencing south west of its intersection with Gosset Street and extending 15 metres in a south easterly direction.
- (viii) On the south east side of Malvern Street, commencing north east of its intersection with Gosset Street and extending 15 metres in a north easterly direction.

9. MARY STREET – INFORMATION UPDATE

The Committee considered a memorandum from staff regarding the intersection of Mary Street with the Main North Road. This information was provided to enable assessment of the feasibility of converting the intersection to "Exit Only" from Mary Street.

The memorandum concluded that such a proposal would require significant engineering works and would need the Board to submit to the Long Term Council Community Plan.

The Committee **resolved** that the conclusions of the report be accepted and that the East Papanui Residents' Association be informed of this decision.

10. ADJOURNMENT OF MEETING

At 6.25pm the Committee **resolved** that the meeting stand adjourned and the meeting resumed at 7.20pm.

11. TRAFINZ CONFERENCE 2008

The Committee considered a request to decide whether to approve a Board member(s) to attend the TRAFINZ Conference in Christchurch from 7 to 10 September 2008.

The Committee resolved that as no Board member was available for the full period of the Conference, the Committee declined to be represented at the Conference.

The meeting concluded at 7.25 pm.

3. Cont'd

STAFF RECOMMENDATION

That the report be received.

CHAIRPERSON'S RECOMMENDATION

That the staff recommendation be adopted.

4. COMMUNITY SERVICES AND EVENTS MINUTES - 8 JULY 2008



General Manager responsible:	General Manager Regulation and Democracy Services, DDI 941 8462
Officer responsible:	Democracy Services Manager
Author:	Peter Croucher, Community Board Adviser

PURPOSE OF REPORT

The purpose of this report is to present for information the following outcomes of the Community Services and Events Committee meeting held on Monday 8 July at 4pm.

The meeting was attended by Pauline Cotter (Chairperson), Megan Evans, Aaron Keown, Matt Morris, Yvonne Palmer and Norm Withers.

An apology for absence was received and accepted from Ngaire Button.

PART B - REPORTS FOR INFORMATION

1. STAFF BRIEFINGS

1.1 GROWING SPORT FUND

Karena Van Dyk Sports Promotion and Events Adviser briefed the Committee on the Growing Sport fund which has been established to assist National or South Island sporting events and activities that met certain criteria.

All applications must be received by May 31st in the year (calendar year July 1st to June 30th). The event must be scheduled to take place in Christchurch and consideration is given in that month.

It was clarified that the maximum grant was \$2,500 and that funding was not available to individuals or to international events. The annual budget was \$40,000.

Members suggested that Summer sports were penalised by the application timeline and were assured that \$5,000 was held back to meet urgent or late events. The application timelines would be looked at to ensure that no sporting code was disadvantaged.

2. MEMBERS' INFORMATION EXCHANGE

2.1 Keep New Zealand Beautiful Conference

On 18 June 2008, the Committee approved attendance of a member of the community to attend the Keep New Zealand Beautiful conference and allocated \$650 of the Board's 2007/08 discretionary funding for that purpose. As a suitable member of the community had not been identified in sufficient time to purchase air travel and have it charged in the 2007/08 financial year, it was likely that the money was forfeited unless it could be accrued or carried over to the new financial year.

The Committee decided that the Board Chairperson would discuss this with Council staff with the aim of having the \$650 accrued or carried over into the current financial year.

2.2 St Albans Transitional Communities Launch

A launch for this group is being held on 17 July 2008.

2.3 Former Edgeware Pool Site

It was decided that staff would inform the Committee of the current situation following the Council resolution on 26 June 2008 about the future of this site.

4.2 Cont'd

2.4 Small Projects Funds

Board members may approach groups who have applied for Small Projects Funding for clarification, provided the financial status of these groups was not discussed.

2.5 2009 Community Boards' Conference

The Board is currently not represented on the 2009 Community Board Conference Organising Committee. As the members present had not expressed an interest in filling that vacancy, it was decided that staff ask Aaron Keown if he was prepared to be the Board's representative.

Sponsorship assistance from all Community Boards was sought to support the conference. Information on the sponsorship received and planned to date will be tabled when the Board meets on Wednesday 16 July 2008.

PART C - REPORT ON DELEGATED DECISIONS TAKEN BY THE COMMITTEE

3. CONFIRMATION OF MEETING REPORTS - 10 JUNE 2008 AND 30 JUNE 2008

It was **resolved** that the report of the Committee's ordinary meeting (both open and public excluded sections) of 10 June 2008, and the extraordinary meeting of 30 June 2008 be confirmed.

4. REQUEST FOR FUNDING TO ESTABLISH THE YOUTH DEVELOPMENT SCHEME

The Committee considered a report seeking authorisation to set aside \$10,000 from the Board's 2008/09 discretionary fund for the purpose of establishing a Youth Development Scheme. The report also requested that a Subcommittee of the Committee be set up to deal with emergency applications to this scheme.

It was **resolved** that the matter lay on the table until a meeting has been held with the Chief Executive Officer to discuss Board discretionary spending and that the matter be considered at the August 2008 meeting of the Committee.

It was **agreed** that Megan Evans would arrange the meeting with the Chief Executive Officer which would be attended by herself, Pauline Cotter and Yvonne Palmer.

5. YOUTH IN LOCAL GOVERNMENT CONFERENCE 2008

The Committee considered a report asked them to decide whether to approve funding for a Board member or members to attend the Youth in Local Government Conference in Christchurch from 6 to 8 October 2008.

It was **decided** to ask staff to supply details of the 2008/09 budget available to the Board to fund conference attendance.

It was **resolved**:

That the Committee:

- a) Approve funding for Matt Morris to attend the Youth in Local Government Conference in Christchurch from 6 to 8 October 2008 with funding sourced from the Board's operating expense.
- b) Fund from the discretionary fund 2008/09 one youth member of the community to attend this conference.

4.5 Cont'd

It was **decided** that the Papanui Youth Development Trust Incorporated management be asked to supply the name of a suitable youth nominee. That name will be submitted to members by email for approval.

6. SAFE COMMUNITIES CONFERENCE SELECTION CRITERIA

The Committee considered a request to determine the criteria for selecting the community representatives to attend the Safe Communities conference. The Committee has already approved the funding from the 2007/08 discretionary fund and a pro forma booking made for three community representatives.

The Committee **resolved**:

That the following selection criteria be used in considering a community representative to attend the Safe Communities conference.

That the person must be:

- a) Working in the field of safety
- b) Working and/or living in the Shirley/Papanui Ward

The Committee further **resolved**:

That the Safe Communities conference attendees be:

- (i) Belinda Barrett-Walker (Junior Neighbourhood Support)
- (ii) Lynda Goodrick (Belfast Community Network)
- (iii) One person from Community Watch for the one day event (Community Watch to nominate who that person will be)

7. ELLERSLIE FLOWER SHOW TICKETS – CRITERIA FOR DISTRIBUTION

The Committee considered a request to determine the criteria for distributing the already ordered ten tickets to the Ellerslie Flower Show.

The Committee **resolved**:

That the following criteria be used:

- (a) Priority to be given to people who have a voluntary role in environmental sustainability and beautification in the ward.
- (b) Board members to be asked to supply a list of appropriate nominees to be confirmed at a September meeting of the Board.

The meeting concluded at 6.13 pm.

STAFF RECOMMENDATION

That the report be received.

CHAIRPERSON'S RECOMMENDATION

That the staff recommendation be adopted.



5. DEPUTATIONS BY APPOINTMENT

5.1 **Junior Neighbourhood Support – Belinda Barrett-Walker**

5.2 **St Albans Toy Library – Jo Scott**

Background information on the St Albans Toy Library has been separately circulated.

6. PRESENTATION OF PETITIONS

Nil.

7. NOTICES OF MOTION

Nil.

8. CORRESPONDENCE

Items of correspondence have been separately circulated to members.

9. BRIEFINGS

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.

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.

10. Cont'd

- (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.

10. Cont'd

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.

10. Cont'd

ALIGNMENT WITH STRATEGIES21. **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.

10. Cont'd

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.

10. Cont'd

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.

10. Cont'd

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).

10. Cont'd

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

10. Cont'd

<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.

10. Cont'd

<p>Boat Ramp and Jetty</p> <p>Key issues raised by the community:</p> <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 <p>Project team discussion:</p> <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.
<p>Sense of Arrival structure and Artwork</p> <p>Key issues raised by the community:</p> <ul style="list-style-type: none"> • Oppose Sense of Arrival structure • Oppose proposed Artwork on the spit <p>Project team discussion:</p> <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.
<p>End of Harbour Road and Small Car Park</p> <p>Key issues raised by the community:</p> <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 <p>Project team discussion:</p> <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
<p>Park Furniture and Landscaping</p> <p>Key issues raised by the community:</p> <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 <p>Project team discussion:</p> <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.

10. Cont'd

<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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10. Cont'd

<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"> • <u>The 'Problem'</u>. 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) • <u>The 'Solution'</u>. 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) • <u>Design issues</u>: 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

10. Cont'd

- 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 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 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.

10. Cont'd

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.

The Proposed Development Plan includes:

1. Construction scheduled for completion in 2008

- Car and trailer parking area – formalises an area that is currently used for parking
- Toilet and change facility – caters for demand from recreational users. It is located away from private properties, while still complying with safety guidelines. This facility will compliment the surrounding area and be a feature that reflects the Styx and coastal themes
- Boat jetty and picnic area – provides for mooring, fishing and passive recreation. The jetty and bollards will help define the boat ramp's manoeuvring area and prevent cars driving along the shoreline. *This area is currently legal road but can't be used as such, due to its location on the coastal margin. Council planners are currently developing a master plan that covers the Spencer Park, Seafield Park and Brooklands Lagoon area and this will consider the status of these types of land parcels. This plan is likely to be out for public consultation in mid 2008*
- Landscaping - using native species, in line with the proposed ecological plantings in this area. This will also provide privacy for neighbouring properties, without impeding views. *Landscaping will proceed in conjunction with installation of the buildings and other facilities*

2. Construction scheduled for completion in 2009

- Pathway linkages – provided between the stopbank walkway through to Seafield Park, via the legal public access past the Blue Lagoon Restaurant
- Harbour Road – small amount of parking will be provided at the end of Harbour Road, which will be enhanced with landscaping
- Landscaping – continued installation of landscaping

3. Currently unfunded

- 'Sense of Arrival' – this structure will include a boardwalk, archways, artworks and information panels about the area

Note: the implementation of the items included in this concept is subject to approval of the appropriate permits and consents

It's your City



www.ccc.govt.nz/haveyoursay

Public Consultation and Project Timeline:

This leaflet has been delivered to the Brooklands community and a number of interest groups. If you would like further information or brochures about this project please contact the Consultation Leader, Mary Hay, on the details provided below.

As part of this consultation the project team will be available on site to discuss any questions that you may have about the proposal. Please come and meet the team, and enjoy our barbeque at the Brooklands boat ramp, between **11am to 1pm on Saturday 12 January**. Alternatively, please advise if you would like to meet onsite at another time.

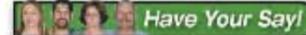
Please consider the attached development plan and return the enclosed form by **Monday 4 February**.

- *Public Consultation* – the public consultation will be open for a month and close on 4 February 2008
- *Assessment of feedback* – the submissions will be reviewed and the concept amended to reflect community views, where possible
- *Approval of the proposal* - approval will be sought from the Shirley/Papanui Community Board to proceed to detailed design and construction. If you provide us with your contact details we will advise you of the project team's recommendation and the upcoming decision by the Board
- *Construction* – the proposed construction schedule is included above. Funding of \$440,000 is available over the next three years and the total estimated cost of this development plan is currently \$480,000. The items with the greatest priority, such as the toilet and car park, will be installed first

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HAVE YOUR SAY

The enclosed concept plan has not been finalised. The City Council would like any feedback that could be used to improve this proposal for the development of the reserve at Brooklands boat ramp (see locality plan inside). The purpose of this leaflet is to invite local residents and interest groups to let us know how you would like to see this area developed. We would appreciate you taking the time to complete the enclosed comment form, with any feedback, and returning it by **Monday 4 February 2008**.

As part of this consultation the project team will be available on site to discuss any questions you may have about the proposal. Please free to come and meet the team between **11 am and 1 pm on Saturday 12 January** at the Brooklands boat ramp.

If you would like any further information about this project please don't hesitate to contact Mary Hay, Consultation Leader on (03) 941-5410 or 027 232 7467 or mary.hay@ccc.govt.nz

Styx River Mouth /Brooklands Boat Ramp Development Plan

The reserve at the Brooklands boat ramp is an important area with a variety of significant values associated with it. As part of a much larger green corridor associated with the Styx River, this reserve is the 'arrival' point of the Styx 'Source to the Sea' walkway. It is here that the Styx empties into Brooklands Lagoon. The lagoon and its adjoining areas of public reserve provide important wilderness and recreational opportunities, which are utilised by a variety of land and water based recreational users from around Christchurch.

Council staff have been undertaking planning investigations in this area and have funding for the development of the reserve over the next three years. The concept plan that was drafted by the developer in 2001 has been reviewed and, apart from relocating the stopbank, it is proposed to include all of the suggested features in Council's proposal. Also included is a 'Sense of Arrival' at the end of the Styx, a picnic area, pathway linkages through to Seafield Park, landscape enhancement and a carpark at the end of Harbour Road.

Our research has informed the following project objectives;

- Consider the needs of the local community and reserve users
- Enhance the use of the boat ramp and parking area and protect 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 opportunities for pedestrian linkages through to Seafield Park
- Enhance the ecological area and develop 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





Styx River Mouth/ Brooklands Boat Ramp Development Plan

ID	SUPPORT PLAN?	COMMUNITY FEEDBACK ON THE PROPOSAL	PROJECT TEAM RESPONSE
1.	Y	<ul style="list-style-type: none"> The proposal looks good on paper. The only concern I have, as with other redevelopment areas like Travis Wetlands and Horseshoe Lake, is security. These wonderful places provide a fantastic opportunity for everyone to appreciate the landscape and the wildlife. They also provide opportunities for vandalism. Sadly, in today's culture of bored and uneducated youth, we have often visited these areas and found graffiti and dead wildlife. Evidence of drunken and reckless behaviour is often left at the site of the damage. May I suggest some sort of security camera, hidden, so that the culprits can be caught on camera and prosecuted, as well as regular patrols in the wee small hours and gates which are closed after 9pm. Until the problem of irresponsible idiots is resolved, I believe this will be one way of making it harder for these morons and it may deter them from wreaking havoc. As a lover of nature and wildlife, I firmly believe these areas should be patrolled regularly to maintain the beauty which is clearly a top priority for Council and is to be applauded. The other concern is the ongoing care of the area. It doesn't take long for rubbish to accumulate and early intervention when this happens (and it will) would ensure the area retains its lasting appeal 	<ul style="list-style-type: none"> The plan has been amended to include a barrier at the entrance to the reserve. This will be unlocked at publicised hours by a security firm or by a local 'caretaker' The area will be on a regular maintenance regime, which will include removal of graffiti
2.	Y	Looks good	-
3.	Y	<ul style="list-style-type: none"> Concerned 22 cars/trailer not enough. Easily count +30 on a good day. * Noted signs up for no parking – this is already being ignored. How will this be enforced? (In turning area). 	<ul style="list-style-type: none"> The redesign of the car park allowed for an additional two parks The existing signs are a temporary measure. The boat ramp area will have a manoeuvring area and a clearly defined parking area
4.	Y	The original plan for this site was to be a Sea Plane base, however, it is good to see development of the area finally going ahead after 60 years	-
5.	-	<p>Submission Part 1</p> <ul style="list-style-type: none"> Over all the concept plan for the Brooklands boat ramp area doesn't look too bad, but why are the council not LISTENING to the residents ... 2 things that the residents have said. THEY DON'T WANT THE TOILET POSITIONED WHERE SUGGESTED!!! Put it on the other side of the stop back out of site from residents' view and or right down at the waters edge where the jetty is proposed CHIP SURFACES!!! Asphalt a must!!! We are sick of the growing and increase of numbers of hooners and people doing skids on the gravel that is already present! -- not to mention the amount of shingle that then ends up in the river and CHEWS through blades on boats and jet skis etc - we want to eliminate the problem - not give reason for attracting more hooners!!! The boat parking area will just become a race track for them!- as mentioned before hand there have already been 5-6 cars come out of there from doing skids and a neighbour from the area has thrown a sledge hammer through the bonnet of their car - not lawful but it is getting to the stage where we are having to take the law into our own hands to eradicate the idiots that come down! Please listen to this... further more the prevailing wind is nor-east - the dust from the chip goes straight into sections 2,11,4,6,8,10...not a good look when you cant keep your doors open due to dust from cars and boats! Jetty - could I suggest to keep it on the other side of the boat ramp -- positioned where proposed will only mean clutter of boats coming in and out where as the other side will leave the boat ramp free and clutter free for boats to get around - I have seen many boat ramps where this is a major problem. I hope you listen to this and further to what the public want in the way of ideas etc and not just pass it off. I won't be able to attend the meeting in January as I will be away on holiday but I would like a copy of the minutes if possible. <p>Submission Part 2</p> <ul style="list-style-type: none"> As a matter of interest I met 2 Rangers down by the waters edge yesterday afternoon – at that stage there were 32 Cars and trailers and after they left it increased to 43 vehicles and trailers – taking into consideration that ½ of Christchurch is away at the moment and that holiday makers won't know the area – that is a lot of vehicles and parking for only 23 as per the plan won't be anywhere enough parking with that particular design proposed .. took photos to show if interested. 	<ul style="list-style-type: none"> The safety audit found that the proposed location of the toilet, at the entrance to the reserve, is the most preferable location with respect to safety as it is clearly visible from most parts of the site/surrounding houses and key vehicular routes. The visual effects of the toilet will be minimised as much as possible and it will be designed to fit in with the coastal environment and Styx Vision. 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 plan has been amended to include a 'grass over gravel' surface in the car park, which can be upgraded in the future, if necessary The consultation indicated that there is significant support for the proposed location, as this was where the previous jetty was sited. The channel of the Styx River is a significant distance from the shore, which makes it an inappropriate location for the jetty The redesign of the car park allowed for an additional two parks
6.	Y	The sooner this project is completed the better. Well done Council, rate money well spent for a change. Worthwhile project not only for locals but the community at large	-
7.	Y	The only concept of this proposal which I feel is unnecessary is 'Artwork'. (A sculpture based on the Styx Heron). In my opinion it is expense which could be eliminated. Such artworks are subject to vandalism and often out of place as I believe this one would be. It is also doubtful whether such a sculpture would receive any appreciation from the majority of people who use this area for recreation. However, I congratulate the Christchurch City Council for this plan which I do support. In saying that I do not want to see Brooklands become over developed and lose its original character which drew me here in the first place.	<ul style="list-style-type: none"> The proposed artwork has been removed from the proposal
8.	Y	I don't have a boat but I do enjoy walking in the area therefore I appreciate the proposal to tidy up the Lagoon surroundings (Sometime could we have a footpath in Charon Street please, our rates are pretty high!)	<ul style="list-style-type: none"> This request should be directed to Council's Call Centre on 941-8666
9.	Y	-	-
10.	Y	-	-
11.	Y	<ul style="list-style-type: none"> Boat and trailer park - better as angle parking because it is easier to manoeuvre (see Lake Brunner), could use mountable kerbs if landscaping an issue, need asphalt on the carpark - its more comfortable on bare feet, chip seal gets torn up. Do it once – do it right. If \$'s is an issue you could install kerb and leave existing gravel until there is \$'s for asphalt. Wash down area - if more than one tap they need to be >15-20m apart to avoid congestion Toilet is good – needs to be near the boat ramp for last minute visits after launching. I overlook a recently installed public toilet in a park and it has not caused any problems. 	<ul style="list-style-type: none"> The plan has been amended to include drive-through angle parking in the centre of the parking area The plan has been amended to include a 'grass over gravel' surface in the car park, which can be upgraded in the future, if necessary The design of the proposed wash down area will be determined at the detail design stage The need for the toilet has been confirmed by feedback provided in the public consultation and will remain on the plan

12.	Y	Please ensure that a launching fee is not charged at the boat ramps and control is under CCC. Otherwise, I believe the concept plan is brilliant.	<ul style="list-style-type: none"> • <i>Launching fees are not planned as part of this proposal</i>
13.	-	<ul style="list-style-type: none"> • Re the proposed concept plan for this area: Is it envisaged that the proposed walkways (or at least the existing stop bank tracks) will also be open to cyclists? There is an existing informal cycling route (more suitable for mountain bikes) down the Waimakariri River which takes in the last section of the stop banks within the project area (and utilises the existing Styx River crossing with the tide gates). I understand that ECan (possibly in conjunction with CCC) are looking longer term at a formal off road cycle path linking McLeans Island and Bottle Lake – this would almost certainly need to utilise the existing tracts in the Styx River Mouth area. • On a totally different matter: Has any thought been given to a wider restoration project for this part of the lower Waimakariri/Styx River area? Much of the existing vegetation looks as if it would be suitable fern bird habitat, and might lend itself to the re-introduction of this species on the East Coast. Wetland species such as spotless crane and bittern may be present. Perhaps the habitat requirements for these birds could be factored into the proposed planting design and plant species chosen for the area? 	<ul style="list-style-type: none"> • <i>In terms of the Brooklands boat ramp proposal (attached) the walkway on the stopbank will continue to be managed by ECan. The connecting chip paths past the boat ramp and picnic area would be multipurpose and accommodate pedestrians and cyclists. Care will be needed in the vicinity of the carpark</i> • <i>The proposal includes as one of its objectives to enhance the ecological area. Coastal tree and shrub species have been selected to contribute to habitat regeneration. The Styx Vision 2000-2040. One of the five 'visions' included in this strategy is to achieve a "viable springfed river ecosystem" and includes as a key action point to restore a range of viable habitats / increase native bird species richness / reintroduce native bird species in suitable locations (i.e. fernbird at the mouth of the Styx).</i>
14.	Y	As a long term Resident and Homeowner 20 years in Brooklands, I fully support this concept which will greatly enhance the public enjoyment and accessibility to this great Lagoon area.	-
15.	Y	-	-
16.	Y	<ul style="list-style-type: none"> • Good idea – hope it goes ahead. • Not exactly in the same area, but closely linked. Would it be possible to provide small ramps on either side of the Styx flood gates, so that kayakers can easily lift their vessels out to carry past the flood gates when closed? • Brochure – in the caption starting “unisex accessible toilet...”, there is no such word as “furtherist”!! The word is “furthest” 	<ul style="list-style-type: none"> • <i>The request for ramps for kayakers near the Styx floodgates is beyond the scope of this reserve development project and should be referred to Council's Call Centre on 941-8666 or ECan</i>
17.	Y (x2)	<ul style="list-style-type: none"> • Looks great! • Can asphalt be done instead? Assuming this is a funding thing. • Can signs be put around like the areas to other CCC parks (so people know it's there and can find it) • The Lagoon is a perfect place for waterskiing etc. and this will promote. Well done! 	<ul style="list-style-type: none"> • <i>The plan has been amended to include a 'grass over gravel' surface in the car park, which can be upgraded in the future, if necessary</i> • <i>The request for wayfinder signs will be considered at the detail design stage</i>
18.	Y	<ul style="list-style-type: none"> • Totally agree. Bring it on. 	-
19.	Y	-	-
20.	Y	<ul style="list-style-type: none"> • We agree in principal, but would like to know who is going to maintain the area to a good standard. We have seen good ideas in the past – Domain, Styx River swimming area – but the upkeep is shocking. • Is it necessary to have native cabbage trees, as they make so much mess? I like them, but where they are planted in an open area, they do detract from the overall picture. 	<ul style="list-style-type: none"> • <i>The reserve will be on a regular maintenance regime</i> • <i>The proposed cabbage trees will be replaced with another native species that is tolerant of coastal conditions, such as South Island lacebark</i>
21.	Y	Being a local resident that regularly uses this boat ramp – we fully support this development plan – its fantastic – thank you!	-
22.	Y	<ul style="list-style-type: none"> • I think the development will be great, as long as it doesn't intrude on anyone's privacy and others aren't upset. • I look forward to hearing about progress and others that are planned in the area i.e. Seaford Park and especially down Earham Street 	-
23.	Y	-	-
24.	Y	Looks cool. Looking forward to having this asset in my area.	-
25.	Y	Nice job guys! Looks great!	-
26.	Y	-	-
27.	N	<p>Our property fronts onto the reserve in which the Council would like to develop. I work at the Shirley Community Centre as the Coordinator and have received an email from you previously with updates of this area, for which I am thankful. Could you please tell me if Roger Cave is on this project team.? We are thrilled that the Council are wanting to enhance this area, however are totally apposed to the proposed plan.</p> <ul style="list-style-type: none"> • We have been coming to Brooklands Lagoon over the past 18 years as keen boaters and have been living in the Brooklands area for the last six years. We understand and appreciate the importance of allowing the public somewhere to enjoy their outdoor recreation and totally encourage it. We did however come to Brooklands to raise our children in a natural, safe environment. In the past year we have been observing the area in question and hope to be able to put some positive thoughts to the planning process. We have some major issues with some of the items on the plan as follows below: <ol style="list-style-type: none"> 1. Chip seal - In the proposed plan you suggest a chip surfaced car and boat trailer parking area. I am sure you are aware of the issues with boy racers in Communities. At the present time there is shingle to the approach of the boat ramp/stockbank, we already face issues with young hoons ripping up this area. This would be a great concern to us as we have a lot of Young children living in the homes that front onto the reserve, also we have the prevailing Norwest winds and easterlies, the properties fronting the reserve area would have the problem with mowing their lawns with chip all over the grass. 2. Asphalt - To seal the carparks with Asphalt would totally take a way the natural tranquillity of the area, we believe the best option is to keep the area grassed in its natural state. It would eliminate boy racers skidding on a chip surface and also stop them from putting diesel down on an asphalted area. It also acts as a great drainage solution in the case of flooding and keeps the area in its natural state for the proposed walkways. <ul style="list-style-type: none"> • We do feel that this area would be greatly enhanced if there were to be small plantings on the stock banks and area's surrounding the grass carpark. The proposed planting on the plan directly in front of our homes e.g. Ngaio, Akeake which reach 3 - 4 meters in height, we feel to be excessively high and unfair to some of the residents whom have put low fences to incorporate their rural outlook and beautiful views. 	<ul style="list-style-type: none"> • <i>The plan has been amended to include a 'grass over gravel' surface in the car park, which can be upgraded in the future, if necessary</i> • <i>The amount of proposed trees has been reduced. However, in terms of reserve users, the visual affects of adjacent houses need to be softened. Ngaio and Ake Ake (3-4m) are proposed on boundaries as they are tolerant of coastal conditions</i> • <i>The plan has been amended to include drive-through angle parking in the centre of the parking area</i> • <i>Subject to Ecan approval, the swale will be removed and redirected to flow into the wetland that is located to the west of the proposed car park</i> • <i>The safety audit found that the proposed location of the toilet, at the entrance to the reserve, is the most preferable location with respect to safety as it is clearly visible from most parts of the site/surrounding houses and key vehicular routes. The visual effects of the toilet will be minimised as much as possible and it will be designed to fit in with the coastal environment and Styx Vision. 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> • <i>The feasibility of a coastal link between the reserve and the end of Harbour Road is being investigated. Approvals from other regulatory authorities, such as ECan, DoC and Crown Properties will be required</i>

	<p>3. Carparks - As we have been in the best place to observe how people park the plan is totally unsafe, it creates blind spots and does not allow enough carparks for the area. Accompanying this email we have attached a photo of the safest solution for cars with boat trailers, as you will see in the photos, 4 wheel drives with boat trailers behind them take up a lot of room length wise, the safest way for them to park is to be able to drive in to the middle verge and be able to drive out the other side eliminating the need to back the trailer. This also creates better safety when small children are around. Your plan suggests parking in front of all of our houses, the residents and our small children do not want to be subjected to people undressing/changing directly in our view, reiterating that the middle verge would be far better. Regardless of changing facilities, people will always get changed at their vehicles.</p> <p>4. Swale - It appears by the plan that the Council propose to move the Swale at the base of the stockbank to in front of our homes. I can not understand how the Council would move a dirty smelly, stagnated water drain from the base of a stockbank where it does not affect anyone to outside people's homes. Most of the residents have fences with gates entering into the reserve area. We also have a dozen children under the age of 10 that live in these properties Mosquito's live in stagnated water and pose a huge health threat. This idea is totally absurd.</p> <p>5. Toilet - We definitely agree to a need for a toilet facility. We are aware that this is going to be the hard one. The general census seems to feel that the best place if at all possible would be on the other side of the stockbank near the boat ramp. Every day we are faced with people urinating in front of us and our small children. In some cases, residents have had to find disgusting women's (toilettries) lying around, this posing serious health issues. I'm sure this toilet could be positioned on the other side of the stockbank which would be the best solution for everybody, residents and users of the Lagoon/Boatramp facility. The main objective is to have not a grand architectural design for a toilet but one that is in keeping with environment.</p> <p>6. Walkways - Although there is a legal easement through the Blue Lagoon Restaurant/Muddy Puddle, we feel the walkway that is proposed through this area will never work. We think that a wooden boardwalk in front of this area, through the Lagoon to meet up at the end of Harbour Road would be fantastic for the walkers rather than walking through the middle of someone's personal property. We have walked on a similar boardwalk at Wetlands and it works great.</p> <ul style="list-style-type: none"> • In closing we would like to thank you for taking the time to consider our suggestions. We understand that it is hard to please everyone, but are sure you will endeavour to do your best for the residents of the Community. 	
<p>28. -</p>	<p>Thank you for the opportunity to place feedback on the proposed redevelopment of the Brooklands Boatramp and surrounding area. Ron and I have lived here for 4 years now and enjoy our surroundings and the environmental challenges it poses. Both our children have also embraced the area and have made extensive use of the land around us for various childhood activities. It is important to us to maintain a degree of this freedom for the other young children that already do live here and that number will soon increase with the new subdivision next door. It is very exciting to finally have a concept plan to peruse and make comment on. The general concept has a good feel about it and will certainly enhance the area and the proposed plantings are within keeping with plantings already completed. However as you'd expect not everything is to everyone's liking. Very hard to please everyone. As you've asked for feedback here are our thoughts and the areas that we are concerned about.</p> <ul style="list-style-type: none"> • The proposed moving of the swale to the south side of the reserve. My first thought on this was where is the sedge land area right next to us going to drain into as it floods very quickly in heavy rain and is supposed to drain into that swale. Also I understand the reserve also drains into that, so why would anyone want to go to the expense of diverting all that drainage. The other issue with the swale is smell and the wonderful breeding ground for mosquitoes it provides. Would anyone want this moved to their front yard when it best serves its purpose right where it is? • The chip path that is proposed along the length of the reserve seems to serve no real purpose other than to give walkers an alternative route to get to the toilet. For those of us living along the reserve it is very imposing on our privacy. Our suggestion would be to divert it from where it branches into two paths at the end of Ethol Barker Drive. I'm sure our new neighbours that are currently building didn't envisage a path right in their front yard. It seems that it could easily be left out altogether and have the walkers walking up to the stopbank and along to the toilet and changing block. Which is where they currently walk not bothering anyone. While it's lovely to facilitate those people that will be using the track, some thought about those of us that actually live there would be well received. • The actual carpark seems to be rather unusual for an area that is primarily used by 4WD towing trailers. Most boaties given the choice would rather have a drive thru arrangement than have to back in and out of small spaces. There is also the element of danger that backing creates. There are lots of small children that live along the reserve not to mention the ones that actually belong to the boaties. Eliminating that possibility in the first place might be a better idea. • It would be nice to keep the [carpark] surface as similar to what we have as possible. As the area is mostly used for three or four hours of any given day, due to the tidal nature of the Lagoon, the grass area doesn't seem to get boggy or untidy (unless of course it's not mown). • It would also be great to see some barriers at the end of the parking area to stop our local boy racers utilising this wonderful track as they currently do. • While the suggested plantings look attractive and in keeping there is some question over the height that some of these trees will grow to, thus obscuring the view we all currently enjoy. • The jetty and toilet/changing facility look great. Perhaps the changing/toilet building doesn't need to be so elaborate. It looks a little over the top for a beachy casual picnic stop. • The only other point of discussion for us is the proposed continuation of the walkway right through the middle of the Riley's property. While this may have been a solution to a problem a few years ago, it is quite unacceptable today given that there are far more aesthetic solutions to the route of the walkway. We feel walkers would much prefer to continue their foreshore walk along the foreshore not through someone's backyard then through a Café carpark, which as its shown would be very unsafe. It would be a far more interesting and safe track continuing along the foreshore then a lovely boardwalk around the Muddy Puddle back onto the area to be enhanced on the other side of the Muddy Puddle. We note with interest that neither the Riley's house or garage have been shown on the plan. Was there a particular reason for this or just an oversight? • Once again thank you for the opportunity to place feedback on the proposal. While one doesn't want to sound too 	<ul style="list-style-type: none"> • <i>Subject to Ecan approval, the swale will be removed and redirected to flow into the wetland that is located to the west of the proposed car park</i> • <i>The proposed walkway has been moved away from property boundaries and relocated to the top of the stopbank</i> • <i>The plan has been amended to include drive-through angle parking in the centre of the parking area</i> • <i>The plan has been amended to include a 'grass over gravel' surface in the car park, which can be upgraded in the future, if necessary</i> • <i>A barrier will be installed at the entrance to the reserve. This will be unlocked at publicised hours by a security firm or by a local 'caretaker'</i> • <i>The amount of proposed trees has been reduced. However, in terms of reserve users, the visual affects of adjacent houses need to be softened. Ngaio and Ake Ake (3-4m) are proposed on boundaries as they are tolerant of coastal conditions</i> • <i>A single unisex toilet is proposed. The size of the toilet will be minimised as much as possible and it will be designed to fit in with the coastal environment and Styx Vision</i> • <i>The feasibility of a coastal link between the reserve and the end of Harbour Road is being investigated. Approvals from other regulatory authorities, such as ECan, DoC and Crown Properties will be required</i>

		negative there are obviously some areas of concern for those of us that utilise this wonderful area and wish to see it develop in the best interests of everybody.	
29.	Y	-	-
30.	Y	-	-
31.	N	At this moment while I am sitting writing this in my lounge, all I can hear is noisy Jet Skiers and Boats over at the Lagoon which have been roaring up and down the Lagoon all day (often until 9pm). We live in Brooklands for the peace and quiet (less noise, air, water pollution). We don't want more pollution and noisy Jet Boats and Skiers, its bad enough now without encouraging more people out here (who don't have to listen to it all day). This proposal is not for local Brooklands, it's for people from other areas. They already have Lyttelton Harbour, The Estuary, Sumner and Lake Rua for these activities. We love the Lagoon and Stock Bank just how it is, beautiful and natural. This is just a waste of Ratepayers money. The money should be spent on Lower Styx Road making safe cycle lanes and more lighting and speed humps at the S Bend. The trees at the Lagoon need the dead branches pruned. Your sense arrival sounds like a bit sense of waste of Ratepayers money, to us and many of our friends who live locally and have done for many years. We live in Nirvana Street, Nirvana means Heaven, we'd like to keep it that way.	<ul style="list-style-type: none"> The need for the development of this area has been confirmed by feedback provided in the public consultation
32.	Y	<ul style="list-style-type: none"> It would be an advantage to residents and visitors to complete your proposed plan. The area has many natural attributes that through the enhancement of the area will be available for all to enjoy. As a water-skier and resident, the boat ramp certainly does need upgrading and might I say at times patrolling, this I'm sure can be achieved to ensure safety for all who enjoy using the facility the Lagoon provides, in particular several jet ski's and their owners are oblivious to the rules. Thank-you for keeping us informed and I look forward to progress. 	-
33.	Y	We are really impressed with the concept plan and think it is great that this area of Brooklands will be developed in this way	-
34.	Y	It would be good if the new area could be dog friendly. Many people in the area enjoy walking their dog around the Lagoon etc. including ourselves.	<ul style="list-style-type: none"> This concept does not change the accessibility of this area for dogs
35.	Y	<ul style="list-style-type: none"> As a roading contracting worker (Foreman for 18 years) I like the idea. I don't like the swale move idea cos it will turn out to be a mossie pit for the houses behind. I work for K B Contracting now as a Digger Operator. I was working on the new Brooklands Subdivision; I shaped the new swale on the Reserve side. Also, I'm totally against the sculpture on the opposite bank. It would look ugly. Why not plant more flaxes and natives to tidy it up. 	<ul style="list-style-type: none"> Subject to Ecan approval, the swale will be removed and redirected to flow into the wetland that is located to the west of the proposed car park The proposed artwork has been removed from the proposal
36.	Y	-	-
37.	Y	<ul style="list-style-type: none"> The River will have to be dug out by Jetty as it is too SHALLOW now to launch boats at low tide. LOCAL Residents no charge as we already pay rates. Swipe card for LOCALS, \$5.00 Public out of area. 	<ul style="list-style-type: none"> The detailed design of the jetty will be considered after the Community Board has approved the concept A fee structure is not included in this proposal
38.	Y	I think the proposed development plan looks great and I look forward to you implementing it ASAP as it really needs a tidy up from its current state. It's a lovely area and I use the stop bank walk way about 5x per week, its undervalued and enhancing it for greater public use is a good idea. I like the development plan. Keep up the good work, we appreciate it.	-
39.	Y	<ul style="list-style-type: none"> Security: Proper use of toilets and car park i.e. boy racers, camping, graffiti, and parties. Solution: Install gates to ramp and car park to deter inappropriate use. Key access for users outside the hours. Planting: Blocking views. Solution: Keep plants to a maximum height of 1.2 metres. Car Park: Parallel Parking will not work. Solution: Changing to diagonally parking. Surfacing Issues: Proposed surfaces of car park and walkways being grit, dust from grit being blown into residents properties during easterly winds, grit inappropriate surface for disabled users, and bare feet children. Solutions: Asphalt car park, boat ramp and paths. Walkways: Our property overlooks Lagoon and walkway is to be directly in front of it, we don't want public walking immediately along the back of our property, also a very big issue with walkway running through Restaurant/Bar car park which is away from the Lagoon, and creating a huge risk to pedestrians, and children being struck by cars. Why would people want to walk through the middle of someone's property away from the Lagoon area??? Solutions: Redirect the walkway that is supposed to go through the car park of the Restaurant/Bar to a new board walk that runs around the Bar/Restaurant and over the Lagoon. This would provide a more meaningful walk viewing shell life and crabs etc. for children, and wheelchair access, and other people wanting to view the Lagoon. No need for a pathway in picnic reserve area, because of picnics, and recreational use people will find their own walkway. 	<ul style="list-style-type: none"> The plan has been amended to include a barrier at the entrance to the reserve. This will be unlocked at publicised hours by a security firm or by a local 'caretaker' The amount of proposed trees has been reduced. However, in terms of reserve users, the visual affects of adjacent houses need to be softened. Ngaio and Ake Ake (3-4m) are proposed on boundaries as they are tolerant of coastal conditions The plan has been amended to include drive-through angle parking in the centre of the parking area The plan has been amended to include a 'grass over gravel' surface in the car park, which can be upgraded in the future, if necessary The plan has been amended to include an asphalt turning area near the boat ramp The proposed walkway has been moved away from property boundaries and relocated to the top of the stopbank The proposed walkway through the entrance to the boat ramp has been amended to clearly delineate the pedestrian and vehicle areas A well-formed path is needed to ensure good access for all park users The feasibility of a coastal link between the reserve and the end of Harbour Road is being investigated. Approvals from other regulatory authorities, such as ECan, DoC and Crown Properties will be required
40.	Y	<ul style="list-style-type: none"> Car and Trailer Parking: We do need this as this facility is becoming very busy at times. Toilet and Change Facilities: Badly needed if you have been out in the boat and get wet. Boat Jetty and Picnic Area: Would be very useful but badly needed is for the channel out to be marked and hopefully dredged to give a bit more leeway when coming in, or going out. 	<ul style="list-style-type: none"> The need for the toilet has been confirmed by feedback provided in the public consultation and will remain on the plan The issues about the management of the waterways or lagoon are beyond the scope of this reserve development project and should be referred to Council's Call Centre on 941-8666 or ECan
41.	-	I do not support the track going through the Blue Lagoon Hotel car park. Apart from this I would support the remaining work that is planned, on condition of the integrity of the Hotel property is left intact as is. I view this as a great asset for Brooklands especially for future upgrading of the premises to provide a balance of amenities available to the people of the area.	<ul style="list-style-type: none"> The feasibility of a coastal link between the reserve and the end of Harbour Road is being investigated. Approvals from other regulatory authorities, such as ECan, DoC and Crown Properties will be required
42.	-	The proposed sighting of a public toilet as part of this project is an unacceptable blight on an otherwise rustic peaceful scene. I understand there is another site that these facilities could be built upon with no intrusion on the residents' current uninterrupted view of a landscape so very dear to them, and of which they purchased in good faith. I therefore, propose that the alternative location be considered in light of the distress that the present proposal is causing.	<ul style="list-style-type: none"> The safety audit found that the proposed location of the toilet, at the entrance to the reserve, is the most preferable location with respect to safety as it is clearly visible from most parts of the site/surrounding houses and key vehicular routes. The visual effects of the toilet will be minimised as much as possible and it will be designed to fit in with the coastal environment and Styx Vision. 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
43.	Y	-	-

44.	Y	<ul style="list-style-type: none"> • Don't think the need to spend money on artwork of heron. • Lagoon needs dredging as silting up badly and now has a high sand-bar at connection to Waimakariri River and access to Lagoon very difficult from boat ramp due to silt build-up. 	<ul style="list-style-type: none"> • The proposed artwork has been removed from the proposal • The issues about the management of the waterways or lagoon are beyond the scope of this reserve development project and should be referred to Council's Call Centre on 941-8666 or ECan
45.	-	<p><u>Submission 1:</u> I have noted that in the above development plan there has been included toilet facilities. My family make use of the Brooklands Boat Ramp frequently for jet skiing and welcome such facilities.</p> <ul style="list-style-type: none"> • My major concern is the positioning that has been suggested in the proposal. I believe the current positioning is a deterrent to the landscape and wonder whether it could be better situated elsewhere? Has any other sites been considered? I look forward to your feedback. <p><u>Submission 2:</u> Great thanks for your correspondence, Mary – good luck with finding the best option.</p>	<ul style="list-style-type: none"> • The project team selected the location opposite the end of Blue Lagoon Drive for a number of reasons. The most important one is personal safety as we try to locate these facilities in areas of high visibility to reduce the likelihood of criminal behaviour. We also considered accessibility to the boat ramp, the Styx walkway and the picnic area. The visual effects of the building were also a consideration and we have tried to minimise the adverse effects locating the building at a maximum distance from residences and by designing an attractive building that blends in with the surrounding environment. The public consultation has resulted in seven additional sites being suggested and investigated by the project team. • 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
46.	Y	Just a bit concerned about any vandalism especially graffiti on the toilet block.	<ul style="list-style-type: none"> • The need for the toilet has been confirmed by feedback provided in the public consultation and it will be designed to minimise vandalism as much as possible
47.	-	<p>Firstly, this development is a positive step both for residents and the wider community. My comments:</p> <ul style="list-style-type: none"> • The end of Harbour Road (area to be enhanced) needs to have a high priority. This is a high use area and at present, an eyesore. This could be the point at which "the sense of arrival" is achieved with a boardwalk (instead of boat jetty) leading from this point around the outside of the restaurant and linking up with the chip path. • Paint blue footsteps from Seafield Park exit to boardwalk on the road surface. • As the resident adjoining this point, I observe both the people using the Seafield Park walkway (surprising number of tourists) and others. The photos included provide evidence that young people on horseback use the "area to be enhanced" as a track. They are not meant to go through the reserve (damage) so use the water frontage. Because of the steepness of the track some accidents have occurred – falls, horses frightened etc. • Also many whitebaiters use the track to take gear down to the Lagoon – many of whom are elderly – the present state of the track makes this difficult for them. I will also be very pleased to have a car park for the whitebaiters and others fishing for flounders. • Already the Maori carvings outside Ataahua cause the people using the walking tracks to have a "sense of arrival" and they stop and discuss and sometimes photograph them. I would therefore like to see a more holistic approach than focusing on the boat users, to include all users of the area. (See photos attached to submission). • PS. Re old power poles outside end of walkway. If any resealing etc. were to be undertaken – good to have these gone i.e. underground wiring. 	<ul style="list-style-type: none"> • The proposal to upgrade the end of Harbour Road will include a deck, plantings and walkway linkages through to Seafield Park. The deck structure at the end of Harbour Road will cater for pedestrians and should discourage riders from cutting through this area • Any potential underground wiring could be investigated at the detail design stage. However this is very expensive and is unlikely to proceed as part of this project
48.	N	I have lived in Brooklands for 18 years. I back onto the Lagoon and can't believe the noise that the jet skies make. They roar up and down. I love to walk out on the Lagoon and look out over the water. It's a shame how Brooklands is changing. We don't want Brooklands to become just a Suburb. Nirvana means a Haven lets leave it like that. The proposal isn't for residents but people from all over that don't even live here. You want to put all this money into this and we haven't got footpaths on my street. Put the money into what's already here. Leave our Brooklands as it is. There is enough traffic out here without more being added with this new Development. DO NOT LET THIS DEVELOPMENT GO THROUGH.	<ul style="list-style-type: none"> • The need for the development of this area has been confirmed by feedback provided in the public consultation
49.	N	<ul style="list-style-type: none"> • We do not approve of the idea of the Ramp and Lagoon Area being cluttered up with space for more cars and trailers – parking. The Lagoon is not big enough to provide sea space for more boats than already come there. The planned development would encourage more. • Our sympathies are 100 percent with the Home owners in Blue Lagoon Drive at the thought of a Toilet Block built in front of their view – Horrible – no amount of planting would disguise what it is. Certainly not Cabbage trees!! • If parking spaces are planned for the piece of land at the end of Harbour Road why not put a toilet block there – more suitable for walkers through those tracks. Boaters have survived with no toilet at the Ramp all this time why should it change now. What about the toilet block at the Domain?? A few more signs in Harbour Road directing people to use those if needed, would be helpful. • Our other suggestion is:- The Council purchases the Blue Lagoon Café which is for sale. Plenty of parking incorporating the public walkway along the edge of the Lagoon. Toilets already established or build more outside and the Council could make an income from leasing the Café out for Coffee, Lunches etc. • With regards to improvement of walkways, those ideas are good as there are plenty of visits from walking groups as well as locals to enjoy the surroundings. This activity is year round not just seasonal like boating!! So the money would be well spent and benefit more people. 	<ul style="list-style-type: none"> • The need for the development of this area has been confirmed by feedback provided in the public consultation • The safety audit found that the proposed location of the toilet, at the entrance to the reserve, is the most preferable location with respect to safety as it is clearly visible from most parts of the site/surrounding houses and key vehicular routes. The visual effects of the toilet will be minimised as much as possible and it will be designed to fit in with the coastal environment and Styx Vision. 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 • Locating a toilet outside the reserve will not cater for reserve users, in particular users of the boat ramp • Council have considered the purchase of the property situated between the reserve and Harbour Road, but it is not considered to be an appropriate acquisition
50.	-	<ul style="list-style-type: none"> • You own a section on Harbour Road at the start of the Seafield track which is just to the left as you turn out of Blue Lagoon Drive which could accommodate the toilet. It is between two houses and no one overlooks it at all, it faces the restaurant carpark. • Do we need a toilet? Yes. Do we need it sitting up on a bank obstructing the beautiful view over the Lagoon? No. I was at your recent meet and greet and read with amazement your current preferred site was "not visibly obtrusive". I apologize if I'm being ignorant here but you're putting it on a hill, right next to a boat ramp, in full view of ALL the houses along the esplanade - how can you judge this to be non obtrusive? People work hard to afford to come and live in a community like Brooklands. They take care of the area, they champion the Lagoon and surrounding reserves and they pay the rates. They are the ones that need to agree with this proposal. The council has every right to provide facilities for people to use, however, the placement of these facilities will have a direct impact on the people living in this area. • Another place that the toilet could be placed is at the top of the current gravel parking lot above the boat ramp. Trees could be planted surrounding the toilet. Boaties and white baiters alike would have good access to it, and it wouldn't incur such a horrendous eye battering for those who live on the edge of the Lagoon. We ask simply for your reason, please think about it. 	<ul style="list-style-type: none"> • The safety audit found that the proposed location of the toilet, at the entrance to the reserve, is the most preferable location with respect to safety as it is clearly visible from most parts of the site/surrounding houses and key vehicular routes. The visual effects of the toilet will be minimised as much as possible and it will be designed to fit in with the coastal environment and Styx Vision. 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 • Locating a toilet outside the reserve will not cater for reserve users, in particular users of the boat ramp
51.	Y	On the condition the parking areas are gated and locked at night due to the boy racers we have in the area – this might become a "hang-out" area.	<ul style="list-style-type: none"> • The plan has been amended to include a barrier at the entrance to the reserve. This will be unlocked at publicised hours by a security firm or by a local 'caretaker'

52.	Y	-	-
53.	Y	Excellent proposal.	-
54.	Y – in general	I have a concern about the planting of the cabbage trees in the entrance to the carpark area. I know that this is the theme planting for carparks along the Styx River, but unless there is a high maintenance regime put in place, the area would need to be visited and maintained more regularly than the normal maintenance level expected for such an area. This area is very exposed, which will result in the dead cabbage tree leaves being blown off the trees once they become established and blowing all over the entry roads and carpark (the prevailing wind in the area being from the east). I suggest a more suitable tree should be chosen or a higher maintenance regime for this particular part of the area put in place.	<ul style="list-style-type: none"> The proposed cabbage trees will be replaced with another native species that is tolerant of coastal conditions, such as South Island lacebark
55.	N	<ul style="list-style-type: none"> I think having public toilets adjacent to private properties is disgusting and grossly unfair to the property owners who have worked hard to buy and build on a beautiful piece of land. COME ON!! WHO WANTS TO LOOK AT TOILETS (and all the deviant behaviour that goes on in them) whilst eating dinner in the evening!! IT'S NOT FAIR!! 	<ul style="list-style-type: none"> The safety audit found that the proposed location of the toilet, at the entrance to the reserve, is the most preferable location with respect to safety as it is clearly visible from most parts of the site/surrounding houses and key vehicular routes. The visual effects of the toilet will be minimised as much as possible and it will be designed to fit in with the coastal environment and Styx Vision. 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
56.	Y	We agree with the changes to the plan proposed at the meeting of the local community – we would love to see this happen soon and be finished.	-
57.	Y	More picnic tables and plenty of rubbish bins in the area.	<ul style="list-style-type: none"> The proposed picnic tables near the jetty will be replaced with two park benches and two picnic tables. Additional seats will be provided near the Sense of Arrival and the proposed coastal walkway. A bin has been installed in this area
58.	N	-	-
59.	N	-	-
60.	Y and N	<p>This proposal has a lot of merit and a lot of disadvantages. If, and I repeat if, you truly will take notice of the people when they put forward their likes and dislikes then I would say that this will be a good thing, but Councils have always gone ahead and done what they want not what you asked for.</p> <ul style="list-style-type: none"> The walkway that takes in the property belonging to a private person is heavy handed and wrong. The vast amount of money poured into these things would be better spent on footpaths that are falling to pieces, roadside grass that is a fire danger and you only have to look at the stop bank now that has grass 3 to 4 feet high, that if it caught fire would wipe out all the plantings at the floodgates. Mind you, the cabbage trees would go that is the only good thing. I feel that spending should be carefully taken into consideration when doing these things. Art works? If that is what you call them, will be commissioned by a person whose own personal likes, regardless of cost and put in places that folk will forever pass them by not knowing what they are or what they are supposed to be. Get real and stop playing with our money – not yours and stick to the basics. Cabbage trees: No, maintenance on these is high as leaves clog mowers. The overall plan is OK but the walkway should NOT go through private property. Why can't the walkway come down Blue Lagoon drive and join up again at Harbour Road. A disabled carpark would be a nice touch to the plan. <p>Consideration to locals who use the Lagoon to fish the Waimakariri would be nice. The waterskiers and wet bikes seem to take precedence over the local resident ratepayers. Artworks are not a necessity, keep the whole project natural. Some of these so called "artworks" are nothing more than an eyesore and the money would be better spent on paths etc. or mowing grass on the stop banks which are a fire hazard.</p>	<ul style="list-style-type: none"> The feasibility of a coastal link between the reserve and the end of Harbour Road is being investigated. Approvals from other regulatory authorities, such as ECan, DoC and Crown Properties will be required The proposed artwork has been removed from the proposal The proposed cabbage trees will be replaced with another native species that is tolerant of coastal conditions, such as South Island lacebark The development will include mobility parks near the boat ramp
61.	N	<ul style="list-style-type: none"> Car park and surfacing – park diagonally with timber to demarcate places. Leave surface area as grass, asphalt the paths and area around boat ramp. Toilet and change facility – concerned regarding height – so either re-site to North side of stop bank or lower height. Obtain confirmation that it will only be a toilet and changing room and not information centre. Jetty – change position so it is directed out into Styx River. Picnic area – regular mowing of grass, rubbish bins, park benches for wheelchair users (we presently find it hard to take our friend who lives in the domain and is a wheelchair user to this area). Landscaping – keep planting to rear of properties to a max height of 1.2 metres. Consider replacing cabbage trees with a type of palm. Walkways – change so it is directed to the top of the stop bank – better views. Redirect walkway that is supposed to go through Blue Lagoon car park to a new board walk that runs around the restaurant and over the Lagoon. This will be user friendly for cane and wheelchair users and allow you a closer view of the natural fauna and flora. Security – We all currently having graffiti, late night parties and boy racers charging about this area. Proposal of installing gates to the ramp and car park entrance to deter inappropriate use. Allow various groups access to keys for the locks. Swale position – leave it "as is" but consider piping it and planting it appropriately with native grasses. Signage – install clear signs setting speed limit at 5 knots and informing users of consequences of not adhering to this. Traffic – concerns regarding volume and speed of traffic using Blue Lagoon Drive. Recommend installation of speed bumps and reduce speed on Blue Lagoon Drive to 30kmph. Sense of arrival artwork to include pictures/art of local bird/fish life and what the local area is about. 	<ul style="list-style-type: none"> The plan has been amended to include drive-through angle parking in the centre of the parking area. There will be a ground level demarcation of parks The safety audit found that the proposed location of the toilet, at the entrance to the reserve, is the most preferable location with respect to safety as it is clearly visible from most parts of the site/surrounding houses and key vehicular routes. The visual effects of the toilet will be minimised as much as possible and it will be designed to fit in with the coastal environment and Styx Vision. 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 Interpretation will be included with the Sense of Arrival structure The consultation indicated that there is significant support for the proposed location, as this was where the previous jetty was sited. The channel of the Styx River is a significant distance from the shore, which makes it an inappropriate location for the jetty The reserve will be on a regular maintenance regime The proposed picnic tables near the jetty will be replaced with two park benches and two picnic tables. Additional seats will be provided near the Sense of Arrival and the proposed coastal walkway A bin has been installed The amount of proposed trees has been reduced. However, in terms of reserve users, the visual affects of adjacent houses need to be softened. Ngaio and Ake Ake (3-4m) are proposed on boundaries as they are tolerant of coastal conditions The proposed cabbage trees will be replaced with another native species that is tolerant of coastal conditions, such as South Island lacebark The proposed walkway has been moved away from property boundaries and relocated to the top of the stopbank The feasibility of a coastal link between the reserve and the end of Harbour Road is being investigated. Approvals from other regulatory authorities, such as ECan, DoC and Crown Properties will be required The plan has been amended to include a barrier at the entrance to the reserve. This will be unlocked at publicised hours by a security firm or by a local 'caretaker' Subject to Ecan approval, the swale will be removed and redirected to flow into the wetland that is located to the west of the proposed car park Signs advising of the speed limit for boats will be investigated at the detailed design stage

			<ul style="list-style-type: none"> The request for traffic calming on Blue Lagoon Drive is beyond the scope of this reserve development project and should be referred to Council's Call Centre on 941-8666 The detail of the proposed interpretation has not yet been planned but it is expected that it will discuss the significance of the local area
62.	N	<ul style="list-style-type: none"> Our greatest concern is the installation and sighting of the toilet block. Security of the area – to avoid miss-use of the car park area – particularly at night time – suggest security gates. We object to the proposed planting of tall vegetation obstructing the natural unspoiled current scenery. Suggest low planting. The proposed walkways, adjacent to our boundary fence line. Re-locating the swale – should be left at its current position. A rubbish collection facility, for use of weekend visitors to the boat area and car park area. 	<ul style="list-style-type: none"> The safety audit found that the proposed location of the toilet, at the entrance to the reserve, is the most preferable location with respect to safety as it is clearly visible from most parts of the site/surrounding houses and key vehicular routes. The visual effects of the toilet will be minimised as much as possible and it will be designed to fit in with the coastal environment and Styx Vision. 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 plan has been amended to include a barrier at the entrance to the reserve. This will be unlocked at publicised hours by a security firm or by a local 'caretaker' The amount of proposed trees has been reduced. However, in terms of reserve users, the visual affects of adjacent houses need to be softened. Ngaio and Ake Ake (3-4m) are proposed on boundaries as they are tolerant of coastal conditions The proposed walkway has been moved away from property boundaries and relocated to the top of the stopbank Subject to Ecan approval, the swale will be removed and redirected to flow into the wetland that is located to the west of the proposed car park A bin has been installed
63.	Y	<ul style="list-style-type: none"> As the owner of 92 Harbour Road, I do not want any trees that grow above three metres. I intend to build within two years and my design is two stories, with a view over the Seafield Link car park to get views of the Lagoon. If trees do go above this height can they be controlled with trimming? Please advise. 	<ul style="list-style-type: none"> The amount of proposed trees has been reduced. However, in terms of reserve users, the visual affects of adjacent houses need to be softened. Ngaio and Ake Ake (3-4m) are proposed on boundaries as they are tolerant of coastal conditions
64.	-	<p>SUBMISSION ON BEHALF OF THE BROOKLANDS COMMUNITY CENTRE INC (Brooklands Residents' Association) The Committee of the Brooklands Community Centre has canvassed widely, obtaining opinions from neighbours, friends and residents of the area. The recommendations shown in italics below are the results of unanimous voting.</p> <p>CAR PARK AREA: The car park area is currently not well used as people have been parking closer to the ramp – having had access to the reserve to the right of the boat ramp – both through the two empty sections on Blue Lagoon Drive and also from the Boat ramp area where bollards are missing. It will be necessary to prevent vehicular access to the reserve from both these entrances to force the car park to be used. Concerns:</p> <ul style="list-style-type: none"> Parallel parking is difficult for cars with boat trailers of variable lengths and is a safety hazard with vehicles sometimes needing to reverse into places. <ul style="list-style-type: none"> Angled parking in the centre of the area would allow vehicles with trailers to drive forward into and out of their parks Some demarcation or limiting may need to be placed between the car park and the residents along the reserve to stop people parking directly against their fences Crusher dust will produce dust in high winds and encourage boy racers to do "donuts". It is also unfriendly for bare feet. <ul style="list-style-type: none"> Leaving the area in grass is acceptable providing it is kept tidy with regular mowing. Sealing is an alternative. Again some form of demarcation should be provided by means of maybe just wood or concrete strips in the ground (maybe continuous kerbing). This would encourage efficient parking. Lots of high trees along the front of property boundaries and elsewhere in the car park will compromise residents' views to the river. <ul style="list-style-type: none"> High trees should be confined to the boundary lines separating properties and other planting kept below 1.2 metres. Cabbage trees will create a fire risk with their messy fronds that will blow into adjoining properties and get caught up in Council and residents' mowers. We understand that they have been used in other "Styx" areas, but the coastal environment is quite different and much more exposed to winds than in other relatively sheltered areas. <ul style="list-style-type: none"> Cabbage trees should be replaced with other varieties that are not so messy – e.g. Lancewood or other. The suggested relocation of the swale to the south side of the car park would put it adjacent to the properties. It is currently smelly and with often stagnant water lying in it, a breeding ground for mosquitoes and a hazard to young children. <ul style="list-style-type: none"> On the consultation day, the ECan representative said that it was possible for the water in the swale to be piped under the stop bank to the Styx at the Western end of the car park. That would remove this hazard. If this is not possible it should be left where it is and preferably piped. There is also a concern that an undesirable element may frequent the area at night and vandalism and noise may occur as a result. <ul style="list-style-type: none"> A gate that can be closed at night is requested, along with speed bumps in Blue Lagoon Drive to slow down the traffic. If need be, some groups who may need to use the area in the evenings may be able to be provided with a key. Residents do not want a path right alongside their properties. <ul style="list-style-type: none"> The path planned for the Southern side of the car park should be routed to the top of the stop bank where better views of the river and wetlands are obtained. A path close to properties and trees that would screen the houses would result in an increased security risk. Elderly or handicapped people may have difficulty in accessing the car park which is some distance from the boat ramp. <ul style="list-style-type: none"> Provide handicapped boat/ trailer parking adjacent to the boat ramp on the right by the bollards. <p>TOILET: Though the area is well used (up to 30–40 cars at times) in the summer months, there are a limited number of people who can use the river and the Lagoon – due to:</p> <ul style="list-style-type: none"> the lack of water except at high tide due to the increased silting of the Lagoon The small size of the water area available for recreational activities. This is unlikely to increase much and will reduce further if the Lagoon is not dredged. About half the boaties go across the Lagoon and spend the day picnicking in the summer on the North facing shore which is sheltered from the Easterly. We have been told that the boat club intends to install a toilet in this area. 	<ul style="list-style-type: none"> The plan has been amended to include drive-through angle parking in the centre of the parking area The plan has been amended to include a 'grass over gravel' surface in the car park, which can be upgraded in the future, if necessary The amount of proposed trees has been reduced. However, in terms of reserve users, the visual affects of adjacent houses need to be softened. Ngaio and Ake Ake (3-4m) are proposed on boundaries as they are tolerant of coastal conditions The proposed cabbage trees will be replaced with another native species that is tolerant of coastal conditions, such as South Island lacebark Subject to Ecan approval, the swale will be removed and redirected to flow into the wetland that is located to the west of the proposed car park The plan has been amended to include a barrier at the entrance to the reserve. This will be unlocked at publicised hours by a security firm or by a local 'caretaker' The request for traffic calming on Blue Lagoon Drive is beyond the scope of this reserve development project and should be referred to Council's Call Centre on 941-8666 The proposed walkway has been moved away from property boundaries and relocated to the top of the stopbank The development will include mobility parks near the boat ramp The safety audit found that the proposed location of the toilet, at the entrance to the reserve, is the most preferable location with respect to safety as it is clearly visible from most parts of the site/surrounding houses and key vehicular routes. The visual effects of the toilet will be minimised as much as possible and it will be designed to fit in with the coastal environment and Styx Vision. 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 A single unisex toilet is proposed. Interpretation will be included with the Sense of Arrival structure Toilets cost around \$80-100k and there are insufficient funds for a second toilet The Sense of Arrival will be reduced in scale but will remain at the Styx River Mouth. However, the proposal to upgrade the end of Harbour Road will include decks, planting and walkway linkages

- The other major activity on the Lagoon occurs in the whitebait season. A good number of both the whitebaiters and the boaties are locals. There are perhaps 5–10 dedicated whitebaiters – a few more may appear in the weekends.
- It has been noted that some males have been seen to urinate openly on the residents' fences in the area. It would be idealistic to suggest that the provision of a toilet would stop this problem. There will probably still be some people who may choose not to walk 10 metres to use it. These are the sort of males who choose to use their gardens rather than their toilets at their own homes.
- A toilet located by the jetty would also not answer the need for walkers using the Seafield Park walkway – 2-300 per week) The best position for a toilet for these users is the vacant plot on Harbour Road (already owned by the council).
Concerns:
 - The proposed size of the toilet.
 - Whist there is a need for a toilet in the vicinity, we do not need nor want a large structure incorporating an information centre. This would dominate the area and detract from the unspoiled natural beauty.
 - *The recommendation is for a Unisex /disabled toilet that would also be used as a changing room. The number of visitors to the area does not warrant a toilet any bigger than this. There is probably also a need for a similar sized toilet at the end of the Seafield Walkway in Harbour Road.*
 - The proposed position of the toilet. We don't want people driving into this area to have the first thing they see in this beautiful environment to be a toilet.
 - *Our preferred position for the small toilet is adjacent to or incorporated with the [boat] jetty, even if levels mean that it needs to be pumped. A sign from Harbour Road may also be useful - if there is not one planned for the end of the Seafield track.*
 - The design of the toilet.
 - *The preferred design is that of a similar size and type to the wooden one used in Heathcote Park. It would then integrate well with the wooden jetty and not be a feature.*

BOARDWALK AND ARCHWAYS: The residents of the area do not think that a boardwalk in this position is a good idea – and they do not want archways and “a sense of arrival”, though the offer is appreciated. Once again we feel that this is an unnecessary intrusion into an area of rare natural unspoiled beauty, and we want to keep it like that. There will be ample opportunity for views and fishing from the jetty. We believe that the money saved from this could best be put into a boardwalk on the Eastern side of the reserve – see under “Legal Public Access” below.

- *The sense of arrival, we believe, should be at the end of Harbour Road, where both pathways meet. If it is absolutely essential to have some sort of history material or map then this needs to be cleverly integrated into perhaps the top of a stone picnic table, or other unobtrusive position.*

BOAT RAMP: It is a Health and Safety concern to have a pathway through an area where drivers are concentrating on reversing their vehicles.

Concerns:

- The proposed wash down site and the area adjacent to it, if not sealed, will wash stones and mud into the river.
 - *This area should be sealed.*
- Oil and pollutants from the wash down area may get washed into the river.
 - *A wash down area should be properly gridded with a sand trap to catch pollutants.*
 - *An alternative is not to provide a wash down area.*

ARTWORK (HERON): We have seen other examples of “sculptured artwork” that are sometimes less than attractive. The addition of the red poles in the Janet Stewart Reserve is one such example.

- *We actually are fortunate to have blue herons nesting here and they are seen here most days. We would prefer to see the real thing, though the offer of a sculpture is appreciated.*

BOAT JETTY: We are thrilled at the prospect of the return of the jetty in this area. Historically the jetty was well used and worked well in the position where it was sited – straight out from the shore – near the boat ramp.

Concerns:

- We are concerned that the jetty designed as it is on an angle will not extend far enough into the river to be of much use.
- We would request that the jetty be constructed to the same parameters as the original jetty that worked so well for so long. The other suggestion is that a right-angled piece at the end would provide more room for tethering boats. The residents are united in their approval for the construction of a jetty. We also believe that a small toilet integrated with the jetty would be ideal.

LANDSCAPING: The property owners along this shore-line have purchased there -at a premium- primarily for the view.

- The number, height and placement of planned trees and shrubs will completely obstruct some property views.
 - *Any tall trees should be placed mainly on boundary lines between properties. There is not much need for shade in this area as there is usually a keen Easterly blowing which cools the temperatures. The number of planned trees can thus be substantially reduced. We need to remember that it is the view that is important here – so we don't want it obscured by plantings.*
- There are no proposed benches for a walker to sit and watch the water. Disabled folk have difficulty in sitting at a picnic table.
 - *One or two park benches instead of two of the picnic tables would be more appropriate.*
- There are no rubbish bins included.
 - *Install at least one rubbish bin so that at least the locals have somewhere to put rubbish and bottles that visitors often leave on the ground.*

- *The plan has been amended to include an asphalt turning area near the boat ramp*
- *The design of the proposed wash down area will be determined at the detail design stage*
- *The proposed artwork has been removed from the proposal*
- *The plan has been amended to include an extension to the proposed jetty*
- *The amount of proposed trees has been reduced. However, in terms of reserve users, the visual affects of adjacent houses need to be softened. Ngaio and Ake Ake (3-4m) are proposed on boundaries as they are tolerant of coastal conditions*
- *The proposed picnic tables near the jetty will be replaced with two park benches and two picnic tables. Additional seats will be provided near the Sense of Arrival and the proposed coastal walkway*
- *A bin has been installed*
- *A well-formed path is needed to ensure good access for all park users*
- *The feasibility of a coastal link between the reserve and the end of Harbour Road is being investigated. Approvals from other regulatory authorities, such as ECan, DoC and Crown Properties will be required*
- *The proposal to upgrade the end of Harbour Road will include decks, planting and walkway linkages*

		<p>CHIP PATH: We feel that there is no real need for a path in this area as the grass area is adequate for walking in all weathers and is also accessible to handicapped people.</p> <p>Concerns:</p> <ul style="list-style-type: none"> Proposed crusher dust paths will cause dust onto adjoining properties as a result of the strong Easterly winds experienced along this shoreline. This type of path is also not friendly to vehicles used by handicapped people. <ul style="list-style-type: none"> Leave the area grassed and regularly mown - or sealed. <p>LEGAL PUBLIC ACCESS: Installing any paths leading to the public access way through the Blue Lagoon home and restaurant complex is not desirable for several reasons.</p> <ul style="list-style-type: none"> We are informed that the public access way was initially installed as only a temporary measure to give access to the boat ramp whilst the subdivision was completed and should have been removed on its completion. We believe that most people would not choose to walk through what appears to be a private property. There is a Health and Safety Hazard in having a public walking track behind and through a designated car park where vehicles will be reversing. <ul style="list-style-type: none"> The recommended solution to this - and something the locals have been pushing for quite some time - is to construct a boardwalk around the Blue Lagoon restaurant finishing at the end of Harbour Road, close to the end of the Seafield walking track. Any "sense of arrival" would be more appropriate at this point. The boardwalk would have educational opportunities - good water, fish and crab views and also be accessible to handicapped and less mobile visitors. This could also contain any information on the area. <p>END OF HARBOUR ROAD: This area does need to be enhanced and would benefit from a boardwalk/Jetty construction.</p> <p>CONCLUSION: The Brooklands Community Centre wish to express their thanks to the Shirley/Papanui Community Board for the allocation of funding for this project. We are confident that with the help of the consultation process, being ably led by Mary Hay, a mutually acceptable plan will result in the enhancement of this beautiful area.</p>	
65.	Y	I like everything you have planned. Well done – go for it!	-
66.	N	<ul style="list-style-type: none"> Toilet needs to be as unobtrusive as possible – low, small and built from natural materials. The planting in the car park needs to be grasses and low planting up to 1.2 metres in height to preserve views. Car parks need to be diagonal in the middle of the area – parallel parking will not work. Car park and toilet need to be locked at night and opened in the morning (residents may assist here) to prevent undesirable use – use gates. No need for a walkway at immediate rear of houses on Shammys Place as walkers can walk along stop bank. Construct a walkway around outside of restaurant, over Lagoon to connect to end of Seafield Park walkway. This gives good access and is better than going through restaurant car park. If swale is moved to South side of car park make sure it is only for rainwater runoff, not for overflow from Styx River. Make sure car park surface is not asphalt as this is not in keeping and not grit as this will blow in wind – existing grass is best. However, make sure proper paving by boat ramp. Make sure jetty correctly positioned out into main stream of Styx so it can be used at low tide. Measures required to control speed on Blue Lagoon Drive e.g. speed bumps, reduce speed to 30kph. Install rubbish bins and more park benches and bollards on stop bank. Take increased measures to reduce speeds by water craft on the Styx River to 5 knots. 	<ul style="list-style-type: none"> The visual effects of the toilet will be minimised as much as possible and it will be designed to fit in with the coastal environment and Styx Vision. 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 amount of proposed trees has been reduced. However, in terms of reserve users, the visual affects of adjacent houses need to be softened. Ngaio and Ake Ake (3-4m) are proposed on boundaries as they are tolerant of coastal conditions The plan has been amended to include drive-through angle parking in the centre of the parking area The plan has been amended to include a barrier at the entrance to the reserve. This will be unlocked at publicised hours by a security firm or by a local 'caretaker'. The toilet will be monitored and locked if necessary The proposed walkway has been moved away from property boundaries and relocated to the top of the stopbank The feasibility of a coastal link between the reserve and the end of Harbour Road is being investigated. Approvals from other regulatory authorities, such as ECan, DoC and Crown Properties will be required Subject to Ecan approval, the swale will be removed and redirected to flow into the wetland that is located to the west of the proposed car park The plan has been amended to include a 'grass over gravel' surface in the car park, which can be upgraded in the future, if necessary The plan has been amended to include an extension to the proposed jetty The request for traffic calming on Blue Lagoon Drive is beyond the scope of this reserve development project and should be referred to Council's Call Centre on 941-8666 The proposed picnic tables near the jetty will be replaced with two park benches and two picnic tables. Additional seats will be provided near the Sense of Arrival and the proposed coastal walkway A bin has been installed Vehicle access to the stop bank must be maintained to allow for maintenance Signs advising of the speed limit for boats will be investigated at the detailed design stage
67.	Y	<ul style="list-style-type: none"> Having been a resident since 1940 I have studied your plan with interest. I have been using the boat launching area and jetty for most of my life for fishing, boating, swimming etc. I am concerned that your plan is constricting the area around the launching ramp excessively. At a busy time you may have five to ten cars with boat trailers jockeying to launch or retrieve boats so maybe a little friction developing. My main concern is the distance to the parking area from the ramp (up to 100 metres). My physical condition would not enable me to walk this distance with body waders on a hot day so I would like to see three disabled parking spaces laid out by the boat ramp. If you would like information on the history and development of the area or photographs, contact me and I will do all I can to help. 	<ul style="list-style-type: none"> The boat ramp area has been designed by traffic engineers to allow adequate room for manoeuvring cars and trailers The development will include mobility parks near the boat ramp
68.	-	I would like to suggest that the toilet in the position you are proposing is a blight on the landscape and could be better sited elsewhere.	<ul style="list-style-type: none"> The safety audit found that the proposed location of the toilet, at the entrance to the reserve, is the most preferable location with respect to safety as it is clearly visible from most parts of the site/surrounding houses and key vehicular routes. The visual effects of the toilet will be minimised as much as possible and it will be designed to fit in with the coastal environment and Styx Vision. 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
69.		<p>I would appreciate the following submission being considered regarding the Brooklands Boat Ramp Development Plan. I own number [] Blue Lagoon Drive and are therefore one of the most effected parties.</p> <ul style="list-style-type: none"> While this looks like a good idea all around I wonder if any surveys have been done to establish the facilities that are needed. As a rate payer I am keen that only required moneys are expended. 	<ul style="list-style-type: none"> The need for the development of this area has been confirmed by feedback provided in the public consultation The amount of proposed trees has been reduced. However, in terms of reserve users, the visual affects of adjacent houses need to be softened. Ngaio and Ake Ake (3-4m) are proposed on boundaries as they are tolerant of coastal conditions A well-formed path is needed to ensure good access for all park users

		<p>I purchased this waterfront section for the views, therefore:</p> <ul style="list-style-type: none"> • Please don't block my view with trees, there are too many outside my house. The natural habitat of this area as far as I can remember (over 40 years) never incorporated trees but was more of a tussock type landscape. Therefore why are trees up to 2 meters being considered? • If there has to be a path outside my house (and I would prefer that there isn't) please keep it an informal grassed path. • * The toilet location (assuming one is necessary) looks good as it is as far away as practicable from the majority of residential properties - I don't want it close to my section. I understand the Brooklands Community Centre have lodged a submission suggesting the toilet be attached to the proposed boat jetty. This would be right in my and my neighbours view and I do not support this. Please note that I was not consulted by the Brooklands Community Centre and was unaware of their submission. As I purchased this section at a premium price for the views (to build my retirement home) I will not accept the toilet being attached to the proposed boat jetty. If this is to proceed I will be happy to consider the Council (or Brooklands Community Centre) purchase my section at the current RV 	<ul style="list-style-type: none"> • <i>The need for the toilet has been confirmed by feedback provided in the public consultation and will remain on the plan in the proposed location</i>
70.	Yes and No	<p>Suggestions:</p> <ul style="list-style-type: none"> • Parking:- Angled parking preferred. • Crusher Dust:- Too dusty prefer seal or grass. • Jetty:- Wonderful. • Toilet:- Integrate smallest possible toilet preferably wooden with jetty. Do not want large building on top of stop bank. • No – to archways and sense of arrival – unnecessary clutter. • Keep plantings to a minimum to protect views. • Some bench seats (2?) in place of a couple of picnic tables. • No cabbage trees – they are a fire hazard and messy – check out the Domain to see the mess they create. • Handicapped parks by boat ramp. • Sculpture – not needed. • Boardwalk around Blue Lagoon restaurant preferred to access way through the property. • Do not move swale in car park – either pipe it or leave it where it is. • Another toilet (small) at end of Seafield track would serve the needs of walkers. • Hose down facilities for boats needs to be sealed and gridded properly if provided at all. • Vehicles need to be prevented from driving onto the reserve. 	<ul style="list-style-type: none"> • <i>The plan has been amended to include drive-through angle parking in the centre of the parking area</i> • <i>The walkways will have a 3mm chip surface, which is compacted down. This type of walkway is fully accessible and has not created issues with dustiness</i> • <i>The plan has been amended to include an extension to the proposed jetty</i> • <i>The safety audit found that the proposed location of the toilet, at the entrance to the reserve, is the most preferable location with respect to safety as it is clearly visible from most parts of the site/surrounding houses and key vehicular routes. The visual effects of the toilet will be minimised as much as possible and it will be designed to fit in with the coastal environment and Styx Vision. 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> • <i>A single unisex toilet is proposed</i> • <i>Toilets cost around \$80-100k and there are insufficient funds for a second toilet</i> • <i>The Sense of Arrival will be reduced in scale but will remain at the Styx River Mouth</i> • <i>The amount of proposed trees has been reduced. However, in terms of reserve users, the visual affects of adjacent houses need to be softened. Ngaio and Ake Ake (3-4m) are proposed on boundaries as they are tolerant of coastal conditions</i> • <i>The proposed picnic tables near the jetty will be replaced with two park benches and two picnic tables. Additional seats will be provided near the Sense of Arrival and the proposed coastal walkway</i> • <i>The proposed cabbage trees will be replaced with another native species that is tolerant of coastal conditions, such as South Island lacebark</i> • <i>The development will include mobility parks near the boat ramp</i> • <i>The proposed artwork has been removed from the proposal</i> • <i>The feasibility of a coastal link between the reserve and the end of Harbour Road is being investigated. Approvals from other regulatory authorities, such as ECan, DoC and Crown Properties will be required</i> • <i>Subject to Ecan approval, the swale will be removed and redirected to flow into the wetland that is located to the west of the proposed car park</i> • <i>The design of the proposed wash down area will be determined at the detail design stage</i> • <i>Vehicles will be prevented from driving onto the reserve</i>
71.	No – in part	<ul style="list-style-type: none"> • Toilet – feel this should just be one room Unisex/Mobility Toilet-cum changing room and not an information centre. I do not think the toilet should be on top of stop bank. It will stick out like a sore thumb in an area of natural beauty! It should be by the bollards near the boat ramp, or resource consent should be gained to have it at a lower level than stop bank. • There should be security gates to stop "hoons" going onto reserves etc. at night. • No to crusher dust path and car park in an easterly it would be a dust bowl. Grassed areas better here and easier to maintain. • Less trees (block view for residents) – no cabbage trees – so messy in winds. • Asphalt boat ramp area – no wash down area! • The swale on reserve should not be moved next to resident's homes. OSH issues, children, mosquito's etc. • Boardwalk around Blue Lagoon Café so people can see fish, crabs, birds etc., instead of right of way through car park of café – too dangerous! • Speed limit in Blue Lagoon Drive lowered to 30 kph. So much traffic over summer and fast! • Better signage re speed limit in Lagoon and River! • Rubbish bin by boat ramp – to avoid so many broken bottles and paper around. • Two park benches facing Lagoon and two picnic benches. Invalids can't sit on picnic benches. • It would still be a good idea to have one toilet at the end of Seafield Track on Harbour Road for walkers coming off track. 	<ul style="list-style-type: none"> • <i>The safety audit found that the proposed location of the toilet, at the entrance to the reserve, is the most preferable location with respect to safety as it is clearly visible from most parts of the site/surrounding houses and key vehicular routes. The visual effects of the toilet will be minimised as much as possible and it will be designed to fit in with the coastal environment and Styx Vision. 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> • <i>A single unisex toilet is proposed. Interpretation will be included with the Sense of Arrival structure</i> • <i>Toilets cost around \$80-100k and there are insufficient funds for a second toilet</i> • <i>The plan has been amended to include a barrier at the entrance to the reserve. This will be unlocked at publicised hours by a security firm or by a local 'caretaker'</i> • <i>The walkways will have a 3mm chip surface, which is compacted down. This type of walkway is fully accessible and has not created issues with dustiness</i> • <i>The amount of proposed trees has been reduced. However, in terms of reserve users, the visual affects of adjacent houses need to be softened. Ngaio and Ake Ake (3-4m) are proposed on boundaries as they are tolerant of coastal conditions</i> • <i>The plan has been amended to include an asphalt turning area near the boat ramp</i> • <i>Subject to Ecan approval, the swale will be removed and redirected to flow into the wetland that is located to the west of the proposed car park</i> • <i>The feasibility of a coastal link between the reserve and the end of Harbour Road is being investigated. Approvals from other regulatory authorities, such as ECan, DoC and Crown Properties will be required</i> • <i>The request for traffic calming on Blue Lagoon Drive is beyond the scope of this reserve development project and should be referred to Council's Call Centre on 941-8666</i> • <i>Signs advising of the speed limit for boats will be investigated at the detailed design stage</i> • <i>The proposed picnic tables near the jetty will be replaced with two park benches and two picnic tables. Additional seats will be provided near the Sense of Arrival and the proposed coastal walkway</i> • <i>A bin has been installed</i>
72.	No	<p>The comments we would like to make and the reason we do not support the development plan is:-</p> <ul style="list-style-type: none"> • By installing the boat ramp in the wrong place and not by the plan commissioned by the CCC and shown to us as purchaser of our section before purchase. The CCC now has to plan around the boat ramp. The CCC was advised when installing the ramp that it was in the wrong place and would infringe on the environment of the closest section as has been proven with our next door neighbour having to put up with all kinds of abuse and infringements to his environment. 	<ul style="list-style-type: none"> • <i>The boat ramp is an existing feature and it is not proposed to shift it. The jetty will accommodate ramp users and is in the location of the original jetty</i>

		<ul style="list-style-type: none"> Remedies: - shift Ramp and Jetty as per previous plan. Our Remedy if this is not done: - We see by the Resource Consent for the ramp that it is up for Review in May this year. Item 10: 'The Canterbury Regional Council may, on any of the last five working days of May each year, serve notice of its intention to review the condition of this consent for the purpose of dealing with any adverse effect on the environment which may arise from the exercise of the consent and which it is appropriate to deal with at a later stage.' We will be laying a complaint with authorities and have the Consent overturned. 	
73.	Yes – in part	I do not support the "legal public access" route through the muddy puddle car park. Either a board walk or the foot path on Blue Lagoon Drive would seem sufficient. Walking through a car park does not seem very safe. At the very least it could be a smaller width at the edge of the property.	<ul style="list-style-type: none"> The feasibility of a coastal link between the reserve and the end of Harbour Road is being investigated. Approvals from other regulatory authorities, such as ECan, DoC and Crown Properties will be required
74.	Yes – in part !	<ul style="list-style-type: none"> Not appropriate to have public walkway through private restaurant Tavern car park – danger of accidents – Boardwalk on Lagoon side better option. Landscaping: Less plantings, more car parks – better manoeuvring space. No cabbage trees in plantings – too much upkeep with shedding, but instead, better on site of proposed costly artwork, along with native flaxes – across river opposite boat jetty. Easier access to tables for elderly – couple of disabled car parks also easier access for whitebaiters! Better signage and policing for "No Parking" areas or increase area of Bird Sanctuary and ban wet bikes totally. 	<ul style="list-style-type: none"> The feasibility of a coastal link between the reserve and the end of Harbour Road is being investigated. Approvals from other regulatory authorities, such as ECan, DoC and Crown Properties will be required The amount of proposed trees has been reduced. However, in terms of reserve users, the visual affects of adjacent houses need to be softened. Ngaio and Ake Ake (3-4m) are proposed on boundaries as they are tolerant of coastal conditions The proposed cabbage trees will be replaced with another native species that is tolerant of coastal conditions, such as South Island lacebark Landscaping on the spit is not proposed The redesign of the car park allowed for an additional two parks The development will include mobility parks near the boat ramp Appropriate signage will be determined at the detail design stage. This will be monitored The request to ban wet bikes is beyond the scope of this reserve development project and should be referred to Council's Call Centre on 941-8666
75.	Yes and No	<ul style="list-style-type: none"> Insufficient car and boat trailer parking. Need to have car park areas gated at night. A hump should be put on Blue Lagoon Drive, maybe halfway, to stop already speeding traffic. It should remain safe area for resident's children. Who will monitor and caretake toilets and parking/picnic areas? Trees: Cabbage Trees create a great deal of mess from flax drop. Ake Ake also can be quite messy – what about Palm Trees (Macrozania). 	<ul style="list-style-type: none"> The redesign of the car park allowed for an additional two parks The plan has been amended to include a barrier at the entrance to the reserve. This will be unlocked at publicised hours by a security firm or by a local 'caretaker' The reserve, including the toilets, will be on a regular cleaning and maintenance regime The request for traffic calming on Blue Lagoon Drive is beyond the scope of this reserve development project and should be referred to Council's Call Centre on 941-8666 The proposed cabbage trees will be replaced with another native species that is tolerant of coastal conditions, such as South Island lacebark
76.	-	<p>ECan's Parks and Forests section is responsible for the management of the Waimakariri River Regional Park. The regional park adjoins the proposed Styx River mouth and Brooklands Boat Ramp development area. We are currently working with the Department of Conservation to determine the future management of the Waimakariri River saltmarsh area. Up until the introduction of the ForeshoreandSeabed Act 2004, this area was managed by ECan. The Act aims to ensure the public are not alienated from the foreshore and seabed, however we are keen that public access into and around the saltmarsh and spit is managed in a manner that ensures the least impact upon this unique and endangered area.</p> <p>We have been also been liaising with Eric Banks from the Christchurch City Council in regards to the proposed city perimeter walkway and your ranger staff to develop a link between the McLeans Island and Bottle Lake mountain bike reas. We are confident this will become a popular and well used route.</p> <p>As such we would like you to consider the following in regards to the proposed development:</p> <ul style="list-style-type: none"> Relocating the proposed sculptured artwork away from the saltmarsh and spit as this will be a visual intrusion upon the natural area. It also 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. Developing the proposed pathway leading off the stopbank into a cycle/ walkway with a future link to Spencer Park. We do anticipate that once the link is established between Bottle Lake and The Groynes and on to McLeans Island that considerable numbers of bikes could be expected to pass through the area. We're certainly keen to establish the link and in discussion with Kay Holder I understand the City Regional Park Team will be supporting us. Most of the route will be on ECan land along the stopbanks. 	<ul style="list-style-type: none"> The proposed artwork has been removed from the proposal
77.	-	<p>Thank you for all the effort that has gone into producing this plan. My comments are as follows:</p> <p>CAR PARKING:</p> <ul style="list-style-type: none"> Believe the surface should be left as it is angle parking in the centre demarcated with half rounds or similar. Cabbage trees will look untidy unless dead leaves are regularly removed, also the fire department have identified cabbage trees as a fire risk if their leaves blow off and are left on the ground. This is an extremely windy area. A pathway in front of houses is unnecessary as the best views are from the stopbank so better to divert walkers up there. Hoons and vandals already frequent the area at night so in order that any tidying up of the area not attract more of them, suggest chains and bollards with a gate at the top of the drive be installed which could be locked at sundown. Speed bumps or some other method of reducing speed is needed to slow traffic as drivers often floor their accelerators as they leave the ramp or enter the drive. <p>TOILET:</p> <ul style="list-style-type: none"> The proposed toilet will be the focal point from our balcony, upstairs bedrooms including the main and sitting room, plus downstairs living rooms and the garden and no matter how disguised a toilet is still a toilet with all the unpleasant associations public toilets have - graffiti, smell, vandalism and undesirable sexual activity amongst them, plus it would encourage overnight camping, campervans already use the parking area at times. This will have a devastating affect on us personally, completely destroying the pleasure we find in our home at present as there will be no outlook to the north which will not include the toilet. It will also result in devaluing the property considerably and substantially limit the number of 	<ul style="list-style-type: none"> The plan has been amended to include a 'grass over gravel' surface in the car park, which can be upgraded in the future, if necessary The plan has been amended to include drive-through angle parking in the centre of the parking area The proposed cabbage trees will be replaced with another native species that is tolerant of coastal conditions, such as South Island lacebark The proposed walkway has been moved away from property boundaries and relocated to the top of the stopbank The plan has been amended to include a barrier at the entrance to the reserve. This will be unlocked at publicised hours by a security firm or by a local 'caretaker' The request for traffic calming on Blue Lagoon Drive is beyond the scope of this reserve development project and should be referred to Council's Call Centre on 941-8666 The safety audit found that the proposed location of the toilet, at the entrance to the reserve, is the most preferable location with respect to safety as it is clearly visible from most parts of the site/surrounding houses and key vehicular routes. The visual effects of the toilet will be minimised as much as possible and it will be designed to fit in with the coastal environment and Styx Vision. 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 at the Domain will not cater for reserve users, in particular users of the boat ramp The feasibility of a coastal link between the reserve and the end of Harbour Road is being investigated. Approvals from other regulatory authorities, such as ECan, DoC and Crown Properties will be required The Sense of Arrival will be reduced in scale but will remain at the Styx River Mouth. However, the proposal to upgrade the end of Harbour Road will include decks, planting and walkway linkages

	<p>buyers. We have invested in the area, live here 24/7, 365 days a year, rain, hail, wind or sunshine, whereas visitors are weather and tide dependent. We intended to have a BandB once retired, offering a bedroom overlooking a public toilet is not going to get us many customers.</p> <p>Besides personal reasons, we believe the toilet should not be in the proposed position as it will dominate the skyline and be the first thing people see on turning into Blue Lagoon Drive. Once past the houses, the beautiful natural landscape untouched since time immemorial is spread out in front of them and a toilet and information centre holding centre stage would completely alter the outlook. Elderly people come along for a drive and spend a few minutes in the car looking out over the water - this includes vans from the old age homes who bring their residents on an outing, if the area is built up these old people won't see nature's moods and seasons uncluttered as they don't stop to allow passengers out. The main users of a toilet would be walkers as they are in evidence all year round unlike whitebaiters (3.5 months) and boaties, the latter also tide dependant, therefore if it is necessary, a toilet in Harbour Road would serve the main users best. After swimming at Spencer Beach, people either walk or drive back to the camp to use the toilet/changing facilities or wrap up in a towel and drive home so all users of the Lagoon should be expected to do the same - or stop at the Domain and use the toilets already there if signs are erected indicating their presence.</p> <ul style="list-style-type: none"> • When we first came to Brooklands we drove to the end of Harbour Rd, the tide was out exposing the mud flats, and we thought "is this all there is?". If one is not a boatie, one would be unlikely to turn up towards the boat ramp area whereas Harbour Rd leads directly to the water and an information centre would be visible as people drive up encouraging them to stop and explore - a boardwalk round the front of the restaurant area linking up with the jetty with strategically placed small information boards similar to the new ECan sign at the flood gates would be far less obtrusive than a lot of fussy structures at the end of Blue Lagoon Drive impinging on the natural landscape. We realize it is a privilege to live here and would point out that we are not anti-sharing, we chose to live here as it is not citified and believe visitors should - and do - come for the same reason and take pleasure in the natural loveliness. <ul style="list-style-type: none"> • Notes from Policy Register of CCC for public toilets include the following: "3. Objective - Siting To provide accessible and safe public toilets that minimises effects on local amenities and promotes a positive Council and city image. (b) Public toilets shall be set back from residential boundaries to ensure there is no immediate direct outlook from residential neighbours." We believe the current proposed position achieves neither of the objectives outlined above. <p>ARTWORK:</p> <ul style="list-style-type: none"> • It would be unnecessary in this area where the birds are real and provide a changing artwork of their own by posing on the post with the 5 knot sign - a shag drying his wings or a seagull surveying his possie while herons and pukeko scratch around on the banks. In my opinion an artwork such as the one in Janet Stewart reserve would be sacrilege in such a landscape which requires no artificial enhancement. If the jetty is built the birds will perch on that also. 	<ul style="list-style-type: none"> • <i>The proposed artwork has been removed from the proposal</i>
<p>78. No</p>	<p>First of all, I would like to thank you and your team again for all you have done to improve the parking problem between my house and the ramp. I also very much support the development plan in which there will be low shrubs (please no tall trees) and groundcover as a buffer between my house and the ramp.</p> <ul style="list-style-type: none"> • As for the toilet, you know I am against the location pointed in the plan. Not like Dave and Tessa (the couple that lives in 11 Blue Lagoon Drive), I did know that there will be a toilet at the spot when I bought the section. It seems selfish if I am against it now, but after having taken some photos from all my windows, and estimated the location, the height and the size of the toilet and put it on the photos, the scene looks really ugly, so I still need to make a feedback and wish we could have a win win solution. The solutions I recommend are: <ul style="list-style-type: none"> o Re-siting toilet to the section at almost the end of Harbour Road, which will be the future link to Seafield Park. o Build the toilet at the North side of the bank but must lower the height of the toilet. 	<ul style="list-style-type: none"> • <i>The amount of proposed trees has been reduced. However, in terms of reserve users, the visual affects of adjacent houses need to be softened. Ngaio and Ake Ake (3-4m) are proposed on boundaries as they are tolerant of coastal conditions.</i> • <i>The safety audit found that the proposed location of the toilet, at the entrance to the reserve, is the most preferable location with respect to safety as it is clearly visible from most parts of the site/surrounding houses and key vehicular routes. The visual effects of the toilet will be minimised as much as possible and it will be designed to fit in with the coastal environment and Styx Vision. 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> • <i>Locating a toilet outside the reserve will not cater for reserve users, in particular users of the boat ramp</i>
<p>79. -</p>	<p>Thank you and your staff for providing us with an opportunity to meet them and discuss this project.</p> <ul style="list-style-type: none"> • TOILET: We are very much against a toilet and other construction being positioned on top of the stop bank. This will dominate the skyline and be the first thing people see on turning into Blue Lagoon Drive. Even the mysterious developer's plan which has suddenly surfaced, (the existence of which has regularly been denied by council staff), shows a single toilet positioned amongst and hidden by trees on the other side of the stop bank. NOT ON TOP OF THE STOP BANK. Why should such a pristine area and outlook have to be blighted by a toilet/changing room/information centre? USERS OF THE AREA: The main visitors to the area are walkers who come along the Seafield walkway and these people use the toilet in the domain. Most white baiters are local and those who come regularly bring their own toilets with them. Boaties spend most of their day across the other side of the Lagoon, where it is rumoured ECan is intending to build a toilet block for their use. Boaties are tide and weather dependant and outside peak holiday seasons are much lower in quantity to the walkers. Yesterday for example had only three boaties the whole day yet some 40+ walkers came along the Seafield track. • ALTERNATIVE POSITION FOR TOILET: A toilet in Harbour Road at the proposed parking area for the Seafield track, with a board walk connecting the Styx walkway to the Seafield walkway would certainly serve the main users best. It will also not impinge on the natural beauty of the area. • If a board walk along the front was put in as part of the reserve upgrade, it is only about 150 meters further from the boat ramp to the Toilet on Harbour Road, when compared with the proposed position of the new toilet and it will be even closer if you are picnicking on the reserve area of the Lagoon. This is also a much safer option because people visiting the toilet will not have to cross traffic in and out of the boat ramp area and would also provide safer access for disabled people and their wheelchairs. Many comments have been made about the reason for the proposed position of the toilet including that people would not use it if it was further from the boat ramp. The same people who visit the Lagoon area also visit shopping malls, sports parks etc and invariably have to walk further than from the boat ramp to the entrance of the Seafield walkway car park where we suggest the toilet is placed. After all people swimming at Spencer Beach, either walk or drive back to the camp to use the toilet/changing facilities or wrap up in a towel and drive home so all users of the Lagoon should be 	<ul style="list-style-type: none"> • <i>The safety audit found that the proposed location of the toilet, at the entrance to the reserve, is the most preferable location with respect to safety as it is clearly visible from most parts of the site/surrounding houses and key vehicular routes. The visual effects of the toilet will be minimised as much as possible and it will be designed to fit in with the coastal environment and Styx Vision. 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> • <i>Using the toilet in the Domain, or locating one outside the reserve, will not cater for reserve users, in particular users of the boat ramp</i> • <i>The feasibility of a coastal link between the reserve and the end of Harbour Road is being investigated. Approvals from other regulatory authorities, such as ECan, DoC and Crown Properties will be required</i> • <i>The Sense of Arrival will be reduced in scale but will remain at the Styx River Mouth. However, the proposal to upgrade the end of Harbour Road will include decks, planting and walkway linkages</i> • <i>The plan has been amended to include a 'grass over gravel' surface in the car park, which can be upgraded in the future, if necessary</i> • <i>The plan has been amended to include drive-through angle parking in the centre of the parking area</i> • <i>Subject to Ecan approval, the swale will be removed and redirected to flow into the wetland that is located to the west of the proposed car park</i> • <i>The amount of proposed trees has been reduced. However, in terms of reserve users, the visual affects of adjacent houses need to be softened. Ngaio and Ake Ake (3-4m) are proposed on boundaries as they are tolerant of coastal conditions.</i> • <i>The proposed walkway has been moved away from property boundaries and relocated to the top of the stopbank</i> • <i>The plan has been amended to include a barrier at the entrance to the reserve. This will be unlocked at publicised hours by a security firm or by a local 'caretaker'</i> • <i>The request for traffic calming on Blue Lagoon Drive is beyond the scope of this reserve development project and should be referred to Council's Call Centre on 941-8666</i> • <i>The proposed artwork has been removed from the proposal</i>

		<p>expected to do the same - or stop at the Domain and use the toilets already there if signs are erected indicating their presence. Information on the position of the domain toilets is also included in the city walks book, but is not even signposted from the boat or reserve area.</p> <p>VISITOR/INFORMATION AREA: This would also be better sited at the end of Harbour Road where the two walkways meet the Lagoon. Constructed in wood with a jetty or board walk it would enhance the area and would make a true focal point to visitors entering the area along both road and walkway. The use of strategically placed small information boards at the end of Harbour Road, along the boardwalk and on the boat jetty.</p> <p>CAR PARKING: While again a good idea, there are problems with using crusher dust in such an open and windy area. We suggest the surface should be left as it is, with angle parking in the centre demarcated with half rounds or similar. This will allow a better flow of traffic than parallel parking and will allow more space for the larger boats and trailers.</p> <ul style="list-style-type: none"> • Swale to be left where it is or piped through the stop bank. Cabbage trees will look untidy unless dead leaves are regularly removed, also cause a fire risk if these blow off and are left on the ground. • Trees on resident's boundaries will need to be chosen and placed so they do not obscure the existing view <p>SECURITY: We object to the proposed path along resident's fences on the grounds of security and invasion of our privacy. All the residents facing the reserve area were asked by council representatives to use open ranch style fencing. To place a path directly outside our fences will mean that we have no privacy and it will be relatively easy for people to enter our properties and steal things - we, along with others in the area have had garden lights, ornaments and other items stolen in broad daylight.</p> <p>Because hoons and vandals already frequent the area at night we suggest chains and bollards with a gate at the top of the drive be installed which could be locked at sundown. Bona fide locals who wish to use the boat ramp area outside these hours could be provided with keys as is the practice in other council parks</p> <p>SAFETY: Speed bumps are also needed to slow traffic as drivers. Some drivers think the road is a race track and accelerate all the way down Blue Lagoon Drive, which is a residential road housing families with young children.</p> <p>ARTWORK: The area has abundant wildlife which is one of the reasons people live in and visit the area. A sculpture however well created cannot duplicate the natural environment. Fitting an object in the proposed position, of the size necessary for it to be viewed by walkers, will only intrude on the habitat of the local wildlife and the installation of such an artwork is more likely to frighten away the wildlife.</p> <p>JETTY: An excellent idea but more thought will need to be put into the design and positioning of the jetty to make sure it is useable even when it is not full tide. Could the toilet not be included in this structure?</p> <p>BOAT AND TRAILER WASH DOWN AREA: While an excellent idea, if installed should have a proper soak pit to stop pollutants washing into the river and Lagoon area.</p> <p>BOAT LAUNCHING AREA: Any design needs to minimize parking facilities at the ramp. Even though council has added "No parking" signs above the ramp many people completely ignore them. This makes the flow of traffic to and from the ramp difficult.</p> <p>LAGOON RESERVE AREA: Leave as natural as possible with paths demarcated by wooden half rounds or similar.</p> <ul style="list-style-type: none"> • Benches as well or instead of picnic tables for easier access by people disabled people. • Trees should be chosen and positioned so they do not obscure the views of the residents. • Better access from Harbour Road would enhance this area. 	<ul style="list-style-type: none"> • <i>The plan has been amended to include an extension to the proposed jetty</i> • <i>The design of the proposed wash down area will be determined at the detail design stage</i> • <i>Parking near the boat ramp's manoeuvring area will be restricted with the placement of hard landscaping</i> • <i>A well-formed path is needed to ensure good access for all park users</i> • <i>The proposed picnic tables near the jetty will be replaced with two park benches and two picnic tables. Additional seats will be provided near the Sense of Arrival and the proposed coastal walkway</i>
<p>80.</p>	<p>Yes – most of it</p>	<ul style="list-style-type: none"> • Having a walkway through the local restaurant driveway seems very dangerous for younger children to use. It would be great to have a walkway that would enjoy the environment more by having views of the Lagoon etc. • I would love to stress the point for any walkways that are adjusted or improved to be family friendly by having buggy access, as there aren't many in this area. This has been a big downfall of this area that I noticed since we moved here. • The other ideas are fantastic. Great improvements to the area. Thanks! 	<ul style="list-style-type: none"> • <i>The feasibility of a coastal link between the reserve and the end of Harbour Road is being investigated. Approvals from other regulatory authorities, such as ECan, DoC and Crown Properties will be required</i> • <i>The walkways will have a 3mm chip surface, which is compacted down. This type of walkway is fully accessible and has not created issues with dustiness</i>
<p>81.</p>	<p>Yes</p>	<ul style="list-style-type: none"> • We fully support the development as proposed. • With the increase of watercraft use with the improved boat ramp could some provision be made to remind users of the speed limit in the Lagoon for boats without a skier? • Compliance with the speed limit would make the Lagoon a safer and more peaceful place for passive users. 	<ul style="list-style-type: none"> • <i>Signs advising of the speed limit for boats will be investigated at the detailed design stage</i>
<p>82.</p>	<p>Yes</p>	<ul style="list-style-type: none"> • Yes – the parking area is buffered from adjacent homes, but what about the Styx River (in terms of effects on aquatic flora and fauna?) What happens to run-off from this area whilst it is chip-surfaced, and what will happen when it has an asphalt surface? Does it go, untreated, to the Styx? • General comment on consultation process: "This leaflet has been delivered to...a number of interest groups". It was not delivered to us, and we found out about 17 from an ex-member of our organisation. We are the only recognised environmental group for the Styx Catchment, set up in 1999 as part of CCC's "Styx Project" and we are on CCC's website. We have heard (after the event) of several Styx-related meetings in the past three years, but had been invited to none of them. Both our group and the Styx History Group were present and recognised at a meeting (2004?) held in the Council chamber, looking at planning for the Brooklands area. It was recognised that we had a contribution to make on environmental and heritage matters. The Styx History Group was also formed in 1999 as part of the "Styx Project" and is also on CCC's website. Work of the Styx History Group was responsible for the only two books on the Styx Catchment. 	<ul style="list-style-type: none"> • <i>It is not intended that any direct runoff will go into the river or lagoon. It is anticipated that the stormwater runoff from the carparking will go to ground as the proposed surface is grass over gravel. ECan has requested that we remove the existing swale that is currently located at the base of the stopbank as they consider that this has the potential to threaten the integrity of the stopbank. It is proposed that this will be redirected to flow into the wetland that is located to the west of the proposed carpark. The details of this proposal have not been finalised but it is anticipated that the resource consent process will ensure that any adverse effects on the river or lagoon are considered and addressed</i> • <i>Council's Styx Advocate is a member of this project team to ensure that the Styx Vision is integrated into this project. It was an oversight that the Guardians of the Styx were not included in the stakeholder list</i>

		<p>Every time we complain about our joint omission, there seems to be yet another change of staff and we disappear into limbo again! Please, please, try to get us into the records so we can fulfil the roles we were set up to achieve</p>	
<p>83.</p>	<p>No</p>	<p>Please find attached our views on the Styx River Mouth/Brooklands Boat Ramp Development Plan. This is a brief outline of our concerns as we have spoken verbally already in more detail. For years we have been trying to get a resolution to our issues. This has been very frustrating and stressful. We would like to thank those who have finally opened up discussions with us on the matter of the easement on 87 Harbour Road and are ever hopeful that a positive outcome for all parties will be found.</p> <p>Walkway easement on 87 Harbour Road</p> <ul style="list-style-type: none"> We believe this easement is now obsolete to requirements as there are two alternative routes that could be used by the public to join up with the sea field walkway: <ol style="list-style-type: none"> the footpath, which goes down Blue Lagoon Drive. the construction of a boardwalk from the end of Harbour Road going around the restaurant and joining up with the reserve. This is the preferred option that has a huge amount of support from the community and people who use this area, please see attached petition (petition is not complete and will send you a copy of the final one when finished). Also there is a health and safety issue with the easement as it runs through the middle of our car park and the entrance where all traffic enter and exit the car park. The walkway also runs past and through our private garages, which will cause us difficult in entering and exiting the garages and once again put walkers at risk. This walkway will mean that we have no privacy at all or be able to have peace of mind that our property is secure at any time of the day or night. The walkway as it is at the moment does not give walkers any view of the Lagoon only a view of our personal property, therefore is of no benefit or importance for walkers to travel through this area. In fact I feel that many walkers would feel uncomfortable about going through what is so obviously a private area. The footpath along Blue Lagoon Drive offers safety and easy access for all people even those with disabilities could use this without difficulty. The construction of a board walk at the end of Harbour Road would offer a special experience for people of all ages and abilities as it would allow them to see up close the living and active life that is on the mud flat and when the tide is in they would be able to see the marine life that is in the Lagoon. Therefore this would be a highlight of the walkway that would give a lot of pleasure to many. We would like it noted that it was rumoured that Alister Jones was "paid" by the council to have this easement on his property. Our investigation shows that this was not the case. The family were informed that the council needed to purchase land near the boat ramp so that they could have access to the reserve in this area above the mean high water mark. The council had offered \$49,000 to Alister, which was several thousand less than his registered valuation. This matter was not resolved before his death. With the little information the family were given they decided it was time to move on and as a gesture of good faith accepted the offer, even though this would have been against Alister's wishes. There was no financial gain by having the walkway easement on the property at 87 Harbour Road. <p>This submission included the following petition with 252 signatures:</p> <p>"To have the Shirley Papanui Community Board to arrange the removal of the walkway easement on the property at 87 Harbour Road, Brooklands, known as the (old) Blue Lagoon Restaurant, now Muddy Puddle and private residence. Reasons, originally the only access to the boat ramp now superfluous to requirements with the new subdivision, Blue Lagoon Drive, Health and Safety issues and privacy."</p> <p><i>"I support the removal of the walkway easement and my preferred option is:</i></p> <p>A) Board Walk B) Use the footpath along Blue Lagoon Drive C) Other"</p> <p>Boat Jetty</p> <p>It will be wonderful to once again see a jetty back by the boat ramp. The jetty that was there originally was well used by boaties and people fishing. This will make it a lot easier and safer for people to load passenger and gear into their boats. Also it will offer a place for people to try some fishing. The old structure use to support marine life that has since disappeared from this area.</p> <p>Planting Plan</p> <p>We feel that the planting plan has too many tall trees and shrubs that will block the view of the householders and distract from the natural beauty of the area. The cabbage trees planned for the car park area will leave a huge mess and end up being a fire hazard, it is also our opinion that they are not suitable for this coastal area. We prefer the planting plan from the original plan drawn up by the developers.</p> <p>Car Park</p> <ul style="list-style-type: none"> The car park as planned will make it difficult for cars with trailers to park and also increase the risk of someone being hit with cars and trailers having to reverse. Once again we fully support the original plan by the developers for angled parking and leaving the ground as is until it is deemed that another surface is needed due to increased use. The surface that is there at present seems to work well and blends in well with the environment. Also we would support gates being placed around this area so that at night access to the car park and boat ramp can only be gained by those with keys. <p>Relocation of Swale</p> <p>We do not agree with the relocation of the swale closer to the homes. As often this swale contains stagnate water it will offer a breeding ground for mosquitoes and would become a hazard for the many young children that live along this area.</p>	<ul style="list-style-type: none"> The feasibility of a coastal link between the reserve and the end of Harbour Road is being investigated. Approvals from other regulatory authorities, such as ECan, DoC and Crown Properties will be required The plan has been amended to include an extension to the proposed jetty The amount of proposed trees has been reduced. However, in terms of reserve users, the visual affects of adjacent houses need to be softened. Ngaio and Ake Ake (3-4m) are proposed on boundaries as they are tolerant of coastal conditions The proposed cabbage trees will be replaced with another native species that is tolerant of coastal conditions, such as South Island lacebark The plan has been amended to include drive-through angle parking in the centre of the parking area The plan has been amended to include a 'grass over gravel' surface in the car park, which can be upgraded in the future, if necessary A barrier will be installed at the entrance to the reserve. This will be unlocked at publicised hours by a security firm or by a local 'caretaker' Subject to Ecan approval, the swale will be removed and redirected to flow into the wetland that is located to the west of the proposed car park The safety audit found that the proposed location of the toilet, at the entrance to the reserve, is the most preferable location with respect to safety as it is clearly visible from most parts of the site/surrounding houses and key vehicular routes. The visual effects of the toilet will be minimised as much as possible and it will be designed to fit in with the coastal environment and Styx Vision. 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 Sense of Arrival will be reduced in scale but will remain at the Styx River Mouth. The proposal to upgrade the end of Harbour Road will include decks, planting and walkway linkages

		<p>Toilets We do not believe that there is any need for the size of the proposed building or it to be built at the proposed height. We suggest that a good spot would be down in the car park near the entrance area. The amount of use the toilet would get really only warrants a single unisex toilet that the disabled can also access.</p> <p>Boardwalk and Archways We oppose these in their entirety as we feel that there is no need for these two structures and they will distract and disturb the natural beauty of the area. The proposed jetty will offer the same experience as the boardwalk.</p> <p>End of Harbour Road</p> <ul style="list-style-type: none"> We support the enhancement of this area as at present it is an eyesore and allows access to the Lagoon for motorbikes and quad bikes that destroy the bank and marine life in this area. Therefore bollards or something similar will be needed to be placed in this area so that traffic cannot access the Lagoon or the banks that are deteriorating due to people parking on the grass verge at the end of the road. Often there is a bus parked at the end of this piece of bank, this has caused much of the bank to collapse and increased erosion. <p>We would like to thank Mary Hay for her work on this project especially her willingness to listen and discuss issues of concern with others and us. We hope the council will continue work on the project taking into consideration the concerns of locals. Our main concern which is the easement on our property is not just about the visual outcome but will have a huge negative affect on our personal life and business. We hope that a solution will be found to this issue that will offer a positive outcome for everyone.</p>	
<p>84. Yes – the sooner the better</p>		<p>Parking Area</p> <ul style="list-style-type: none"> Parking should be across the car park (toast rack fashion). This will allow more parking spaces and will be much safer as no reversing is required. The surface should be left as grass at present. Loose chip would create a dust problem and encourage hoons. This area has already been formed to provide a hard base for parking. The existing surface allows some soakage, reducing the amount of stormwater run off. The swale should remain where presently located. The swale contains green slimy water all year as it drains the swamp area of the Styx View subdivision. It would be unhealthy and unsightly to move it closer to adjoining properties. <p>Boardwalk</p> <ul style="list-style-type: none"> I agree with the Community and Neighbourhood groups that the cost of this would be far better spent on a boardwalk by the Restaurant (see Legal Access). <p>Toilet</p> <ul style="list-style-type: none"> A toilet in this area is essential. I regularly see men urinating on Po-Lin's fence and behind car doors and wonder how the approximately 40% female in attendance are coping. The boat ramp area is working to near capacity on summer weekends and holidays and will surely become more popular when the development is completed. If there is no toilet, in future when the 2 vacant sections have been occupied and the reserve is no longer available for parking, this problem will move to the parking area. The toilet building does not need to be as large as shown. His and Hers disabled toilets would suffice as changing rooms also. I have been informed that the proposed height of the toilet floor is 12 metres above datum. I find it unbelievable that anyone would propose building a toilet higher than required by regulation and the adjacent houses. With a simple Resource Consent (which I am sure all the locals will gladly sign) the floor could be kept to the minimum height required for flow into the main sewer. If there ever is flooding in this area, nobody will be here to use the toilet until the water subsides by which time a hose out will make it ready for use. I consider the original site to be the most practical in that the floor level can be kept lower the nearer the toilet is to the sewer. At the Residents Association meeting, we approved re-siting the toilet to the jetty area to accommodate Dave Johnson's wishes to have the toilet sighted out of his view. However, this was before the consultation was held and with further consideration I feel it would better serve the public if located on the original site as shown on the plan. The jetty site is higher than the adjacent properties and I believe would have to be built even higher for the toilet drain to have the required fall to the main sewer. This site would be less accessible and would not be visible to the touring public. It would also be much closer to two houses. <p>Boat Ramp</p> <ul style="list-style-type: none"> I am happy with the boat ramp area as proposed except that the surface should be asphalt. A loose chip surface would encourage hoons in noisy cars which is already a problem. Also run off would erode the surface and pollute the river in times of heavy rain. <p>Jetty</p> <ul style="list-style-type: none"> The jetty will be a great asset and will need to be functional. It will need to extend well out into the river and be usable throughout the 2 metre plus variance of the tide. <p>Landscaping</p> <ul style="list-style-type: none"> Extent and height of planting needs rearranging, picnic tables and benches are good. We paid double normal section price for a water view. The small copse of 3-4 metre trees shown in front of our house would eliminate this view. Tall trees should be planted on boundaries or as individual specimens which allow a view between. The reserve is quite often used by picnickers and the picnic tables would be an asset. A couple of bench seats on the waters edge would be handy for 	<ul style="list-style-type: none"> The plan has been amended to include drive-through angle parking in the centre of the parking area The plan has been amended to include a 'grass over gravel' surface in the car park, which can be upgraded in the future, if necessary Subject to Ecan approval, the swale will be removed and redirected to flow into the wetland that is located to the west of the proposed car park The feasibility of a coastal link between the reserve and the end of Harbour Road is being investigated. Approvals from other regulatory authorities, such as ECan, DoC and Crown Properties will be required The visual effects of the toilet will be minimised as much as possible and it will be designed to fit in with the coastal environment and Styx Vision. 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 plan has been amended to include an asphalt turning area near the boat ramp The consultation indicated that there is significant support for the proposed location, as this was where the previous jetty was sited. The channel of the Styx River is a significant distance from the shore, which makes it an inappropriate location for the jetty The amount of proposed trees has been reduced. However, in terms of reserve users, the visual affects of adjacent houses need to be softened. Ngaio and Ake Ake (3-4m) are proposed on boundaries as they are tolerant of coastal conditions The proposed picnic tables near the jetty will be replaced with two park benches and two picnic tables. 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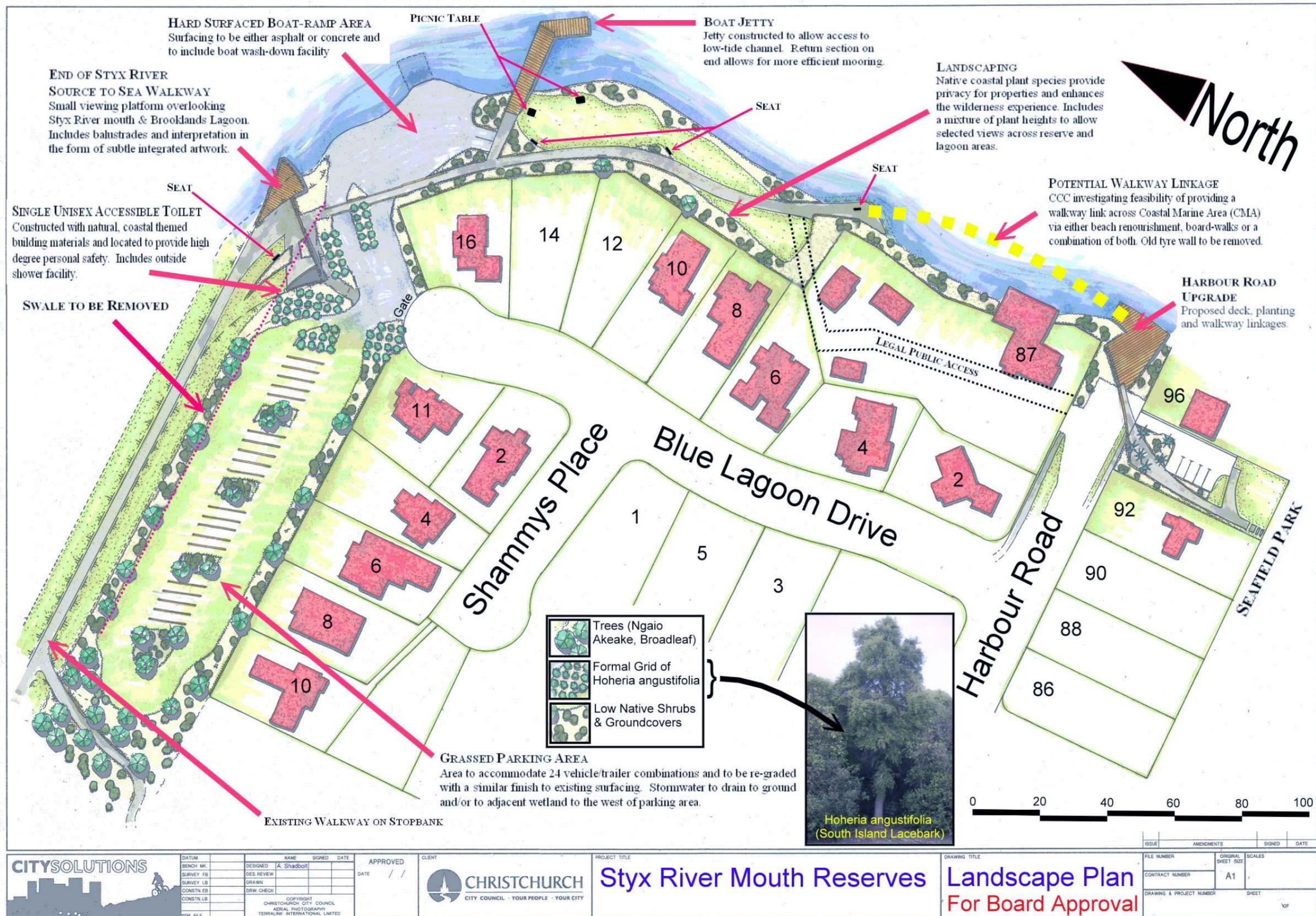
	<p>walkers.</p> <p>Chip paths</p> <ul style="list-style-type: none"> • These are not necessary in grassed areas. Due to the sandy soil these areas never become muddy after rain and the chip once again would cause a dust problem in our predominant north-easterly winds. However, the grass areas need to be mowed on a scheduled programme similar to the domain etc. rather than the "once a year after many requests system" we have had. <p>Legal Public Access</p> <ul style="list-style-type: none"> • This should be eliminated. There has to be a better way than making a public walkway past a private residence and through a restaurant car park. This would be frustrating and unsafe. We agree with the majority that a boardwalk extending in a curve out into the Lagoon would be an interesting and educational feature of the walkway. • Part of this could be an ornamental pier off the end of Harbour Road which would fulfil the "Sense of Arrival" need and also enhance the end of the street. 	
<p>85. Yes – the sooner the better</p>	<p>Parking Area</p> <ul style="list-style-type: none"> • Parking should be across the car park (toast rack fashion). This will allow more parking spaces and will be much safer as no reversing is required. The surface should be left as grass at present. Loose chip would create a dust problem and encourage hoons. This area has already been formed to provide a hard base for parking. The existing surface allows some soakage, reducing the amount of storm water run off. • The swale should remain where presently located. The swale contains green slimy water all year as it drains the swamp area of the Styx View subdivision. It would be unhealthy and unsightly to move it closer to adjoining properties. <p>Boardwalk</p> <ul style="list-style-type: none"> • I agree with the Community and Neighbourhood groups that the cost of this would be far better spent on a boardwalk by the Restaurant (see Legal Access). <p>Toilet</p> <ul style="list-style-type: none"> • A toilet in this area is essential. I regularly see men urinating on Po-Lin's fence and behind car doors and wonder how the approximately 40% female attendance are coping. The boat ramp area is working to near capacity on summer weekends and holidays and will surely become more popular when the development is completed. If there is no toilet, in future when the 2 vacant sections have been occupied and the reserve is no longer available for parking, this problem will move to the parking area. • The toilet building does not need to be as large as shown. His and Hers disabled toilets would suffice as changing rooms also. • I have been informed that the proposed height of the toilet floor is 12 metres above datum. I find it unbelievable that anyone would propose building a toilet higher than required by regulation and the adjacent houses. With a simple Resource Consent (which I am sure all the locals will gladly sign) the floor could be kept to the minimum height required for flow into the main sewer. If there ever is flooding in this area, nobody will be here to use the toilet until the water subsides by which time a hose out will make it ready for use. • I consider the original site to be the most practical in that the floor level can be kept lower the nearer the toilet is to the sewer. If the toilet was sited at the jetty it would be well above present ground level to achieve sufficient fall in the drain. <p>Boat Ramp</p> <ul style="list-style-type: none"> • I am happy with the boat ramp area as proposed except that the surface should be asphalt. A loose chip surface would encourage hoons in noisy cars which is already a problem. Also run off would erode the surface and pollute the river in times of heavy rain. <p>Jetty</p> <ul style="list-style-type: none"> • The jetty will be a great asset and will need to be functional. It will need to extend well out into the river and be usable throughout the 2 metre plus variance of the tide. <p>Landscaping</p> <ul style="list-style-type: none"> • Extent and height of planting needs rearranging, picnic tables and benches are good. We paid double normal section price for a water view. The small copse of 3-4 metre trees shown in front of our house would eliminate this view. Tall trees should be planted on boundaries or as individual specimens which allow a view between. The reserve is quite often used by picnickers and a couple of bench seats on the waters edge would be handy for walkers. I am not in favour of picnic tables. <p>Chip paths</p> <ul style="list-style-type: none"> • These are not necessary in grassed areas. Due to the sandy soil these areas never become muddy after rain and the chip once again would cause a dust problem in our predominant north-easterly winds. However the grass areas need to be mowed on a scheduled programme similar to the domain etc. rather than the "once a year after many requests system" we have had. <p>Legal Public Access</p> <ul style="list-style-type: none"> • This should be eliminated. There has to be a better way than making a public walkway past a private residence and through a restaurant car park. This would be frustrating and unsafe. 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		<ul style="list-style-type: none"> Part of this could be an ornamental pier off the end of Harbour Road which would fulfil the "Sense of Arrival" need and also enhance the end of the street. 	
86.	-	<ul style="list-style-type: none"> I am a web designer by profession and as such am fortunate to be able to spend NZ summers in my parents' home while working for a company in Scotland. I wish to comment on the placement of the toilet block as I consider it reflects badly on Christchurch as a garden city from a tourist point of view. To my way of thinking it should not be highlighted as a feature and allowed to dominate the view from the start of Blue Lagoon Drive. My work involves mainly tourist sites and if I were to design a website to attract visitors to the Lagoon focusing on the natural attractions of the area it would be difficult to capture this with a toilet block in the foreground. The small village where I live in Scotland is well loved by walkers and there is an arrangement with the county council/govt? whereby the hotel is paid an annual levy towards maintenance of the toilets on condition walkers are allowed access - would it not be feasible for a similar arrangement here with the existing restaurant? 	<ul style="list-style-type: none"> The safety audit found that the proposed location of the toilet, at the entrance to the reserve, is the most preferable location with respect to safety as it is clearly visible from most parts of the site/surrounding houses and key vehicular routes. The visual effects of the toilet will be minimised as much as possible and it will be designed to fit in with the coastal environment and Styx Vision. 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 A toilet located outside the reserve, will not cater for reserve users, in particular users of the boat ramp
87.	No - as sho wn	<p>Car and Trailer Park</p> <ul style="list-style-type: none"> This area should be designed to accommodate the maximum number of units and not become a botanical garden area where there is a greater area in plantings than there is in vehicle parking. Most vehicles will be parked for approx. 4/5 hours at a time therefore the proposed tree plantings should be of a variety which will offer the most shading to these vehicles without being obtrusive for residents who boarder the designated parking area. Vehicle parking layout shows several garden plots which have the effect of narrowing the entrance way, please remember that our vehicle and trailer units are around 10 metre plus long and the last thing we require is having to negotiate an obstacle course made up of garden plots. 	<ul style="list-style-type: none"> The redesign of the car park allowed for an additional two parks The proposed trees will provide some shade but the number of trees has to be minimised to ensure that views are not blocked The entrance will allow for the movement of cars with trailers
88.	Yes and No	<ul style="list-style-type: none"> I am in my 80's and spend many hours in bed of necessity. I have a mobility scooter and use a walking frame. It is important to me that when I am confined to bed I retain the small view that I have of the Lagoon. Because I am in a single storey house any plantings in front of our boundary will stop my view. I would like to be able to take my mobility scooter onto the reserve, but it is too rough at the moment. It would be very good to be able to take my walker or scooter onto a board walk, so that I could feed the fish. I don't like cabbage trees. They will blow into my garden. I don't like the idea of big buildings. We don't need that. But please stop the cars parking and driving on the reserve and parking in front of my view. 	<ul style="list-style-type: none"> The amount of proposed trees has been reduced. However, in terms of reserve users, the visual affects of adjacent houses need to be softened. Ngaio and Ake Ake (3-4m) are proposed on boundaries as they are tolerant of coastal conditions The proposed cabbage trees will be replaced with another native species that is tolerant of coastal conditions, such as South Island lacebark The walkways will have a 3mm chip surface, which is compacted down. This type of walkway is fully accessible and has not created issues with dustiness The feasibility of a coastal link between the reserve and the end of Harbour Road is being investigated. Approvals from other regulatory authorities, such as ECan, DoC and Crown Properties will be required The visual effects of the toilet will be minimised as much as possible and it will be designed to fit in with the coastal environment and Styx Vision. 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 Vehicles will be prevented from driving onto the reserve
89.	-	<ul style="list-style-type: none"> I object to the proposed siting of the toilet block at the Brooklands boat ramp. My objection is based on the visual impact that the building would have on the adjacent residents who were completely unaware of the proposal when they bought their properties. A boardwalk over a short section of the estuary would be advantageous to safely connect the proposed path to the end of Harbour Road. 	<ul style="list-style-type: none"> The safety audit found that the proposed location of the toilet, at the entrance to the reserve, is the most preferable location with respect to safety as it is clearly visible from most parts of the site/surrounding houses and key vehicular routes. The visual effects of the toilet will be minimised as much as possible and it will be designed to fit in with the coastal environment and Styx Vision. 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 feasibility of a coastal link between the reserve and the end of Harbour Road is being investigated. Approvals from other regulatory authorities, such as ECan, DoC and Crown Properties will be required
90.	-	<ul style="list-style-type: none"> I object to the proposed siting of the toilet block at the Brooklands boat ramp. <p>My objection is based on the visual impact that the building would have on the adjacent residents who were completely unaware of the proposal when they built their properties. I have lived in Christchurch for 25 years and travelled extensively throughout the city and its environs and nowhere can I think of a toilet block located in a residential street which is what is proposed at Brooklands. I should think it is a resident's worst nightmare to have a toilet block located in their street. It will also compromise the value of their property and their security and the traffic flow in the street which could be during the day and night as toilets seem to be an attraction late at night for some.</p> <ul style="list-style-type: none"> I suggest that a much more sensible place for the toilets would be with the proposed changing rooms located in the car park where they would be much more user-friendly for walkers and boaties alike. It seems like the proposed location of these toilets does not comply with the criteria set for the decision making process as it severely disadvantages the residents of the area. 	<ul style="list-style-type: none"> The safety audit found that the proposed location of the toilet, at the entrance to the reserve, is the most preferable location with respect to safety as it is clearly visible from most parts of the site/surrounding houses and key vehicular routes. The visual effects of the toilet will be minimised as much as possible and it will be designed to fit in with the coastal environment and Styx Vision. 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
91.	-	<p>ISSUES RAISED BY RESIDENTS OF THE BLUE LAGOON NEIGHBOURHOOD SUPPORT GROUP IN RELATION TO THE PROPOSED BROOKLANDS BOAT RAMP DEVELOPMENT PLAN AT A MEETING ON 11 JANUARY 2008:</p> <p>Toilet position: Concerns raised included the height of the toilet in relation to the stop bank, the position of it at the end of Blue Lagoon Drive, the design of the toilet block including the possibility it could include an information centre. Solutions recommended include:</p> <ul style="list-style-type: none"> Re-siting toilet to North side of stop bank. Lowering the height of toilet to make it less intrusive and more visually appealing. If this creates an issue with the fall of any sewer line then install a sewer pump. Obtaining confirmation that toilet to only be a toilet and changing room (with perhaps an outside shower) and that it will not incorporate an information centre. <p>Security: Concerns raised included the improper use of car parking and toilet facilities by people not using the facilities for their intended use i.e. boy racers, camping, late night parties, graffiti artists etc. Solutions recommended include:</p> <ul style="list-style-type: none"> Installing gates to the ramp and car park entrance to deter inappropriate use. Allowing various groups access to keys to ensure they can use the ramp and car park outside of the hours when they 	<ul style="list-style-type: none"> The safety audit found that the proposed location of the toilet, at the entrance to the reserve, is the most preferable location with respect to safety as it is clearly visible from most parts of the site/surrounding houses and key vehicular routes. The visual effects of the toilet will be minimised as much as possible and it will be designed to fit in with the coastal environment and Styx Vision. 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 plan has been amended to include a barrier at the entrance to the reserve. This will be unlocked at publicised hours by a security firm or by a local 'caretaker' The amount of proposed trees has been reduced. However, in terms of reserve users, the visual affects of adjacent houses need to be softened. Ngaio and Ake Ake (3-4m) are proposed on boundaries as they are tolerant of coastal conditions The proposed cabbage trees will be replaced with another native species that is tolerant of coastal conditions, such as South Island lacebark Subject to Ecan approval, the swale will be removed and redirected to flow into the wetland that is located to the west of the proposed car park The plan has been amended to include drive-through angle parking in the centre of the parking area. Parks will be demarcated The plan has been amended to include a 'grass over gravel' surface in the car park, which can be upgraded in the future, if necessary The plan has been amended to include an asphalt turning area near the boat ramp The proposed walkway has been moved away from property boundaries and relocated to the top of the stopbank

	<p>wish to put them to appropriate use.</p> <p>Planting: Concerns raised included the fact that the proposed planting will block the views of local residents from their properties which back on to the proposed development. Further the use of cabbage trees in the development will create an ongoing maintenance issue. Solutions recommended include:</p> <ul style="list-style-type: none"> • Keeping all planting to the rear of properties to a maximum height of 1.2 metres • Considering the replacement of the cabbage trees with a type of palm tree. <p>Swale Position: Concerns were raised with the fact that the swale is to be repositioned to the rear of the properties bordering the car park away from the existing swale at the foot of the stop bank. This will promote odours, mosquitoes and sand flies close to properties due to stagnant water and is impractical due to the fall of the land. Solutions recommended:</p> <ul style="list-style-type: none"> • Leave the existing swale “as is” but consider piping it and planting it appropriately with native grasses. <p>Car park and surfacing issues Concerns were raised with the proposed direction of car parks. Parallel parking will not work. Further, the proposed surface of the car park and walkways, being “grit”, raise a multitude of issues including grit being blown into residents’ properties during easterly winds and grit being an inappropriate surface for disabled users and users in bare feet. Solutions recommended:</p> <ul style="list-style-type: none"> • Changing the car parking so cars park diagonally with the parks being demarked with timber on the ground. • Leave the car park area so the surface is grass, not grit. • Asphalt the paths and the area surrounding the boat ramp. <p>Walkways Concerns were raised with the proposed location of the walkway at the immediate rear of properties adjacent to the car park and through the local restaurant/bar. Residents did not want the general public walking immediately along the back of their properties and residents had issues with the walkway running through a restaurant/bar car park which is away from the Lagoon and creating a heightened risk of pedestrians being struck by cars. Solutions recommended:</p> <ul style="list-style-type: none"> • Changing the walkway so it is directed to the top of the stop bank, this will also give better views across the wetlands and river. • Redirect the walkway that is supposed to go through the car park of the restaurant/bar to a new board walk that runs around the restaurant/bar and over the Lagoon. This will provide meaningful access to the Lagoon for disabled people and other parties wishing to view the natural fauna and flora. <p>Jetty Concerns were raised with the proposed location of the jetty which has been drawn on the plan in such a way that at lower tidal times the jetty will be unusable. Solutions recommended:</p> <ul style="list-style-type: none"> • Changing the position of the jetty so that it is directed out into the Styx River to such a depth that it can be used regardless of the tide. <p>Signage Concerns were raised with the speed that boats and jet skis travel up the Styx River disturbing all the wildlife and no provision has been made for signage on the plans to inform users of the requirement for reduced speed. Solutions recommended:</p> <ul style="list-style-type: none"> • Installing clear and unequivocal signs setting the speed limit at 5 knots and informing the users of the consequences of not adhering to this. <p>Traffic Concerns were raised with volume and speed of traffic using Blue Lagoon Drive and the risk this creates to local residents and other users. Solutions recommended:</p> <ul style="list-style-type: none"> • Control the speed of traffic by installing speed bumps on Blue Lagoon Drive. • Reduce the speed on Blue Lagoon Drive to 30km per hour. <p>General Amenities Concerns were raised with the lack of attention and upkeep that the area has historically received, particularly with the frequency of grass being mowed and the lack of rubbish bins. Further, whilst the proposed plan allows for picnic tables and chairs, there is no provision for alternative forms of seating. Solutions recommended:</p> <ul style="list-style-type: none"> • Have the area mown frequently, at least every three months. • Have rubbish bins installed and have them emptied regularly, especially during periods of high use. • Install park benches so that people wanting to sit and view the Lagoon can do this without taking up picnic spaces. Such seats are also more user friendly for disabled persons. <p>The undersigned hereby confirm that they attended the meeting, are members of the Blue Lagoon Neighbourhood Support Group and confirm that they agree to the contents of this memorandum – see attached list of signatures</p>	<ul style="list-style-type: none"> • The feasibility of a coastal link between the reserve and the end of Harbour Road is being investigated. Approvals from other regulatory authorities, such as ECan, DoC and Crown Properties will be required • The consultation indicated that there is significant support for the proposed location, as this was where the previous jetty was sited. The channel of the Styx River is a significant distance from the shore, which makes it an inappropriate location for the jetty • Signs advising of the speed limit for boats will be investigated at the detailed design stage • The request for traffic calming on Blue Lagoon Drive is beyond the scope of this reserve development project and should be referred to Council’s Call Centre on 941-8666 • The reserve will be on a regular maintenance regime • The proposed picnic tables near the jetty will be replaced with two park benches and two picnic tables. Additional seats will be provided near the Sense of Arrival and the proposed coastal walkway • A rubbish bin has been installed
<p>92.</p>	<p>-</p> <ul style="list-style-type: none"> • I read the planting around the car park to be coastal tree and shrub land 1 to 2m high and wonder if this is wise around the car park from a safety perspective or does the stop bank walkway provide good surveillance? • Artwork – I don’t know the area – never been here but does this need a row boat to get to it? It doesn’t look like there 	<ul style="list-style-type: none"> • Landscaping will allow for good sightlines to the proposed facilities • The proposed artwork has been removed from the proposal

		are any roads into the other side. From a maintenance perspective I am opposed to any artwork in a location like this that is going to dramatically be more expensive to maintain. Details on the artwork would be needed due to the corrosive environment and would need to go through the public art advisory group.	
93.	Yes – with amendments	<ul style="list-style-type: none"> Styx River from the boat ramp into the Lagoon and the Lagoon channel need to be dredged to allow better access for boats with outboard motors. The Lagoon channel needs to be widened and marked with buoys as in the past. Unless dredging is done, there is a real danger of a fatality as boats risk going aground at speed A boat wash-down area would be an advantage. Keep angle parking as at present. Keep planting at a minimum to create as many parks as possible and aid visibility Artwork is unnecessary. Native planting around the area would be far more fitting A toilet block would be an advantage, sited close to picnic area and boat pull up area 	<ul style="list-style-type: none"> The issues about the management of the waterways or lagoon are beyond the scope of this reserve development project and should be referred to Council's Call Centre on 941-8666 or ECan The plan has been amended to include drive-through angle parking in the centre of the parking area The proposed artwork has been removed from the proposal The need for the toilet has been confirmed by feedback provided in the public consultation and will remain on the plan in the proposed, location close to the picnic area
94.	-	<ul style="list-style-type: none"> This area is exceptionally important in terms of the greater Styx Project. It is the climax of the 'Source of Sea' walkway starting at Nunweek Park and this needs to be taken into account in terms of the wider planning for the area. 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 Styx River has status in terms of 6a and 6b of the Resource Management Act 1991 (stated in the City Plan) and consideration needs to be given to the objectives of these sections of the Act. How people perceive and experience the site is critical to achieving these objectives. In particular the river is being managed for its ecological and wilderness values (natural character). Low key maintenance approach and reducing the visual impact of adjacent houses on people using this area is therefore important. All built structures should be considered as integrated artworks. Pedestrian access through the Blue Lagoon site should be protected in the long term. The Trust would recommend that the City Council should buy the Blue Lagoon property. There would then be opportunity to provide a really fitting climax to the 'Source to Sea Walkway' experience through the redevelopment of the Blue Lagoon site. The Styx Living Laboratory Trust supports the overall concept. The Trust would also like to have an opportunity to comment on any future changes to the overall concept. 	<ul style="list-style-type: none"> The toilet will be minimised as much as possible and it will be designed to fit in with the coastal environment and Styx Vision The feasibility of a coastal link between the reserve and the end of Harbour Road is being investigated. Approvals from other regulatory authorities, such as ECan, DoC and Crown Properties will be required Council have considered the purchase of the property situated between the reserve and Harbour Road, but it is not considered to be an appropriate acquisition
95.	Yes	-	-
96.	Yes	<ul style="list-style-type: none"> There are a few issues, but overall happy to get things going. My only real concern is that the walkway through the Riley family home. I certainly would not enjoy walking through someone's back yard, when there could be a beautiful walk in front, on the bank to view the water not a house's back yard. One other thing a chain across the end of Blue Lagoon Drive, as the car park will entice young people in cars to take advantage of the sealed car park. We have lots of young children in this street and Shammys Place. 	<ul style="list-style-type: none"> The feasibility of a coastal link between the reserve and the end of Harbour Road is being investigated. Approvals from other regulatory authorities, such as ECan, DoC and Crown Properties will be required The plan has been amended to include a barrier at the entrance to the reserve. This will be unlocked at publicised hours by a security firm or by a local 'caretaker'
97.	Yes	<ul style="list-style-type: none"> Public access through Blue Lagoon car park could be dangerous – maybe a boardwalk around the front of all the properties starting at the end of Harbour Road. Wheelchair parking? With increased activity there will be more boats and jet skis going a lot faster – this could cause safety and erosion problems – who will police this? Rubbish bins? 	<ul style="list-style-type: none"> The feasibility of a coastal link between the reserve and the end of Harbour Road is being investigated. Approvals from other regulatory authorities, such as ECan, DoC and Crown Properties will be required The development will include mobility parks near the boat ramp The issues about the management of the waterways or lagoon are beyond the scope of this reserve development project and should be referred to Council's Call Centre on 941-8666 or ECan A bin has been installed
98.	-	I have a suggestion for the proposed redevelopment at the Brooklands boat ramp. I would like to suggest a foot/cycle bridge across the Styx River at the location proposed for the jetty linking to a cycle track/footpath running beside the Waimak and connecting up to the existing track on the South side of the river that enters at Stewarts Gully Yacht Club, users could perform a loop by returning by road back to the start point. This would provide a fantastic recreation opportunity for people to access this unique area for walking and mountain biking as well as providing access to fishing in locations inaccessible to those without boat transport. Please consider this idea which I have discussed with several locals who agree it would be a big plus to recreation in the area.	<ul style="list-style-type: none"> The request for an extension to the existing cycling opportunities adjoining the Waimakariri River is beyond the scope of this reserve development project and should be referred to ECan

99. -	<p>Te Ngai Tuahuriri Runanga are not opposed to the creation of a boat ramp, parking and toileting facilities in the area. In making this statement (as I indicated to you at the meeting we had together) the following matters would be of concern to the Runanga in the development of the area:</p> <ol style="list-style-type: none"> 1. that stormwater run-off from the carparking area not be allowed to run-off into the River/Lagoon; 2. that no servicing or refuelling of boats or vehicles is permitted on the ramp; 3. that a public toilet is provided to ensure that human waste is not being left in the environment; 4. that the toilet is not located adjacent to the waters edge; 5. if the carparking area is to be used after dark, that good lighting is provided to ensure public safety; and 6. that if the boardwalk feature goes ahead, further discussion is held with Mahaanui Kurataiao Ltd about the proposal. <p>In addition:</p> <ol style="list-style-type: none"> 7. The Runanga inquired whether the sculpture/feature could reflect the Ngai Tahu history and associations with the area. It should be noted that this inquiry is an exploration of an opportunity that may exist to enhance the historical and contemporary connection of place with Ngai Tuahuriri's hapu associations with the area. The point was intended to open a dialogue between the Council and Ngai Tuahuriri over what might be possible for the feature, not as an objection to the proposed development. <p>Further comments: Subsequent to sending the Ngai Tuahuriri response - I had a conversation with someone connected to the area and they have requested that Ngai Tuahuriri are also advised if there is any artwork or interpretation going to be used in the area, and an opportunity for involvement be provided.</p> <p>Further comments: Thank you for the response to the submission points, and I am clear that the proposal will address the points made. I am aware that Ngai Tuahuriri had some concerns about the possible boardwalk - so I would definitely appreciate further consultation as that part of the project development is considered. A reconnection in the event that artwork/interpretation is proposed will be very welcomed, so thank you for the assurance regarding this.</p>	<ul style="list-style-type: none"> • <i>It is not intended that any direct runoff will go into the river or lagoon. It is anticipated that the stormwater runoff from the carparking will go to ground as the proposed surface is grass over gravel. ECan has requested that we remove the existing swale that is currently located at the base of the stopbank as they consider that this has the potential to threaten the integrity of the stopbank. It is proposed that this will be redirected to flow into the wetland that is located to the west of the proposed carpark. The details of this proposal have not been finalised but it is anticipated that the resource consent process will ensure that any adverse effects on the river or lagoon are considered and addressed</i> • <i>No provision is planned for the servicing or refuelling of vehicles at the boat ramp</i> • <i>The provision of the public toilet has largely been supported by the local community and remains as part of this proposal</i> • <i>The proposed toilet is located as originally indicated, opposite to the entrance to the reserve and well away from the water's edge</i> • <i>Use of these public facilities after dark will not be encouraged and lighting of the carpark is not proposed. The inclusion of a reserve gate has been requested by the local community and this is being investigated</i> • <i>Approval will be sought from the Shirley/Papanui Community Board to proceed with the proposed coastal walkway/boardwalk feature. If this is given, the project team will consider possible design solutions and further consult with Mahaanui Kurataiao Ltd about the proposal</i> • <i>Due to opposition by the local community to the proposed artwork, this feature has been removed from the proposal. However I appreciate your offer to be involved in artworks/interpretive features and will investigate ways to work collaboratively with the runanga in this area. I will advise you about this as the project progresses</i>
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ORIENTATED TO MAXIMISE VIEWING OF THE PANORAMIC LANDSCAPE FROM THE PLATFORM, THE DECK SITE CANTILEVERED OUT OVER THE STYX RIVER WETLAND IN A NON-OBTRUSIVE YET PROMINANT FORM, SET LOW AGAINST THE HORIZON TO MINIMISE ITS IMPACT ON NEIGHBOURING RESIDENTS YET SUBSTANTIAL IN WIDTH TO PROVIDE SIGNIFICANT SPACE TO REST AND RELAX. THE DECK SITE LEVEL WITH THE TOP OF THE STOCKBANK AND IS ELEVATED ABOVE THE GROUND TO FORM A VERTICAL EDGE, SIGNIFYING AN END TO THE STOCKBANK AND HENCE END TO THE STYX RIVER JOURNEY. THIS SITE SIGNALING THE END TO THE JOURNEY AS IT IS THE TERMINATION OF THE STYX RIVER TO THE WAHAKAURI LAGOON. ALSO REFLECTING THE MARINE ENVIRONMENT BY USE OF MATERIALITY IS THE FABRIC-SAIL CLOTH CANOPY, STEEL & TIMBER (DURABLE TO THE MARINE ENVIRONMENT) AND THE USE OF RIVERSTONE IN THE LANDSCAPING.

TRADITIONAL POLYNESIAN NAVIGATIONAL STICK CHART INSPIRATION

THE NAUTICAL THEME IS REFLECTED IN THE STRUCTURE, WITH THE DECK SHAPED LIKE A BOAT AND BERTHED TO THE LAND ON THE SHORE OF THE STYX RIVER. STEEL POSTS DEPICT SKELETAL RIBS OF A DECKING BOAT, WHILE MORE SLENDER RAILS REFLECT THE RIBB-LIKE VEGETATION OF THE SURROUNDING WETLAND. THE CONCEPT IS COMPLETED WITH A FREE-STANDING TOILET AND CHANGING FACILITY BUILDING, WHICH ACTS LIKE A CAPTAIN'S QUARTERS TO THE CONCEPT. IT IS AN INDEPENDANT ENTITY YET CONNECTS TO THE DECK THROUGH MATERIALITY AND WITH STEEL RIBS WHICH ARE SUBPROCATED OUT TO THE BUILDING TO SUPPORT A FLOATING CANOPY ROOF. THE DECKING BOAT CONCEPT IS SYMBOLIC OF THE END OF A JOURNEY, A LAST POINT OF ANCHORAGE. DEPICTION OF NAVIGATIONAL STICK CHARTS USED BY EARLY MAORI ARE WOVEN INTO THE BALUSTERS IN HISTORIC REFERENCE OF THEIR JOURNEY.

CONCEPT INSPIRED BY A BIRCHROCK OFF CAVAL ISLAND

SCALE

0m 5m 10m 15m 20m 25m 30m 35m 40m 45m 50m

CONCEPT DESIGN PROPOSAL (FOR BOARD APPROVAL)

NEW TOILET & CHANGING FACILITIES for STYX RIVER MOUTH RESERVE

CHRISTCHURCH CITY COUNCIL CAPITAL PROGRAMME GROUP DATE: 31/07/2008 DESIGN: Kerry Hoglund PROJECT NUMBER: 66271771

CO8006

BROOKLANDS LAGOON BOAT RAMP RESERVE

PROPOSED TOILET/CHANGING FACILITY
CPTED AUDIT



Final Report
March 2008
Prepared by Boffa Miskell
For Christchurch City Council



Acknowledgements

The following people/organisations have contributed to this report:

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Mark Teesdale Landscape Architect

Sarah Hamilton Landscape Architect

Christchurch City Council

Steven Gray Project Leader

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<i>Appendix 1 - Audit Checklist</i>		

1.0 INTRODUCTION

This Crime Prevention Through Environmental Design (CPTED) safety audit and report for a proposed toilet/changing facility in the Brooklands Lagoon Boat Ramp Reserve has been prepared at the request of the Christchurch City Council. It is intended that this report will inform the decision making process and will aid with the public consultation involved in finalising the design and location of the proposed facilities.

The intention of the proposed toilet/changing facility is to improve the experience of the reserve for users, which are predominantly boaties. The location of the Brooklands Lagoon Boat Ramp Reserve at the mouth of the Styx River is an important site for the on-going Styx River revitalisation project. It is intended that the upgrade of this reserve and the proposed facilities will mark the completion of the proposed walkway along the entire river from its source (Nunweek Park). It is intended that in time the proposed facilities will also be utilised by users of this greater walkway initiative.

As we understand the Christchurch City Council's main reasons for siting the proposed toilet/changing facility in the centre of the reserve (Figure 6) are:

- Visibility from surrounding roads and residential properties;
- Visual linkage with sense of arrival structure (as part of the Styx River 'source to sea' project);
- Proximity to boat ramp and Styx walkway users;
- The land is owned by the council;

The aim of this CPTED safety audit is to consider the proposed location alongside other possible locations within the site, with regards to safety. The report is set out under the following sections:

- Introduction
- CPTED Background
- Site description
- Proposal
- Assessment methodology
- Key assessment results
- Recommendations

2.0 CPTED BACKGROUND

This CPTED safety audit is to ascertain the level of safety and amenity for users of the proposed toilet/ changing facility during day and night time use. Safety issues are identified, and recommendations made for actions that may be required to mitigate any safety related concerns.

This CPTED safety audit has been based upon the Ministry of Justice National Guidelines for CPTED in New Zealand (2005) and in particular the four key overlapping principles which form the basis of these guidelines. The four CPTED principles are:

- **Surveillance** – People are present and can see what is going on.
- **Access Management** – Methods used to attract people and vehicles to some places and restrict them from others.
- **Territorial Enforcement** – Clear boundaries to encourage community "ownership" of space.
- **Quality Environments** – Good quality and well maintained places attract people and support passive surveillance.

These four principles form the foundation for the National Guidelines for CPTED in New Zealand. The National Guidelines also identify seven qualities that characterise well defined and safer spaces. The CPTED Audit checklist was based upon these qualities. These are:

1. **Access: Safe Movement and Connections.** Places with well defined routes, spaces, and entrances that provide for convenient and safe movement without compromising security.
2. **Surveillance and sightlines:** See and be seen. Places where public spaces are overlooked, and clear sightlines and good lighting provide maximum visibility.
3. **Layout: Clear and logical orientation.** Places laid out to maximise safety and help orientation and way finding.
4. **Activity Mix: Eyes on the street.** Promoting a compatible mix of uses and increased use of public space.
5. **Sense of Ownership:** Showing a space is cared for. Places that promote a sense of ownership, respect, territorial responsibility and community.
6. **Quality Environments:** Well designed, managed and maintained environment. Spaces designed with management and maintenance in mind to discourage crime and promote community safety in the present and future.
7. **Physical Protection:** Inclusion of well designed security features and elements such as security cameras and physical barriers.

3.0 THE SITE

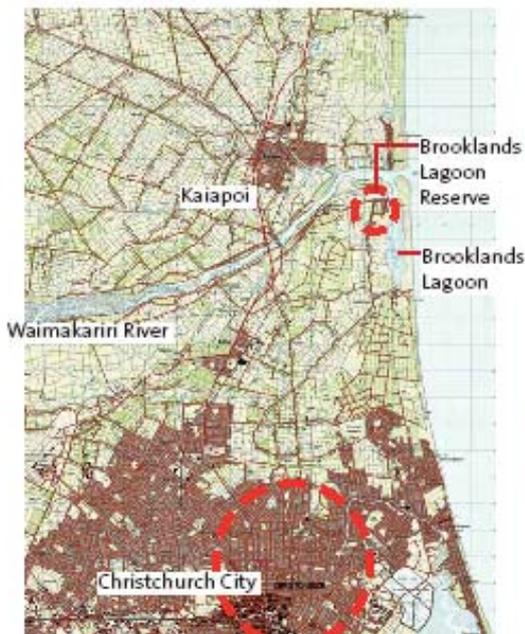


Figure 1 - Context Map showing the location of proposed toilets

The Brooklands Reserve Boat Ramp Reserve is located at the mouth of the Styx River, approximately 15km north of Christchurch City (Figure 1). The 0.63ha reserve is a narrow strip of land located on the true right bank of the Styx River, and it is bounded by residential housing to the south (approximately 5 years of age), the Styx River and its associated stop bank to the north, pasture land to the west and the Brooklands lagoon to the east.

The reserve is used predominantly by recreational boaters who launch their boats via the existing boat ramp. During the audits there were a number of walkers/cyclists using the existing informal track along the top of the stop bank. As the Styx 'source to sea' walkway project develops further and this track is formalised the number of walkers/cyclists using this reserve is expected to increase.

The reserve has a single vehicular entrance accessed off the end of Blue Lagoon Drive (a cul-de-sac off Harbour Road).



Figure 2 - Aerial photograph illustrating site boundary (including Blue Lagoon Drive).

Twelve sections/properties border the reserve and their fences are typically low which provide residents with open views out onto the reserve and beyond. These open sightlines from the houses provide opportunities for effective passive surveillance of the reserve. Two of the twelve sections are currently vacant but for the purposes of the audit it has been assumed that these will be built on in the future.

The unformed parking area is located to the west of the site, and is a large grassed area that extends from the residential properties to the stop bank (to the north) bordering the Styx River. The top of this stop bank is approximately 12m in elevation, and the proposed Styx 'source to sea' walkway will run along the top of this bank. The existing boat ramp is located in the central area of the site. South of the boat ramp is a grassed area that extends along the shore of the lagoon for approximately 60m.

Existing facilities are limited, with unformed car and boat parking available. There are currently no other built amenities within the site.



Figure 3 - Photograph looking east towards the proposed toilet/changing facility from the walkway along the stopbank.



Figure 4 - Photograph looking from the approximate location of the proposed toilet/changing facilities south towards Blue Lagoon Drive. The informal parking area for boaties is located in the foreground.



Figure 5 - Photograph looking northwest towards the approximate location of the proposed toilet/changing facilities from the existing boat ramp turn around area.

4.0 PROPOSAL

The Christchurch City Council is proposing to construct a unisex toilet/changing facility as part of the planned upgrade of the Brooklands Lagoon Boat Ramp Reserve. This planned upgrade will service users of the reserve, lagoon and boat ramp, as well as recreational users of the proposed Styx 'source to sea' walkway.

The building is proposed in the centre of the site, west of the boat ramp. The building will also appear as part of the walkway and boardwalk structure which is also proposed as part of the Styx 'source to sea' experience (Figure 6). The council have considered several other options for the location of this building within the reserve, and we have reconsidered these various locations during the CPTED audit.

At the time this CPTED audit was undertaken, details regarding the design of the building were not available. We are of the understanding that the proposed building is to include toilet and changing facilities. We understand that the finished floor level of any proposed building within the reserve will be approximately 12m in elevation, which is the approximate height of the existing stop bank. The ground will be contoured appropriately to ensure that the building appears a part of this stop bank landform.

The overall upgrade of the reserve involves improvement to the existing boat ramp access, a new jetty, enhanced public foreshore, defined walkways and the formalisation of the parking areas. Extensive areas of soft landscape treatment has also been proposed which includes plantings of cabbage trees, low shrubs and grasses, and coastal trees.



Figure 6 - Site Plan showing the location of the proposed toilets/changing facility.

5.0 RELEVANCE OF CPTED TO BROOKLANDS LAGOON AND THE PROPOSED FACILITIES

Brooklands Lagoon Reserve is an important part of the Styx River 'source to sea' project as it is the destination point for the end of the walkway. The Styx River walkway will create an extensive open space linkage for the city, and the Brooklands Lagoon Reserve is a great resource for recreational boaters. Both recreational facilities will attract a wide range of users and uses.

CPTED focuses on reducing opportunities for crime, particularly in public environments such as the Brooklands Lagoon Reserve. CPTED principles address various methods of 'designing out crime'. Many of these methods are centered on the ability of open space users to observe and understand their surroundings and opportunities for passive surveillance. Public safety at the Brooklands Reserve, particularly in relation to the proposed toilets, can be enhanced by responding to CPTED safety principles during the planning and design stages.

6.0 ASSESSMENT METHODOLOGY

The objective of a CPTED Safety Audit is to note what evokes uncomfortable or unsafe feelings associated with a place, in this case the impact of the proposed toilet/changing facility on the existing environment. It is also an inventory of features which may affect the safety of a users. Recommendations are then made on the actions needed to correct the identified safety issues.

This safety audit was completed in two parts, firstly to ascertain the most appropriate location for the toilet facility in terms of safety (Part A) and then to assess the preferred location in more detail (Part B), providing recommendations for improvement in the design of the toilet/changing facility.

For the purposes of the audit, the physical scope has been identified on Figure 7. The scope has been defined using the reserve boundaries, and the extents of visibility to the south along Blue Lagoon Drive.

No crime statistics could be obtained within the time frame of this study.

It must be noted that this is solely a safety assessment and assesses the proposal on this basis. Other design considerations such as visual effects have not been investigated.



Figure 7 - Aerial photograph illustrating physical scope of study.

Part A:

Part A of the safety audit is designed to consider five possible toilet locations in order to ascertain the most appropriate location with regards to CPTED principles. Each location will be ranked in order (5 = best 1= least) of how each location best achieves the key CPTED principles listed in the table below.

CPTED principles	Proposed Location 1	Proposed Location 2	Proposed Location 3	Proposed Location 4	Proposed Location 5
1. Access					
<ul style="list-style-type: none"> - Located near clearly defined routes/paths - Located near clear vehicular entrances/exits - Features which encourage or legitimise loitering behaviour are not located near toilets - Located where private spaces are clearly identified - Presence of entrapment spots avoided 					
2. Surveillance and Sightlines					
<ul style="list-style-type: none"> - Location maximises opportunities for natural surveillance from Parking areas, The boat ramp, Adjacent housing, Vehicular Entrances and Roads, Walking track - Entrances surveillable by intended users - Landscaping/vegetation does not appear to obstruct potential sightlines 					
3. Layout					
<ul style="list-style-type: none"> - location avoids potential user conflicts - Located with clear connections/assessable for all user groups 					
4. Activity mix					
<ul style="list-style-type: none"> - Location maximises opportunities for surveillance by all users at varying times 					
5. Sense of Ownership					
<ul style="list-style-type: none"> - Clearly defined spaces (public vs. Private) 					



Figure 8 - Aerial photograph illustrating five potential locations for the proposed toilet/changing facility

Part B:

The safety audits were carried out by two landscape architects trained in CPTED assessment. Firstly, both auditors made themselves familiar with the proposed toilet/changing facilities by viewing the plans and details provided by the Christchurch City Council. Secondly, both auditors completed CPTED checklists while on site which evaluated the proposed location of the toilets as shown on the consultation plan, with respect to the existing environment (See Appendix 1). As females and males perceive fear in different ways, the audits were carried out by both a female and a male.

The audits were conducted on two separate occasions; a daytime audit on 11th January 2008 at 10:15am and a night time audit on 23rd January 2008 at 9pm. The weather was fine and clear during both audits.

A summary of the findings made by both assessors during these safety audits is combined to form the results section of this report. Recommendations for required action are contained at the end of this report.

The audit checklist has been adapted from the CPTED Audit Checklist (Safer Design Guidelines and the CPTED Training Manual of the South Australia General's Crime Prevention Unit, 2001).

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7.0 KEY ASSESSMENT RESULTS

Part A

Figure 9 illustrates the results of the Part A assessment.

CPTED principles	Proposed Location 1	Proposed Location 2	Proposed Location 3	Proposed Location 4	Proposed Location 5
1. Access					
<ul style="list-style-type: none"> - located near clearly defined routes/paths - Located near clear vehicular entrances/exits - Features which encourage or legitimise loitering behaviour are not located near toilets - Located where private spaces are clearly identified - Presence of entrapment spots avoided 	2	5	4	3	1
2. Surveillance and Sightlines					
<ul style="list-style-type: none"> - Location maximises opportunities for natural surveillance from Parking areas, The boat ramp, Adjacent housing, Vehicular Entrances and Roads, Walking track - Entrances surveillable by intended users - Landscaping/vegetation does not appear to obstruct potential sightlines 	2	5	4	3	1
3. Layout					
<ul style="list-style-type: none"> - location avoids potential user conflicts - located with clear connections/assessable for all user groups 	2	5	4	3	1
4. Activity mix					
<ul style="list-style-type: none"> - Location maximises opportunities for surveillance by all users at varying times 	2	5	4	3	1
5. Sense of Ownership					
<ul style="list-style-type: none"> - Clearly defined spaces (public vs. Private) 	2	5	5	5	1

Rating: (5 = best 1= least) achieves Key CPTED principle

Summary:

Proposed location 1 – Is located too far from key activity areas and defined pathways. Passive surveillance is limited to only a few houses. It would appear disconnected from the reserve. Least preferable option.

Proposed location 2 – Is located centrally to key activities and defined paths. Maximises passive surveillance from Blue Lagoon Drive, residential houses and the boat ramp. Will appear clearly as a public facility. Most preferable location with respect to safety as it is clearly visible from most parts of the site/surrounding houses and key vehicular routes, which is less reliant on signage and easier to find for uneducated users.

Proposed location 3 – Is located centrally to key activities and defined paths. Maximises passive surveillance from residential houses and the boat ramp. Could be an entrapment spot if located on the jetty structure and may conflict with other users of this jetty. Clearly a public facility. This location achieves most of the key CPTED principles but may conflict with recreational users of the jetty.

Proposed location 4 – Is located close to the boat ramp and reserve but too far from the carpark and Styx walkway. Maximises passive surveillance from a few residential houses and the boat ramp. Clearly a public facility. This location would rely heavily on visually permeable fencing along the vacant lots frontage (Once houses are developed) and wayfinding signage that informs users where the toilet are located. From a landscape perspective it would be hard to achieve the minimum floor level without significant mounding which combined with the toilet building would increase the mass of the toilets and the potential for loitering around the rear of the toilet. Location 4 could be a viable option but is less desirable than locations 2 and 3 with respect to key CPTED principles. Careful consideration must be given to the design of the toilets/changing and associated mounding, controls on fencing for adjacent properties, how the toilet links in with the proposed path network and clear wayfinding signage if location 4 is to be considered appropriate with respect to safety.

Proposed location 5 – Is tucked away from key activity areas and is largely screened from users of the reserve, especially uneducated first time users. Is disconnected from the Styx walkway and carpark. Limited passive surveillance from a few residential houses. Could be hard to determine whether it is public or private. Least preferable option.

Part B

General Impressions

- o The reserve currently appears un-kept, with no clear identification of ownership, or roles within the site.
- o No clear levels of expected behaviour seem to be established within the site.
- o Parking and roadway areas are not formalised.

Overall Design

The design of the toilets/changing facility has not been determined at this stage.

Surrounding Land Uses

The proposed toilets will be located within sight of adjacent residential properties which border the reserve along the western and southern boundaries. Opportunities for effective passive surveillance are increased due to the proximity of the proposed facility to this residential housing.

The Christchurch City Council owns the majority of the reserve area, with the stop bank located to the northern edge of the site owned by Environment Canterbury.

At the moment boundaries between the reserve and some of these residential properties are unclear. A few properties appeared to be using the reserve as additional yard space.

Daytime and Night time Audit Results:

Sightlines

- o The location of the proposed facility is in a central location, at a key intersection of pathways which has strong advantages in encouraging passive surveillance of the area, particularly from neighbouring residents. Existing permeable fencing along the boundaries of adjacent residential properties are an advantage for encouraging such surveillance.
- o The potential mass/bulk of the facility may impact on key sightlines and could provide areas for potential offenders to loiter. The design and orientation of the facility needs to maintain sightlines from the main paths.
- o Planting proposed alongside the facility may also threaten sightlines if maintenance was not carried out according to CPTED principles.
- o The site has a single vehicle entry which is located within close proximity to the location of the toilet facility. Clear views to and from this roadway should be maintained.

Isolation – Sight / Sound

- o The narrow nature of the reserve layout coupled with the bordering residential properties means that the site does not feel isolated.
- o During the day the site appeared to have a number of people around. These people were mainly made up of people using the boat ramp, or those walking and running along the informal path along the stop bank.
- o At night, the close proximity of the residential areas means the site did not feel isolated either.
- o Help if required could be obtained from these residential properties. The nearest person during the day to call for help was 10m away.

Safe Movement and Access

- o It appears from the plans that it would be easy to predict possible movements around the proposed toilets as a result of the clearly defined path network.
- o Potentially, each toilet cubicle constitutes a classic entrapment area; this issue would need to be addressed during the design process.

Territorial Definition

- o Currently the un-formalised layout of the reserve results in several ambiguous areas where ownership is not clearly defined. The majority of the reserve is clearly a public place, however boundaries along some residential areas are not clearly defined.

Maintenance - Opportunities for vandalism

- o The proposed toilet/changing facility shall aim to reduce opportunities for vandalism. Limiting easily accessible wall faces and reducing glass surfaces generally helps.

Signage

- o Apart from interpretation signage there is no other signage proposed. Wayfinding signage is very important especially for uneducated users. Ownership, emergency contacts and maintenance details shall also be clearly displayed.

Lighting

- o No lighting shall be provided as it is not envisaged there will be any legitimate users at night. The toilets shall be designed to maximise daylight so that there is no reliance on electrical lighting.

8.0 RECOMMENDATIONS

Location 2 for the proposed toilet/changing facilities (Figure 8) best achieves the key CPTED principles outlined in figure 9 and therefore is the most suitable location on the site with respect to safety.

The following list highlights a few safety related issues that need to be addressed in the design of the toilet/changing facilities in the recommended location.

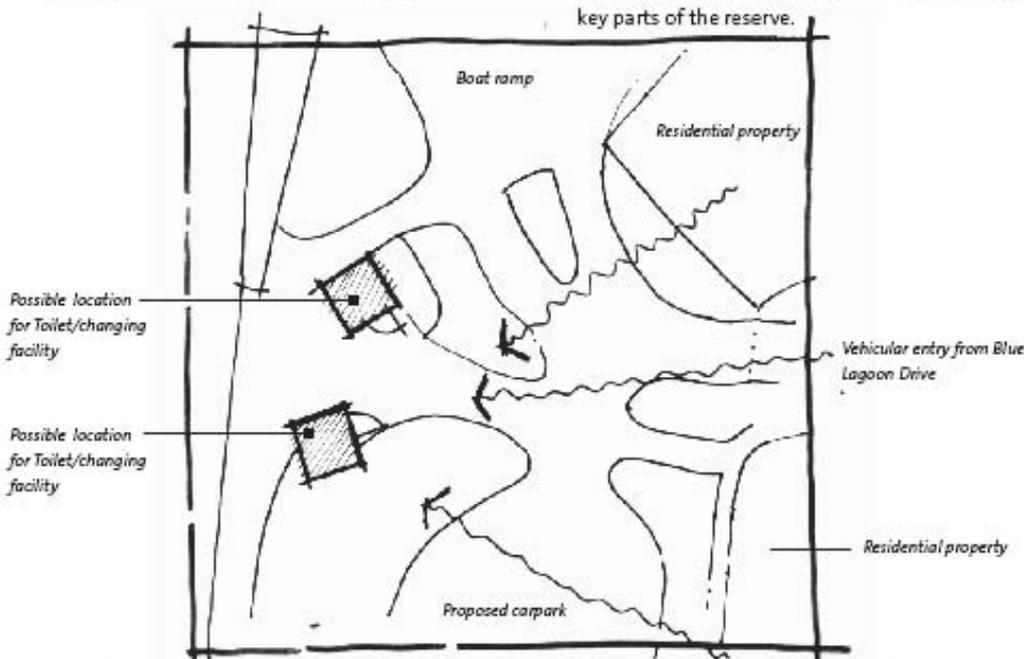
1. Sightlines

Potential Safety Issue: The proposed toilets could be of a bulk and size which restricts sightlines and passive surveillance.

Recommended Action(s)

- (a) If the building has more than one toilet cubicle, reduce the size of the toilets by having a few small buildings rather than a single large one.

Sketch illustrating possible locations for toilet/changing with door facing towards the street and views from houses.



2. Safe movement and access

Entrapment Areas

Potential Safety Issue: The solid toilet doors and walls could create areas of entrapment.

Recommended Action(s)

- a) Replace solid toilet doors with an opaque material that would allow a person's silhouette to be partially recognisable from outside the cubicle. There is an example of this concept in Wellington's Oriental Bay toilets which have been designed by Architecture Workshop. If this approach was taken, there would need to be careful design to ensure that people using the toilet retain their privacy.

Visibility of Entry

Potential Safety Issue: The entry doors to the toilets may not be clearly visible when approaching from the defined paths.

Recommended Action(s)

- (a) Design the toilet frontage so that the doors are clearly visible from the street, houses and other key parts of the reserve.

Operating hours

Potential Safety Issue: If the toilets are open at night then there is the potential for unsafe behaviour to occur.

Recommended Action(s)

(Option 1) Close the toilets from half an hour after sunset and re open at first light. Based on the outcome of the safety audit it is recommended that the proposed toilets are not open at night.

3. Maintenance

Graffiti Vandalism

Potential Safety Issue:if there is a large amount of solid wall on the proposed toilet building it could become a target for graffiti vandalism.

Recommended Action(s)

(a) Reduce the size of walls where possible and ensure the cladding is of a material that will allow graffiti to be removed easily. Ensure material used are not easily scratched e.g glass.

(b) Install dense low planting around the building edge which should help deter graffiti vandalism.

4. Signage

Potential Safety Issue: No wayfinding or operational signage is proposed.

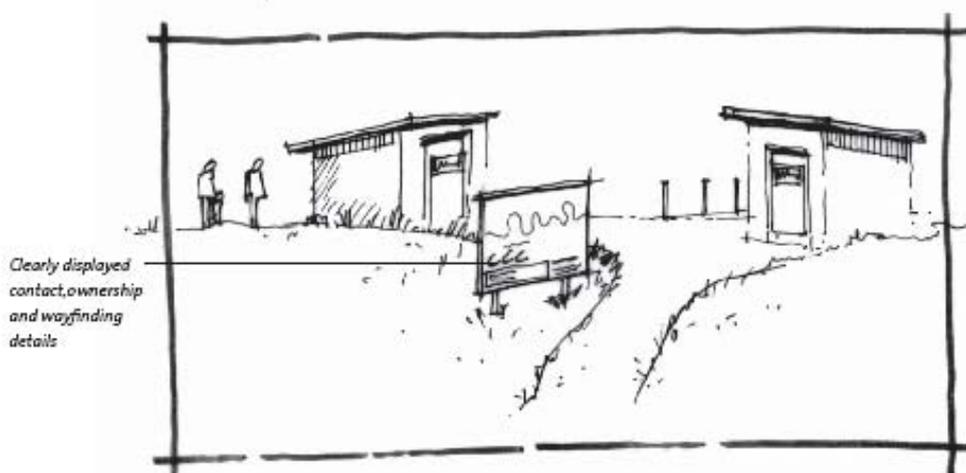
Recommended Action(s)

(a) Install signage that clearly displays who maintains the toilet and provide contact details for where to report damage to.

(b) Install signage indicating the hours of operation.

(c) Install signage with a map displaying where the proposed toilets are located within Brooklands Lagoon Reserve and any alternative toilets that are for public use along the Styx walkway.

(d) Display emergency contact details



Sketch illustrating possible locations for toilet/changing with clear sign displaying both interpretative and operational details such as ownership, wayfinding map, maintenance contact and hours of operation

APPENDIX 1

Proposed toilet/changing facility – Brooklands lagoon boat ramp reserve

CPTED AUDIT

January 2008
Prepared for the Christchurch City Council

Study Area Assessment Checklist - AUDIT A – General/Overall Audit

Location: _____ Date: _____
Time: _____ Weather: _____
Auditor: _____ Male/Female _____ Age: _____

1. General Impressions

a) Describe your first initial reactions to the site (without the proposed toilet facilities):

2. Overall Design

a) Are there any features of the proposed toilet/changing facility that may affect users safety?

yes no

comment: _____

b) If you weren't familiar with the place, would it be easy to find the proposed toilet/changing facility?

yes no

comment: _____

c) Will the entry's be visible and well defined?

yes no unsure

comment: _____

d) Will the path network be well defined?

yes no

comment: _____

3. Land Uses

a) What is the surrounding or nearby land used for?

- recreational
- busy traffic
- vacant sections
- other: _____
- parking lots
- residential houses and streets

b) Can you identify who owns or maintains nearby land?

- yes
- no
- comment: _____

c) What are your general impressions of nearby land use in terms of their relationship to the proposed toilet/changing facility?

- very poor
- poor
- satisfactory
- good
- very good
- comment: _____

d) Do the activities nearby provide for passive surveillance of the proposed toilet/changing facility?

- yes
- no
- comment: _____

e) Would the area bring together people who are likely to offend and suitable targets, particularly in the same place at the same time?

- yes
- no
- comment: _____

Assessment Checklist – AUDIT B – Daytime audit

Study Area: _____ Date: _____
 Time: _____ Weather: _____
 Auditor: _____ Male/Female _____ Age: _____

1. Sightlines

a) Are there areas where you will not clearly be able to see what is up ahead as a result of the proposed toilet block? (draw on map)

yes no

comment: _____

b) If yes, the reasons may be:

- sharp corners walls change in level signage
- trees/vegetation building mass
- others _____

c) Are there places someone could be hiding?

yes no

comment: _____

If yes, what would make it easier to see into these places? e.g.:

- paths relocated signs relocated angled corners
- low walls trimmed bushes/trees transparent material
- Other comments? _____

2. Isolation -- Sight

a) At the time of your Audit, did the area feel isolated?

yes no

comment: _____

b) How many people are around?

none few several many

c) Is it easy to predict when people will be around?

yes no

comment: _____

d) How far is it to the nearest building/road that would likely provide passive surveillance?

Distance: _____

Comment: _____

e) Is there a CCTV surveillance system in the vicinity?

yes no don't know

3. Isolation – Sound

a) How far away is the nearest person to hear a call for help? _____ m

b) Can you see a telephone, or a sign directing you to emergency assistance?

yes no

comment: _____

4. Safe Movement and Access

a) How easy will it be to predict people's movements around the proposed toilets/changing facility? (e.g. their routes)

very easy somewhat obvious no way of knowing

don't know

comment: _____

b) Will you be able to tell what is at the other side of the proposed toilet block when approaching from either side?

yes no

comment: _____

Possible Entrapment Sites

c) Are there small, confined areas? e.g.:

vegetation corners steep banks fences/walls

others: _____

Escape Routes

d) How difficult would it be for you to escape to safety if you had to?

very difficult quite difficult quite easy very easy don't know

comment: _____

5. Territorial definition

a) It is clear whether the space is public or private?

yes no

comment: _____

b) Would an offenders presence or activities attract attention?

yes no

comment: _____

c) Does the space feel like it is under the supervision of the public?

yes no

comment: _____

6. Maintenance issues

a) Are there any features of the proposed toilet block that could be a target for vandalism including graffiti?

yes no

comment: _____

b) If so, can you provide any suggestions to improve the design so it is less susceptible to vandalism?

comment: _____

7. Proposed Signage

a) Is there any signage proposed?

yes no unsure

b) Will there be a sign identifying where you are in relation to the surrounding area?

yes no

comment: _____

c) If no, are there directional signs or maps nearby which can help you identify where you are?

yes no

comment: _____

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d) Will there be signs which show you where to get emergency assistance if needed?
 yes no

comment: _____

e) Will there be signs that inform users where to report maintenance issues to?
 yes no

comment: _____

Assessment Checklist – AUDIT C – Evening Audit

Study Area:
Time:
Auditor:

Date:
Weather:
Male/Female:

Age:

1. Isolation – Sight

a) At the time of your Audit, did the area feel isolated? yes no

b) How many people are around?

none few several many

c) Is it easy to predict when people will be around? yes no

2. Isolation – Sound

a) How far away is the nearest person to hear a call for help? _____m

3. Territorial definition

a) Would an offenders presence or activities attract attention?

yes no

comment: _____

11. NEW STANDING ORDERS

General Manager responsible:	General Manager Regulation and Democracy Services , DDI 941-8462
Officer responsible:	Democracy Services Manager
Author:	Lisa Goodman, Democracy Services Manager

PURPOSE OF REPORT

1. To advise all Community Boards of the new Standing Orders for the Christchurch City Council, as adopted by the Council on 24 July 2008, and to seek a decision from each Community Board as to whether a Chair's casting vote will be used in meetings of their Board.

EXECUTIVE SUMMARY

2. On 24 July 2008 the Council adopted new Standing Orders. The previous Standing Orders were based on the New Zealand standard 9202:1992, with some local amendments. In 2003 Standards New Zealand issued a revised model (NZS9202:203) which has been used as the basis for the Council's new Standing Orders adopted on 24 July.
3. These new Standing Orders now apply to all of the Community Boards in the Council's district. A copy has been circulated **separately** to Board members.
4. The new Standing Orders are generally similar to the previous ones, but provide greater clarity in some areas and incorporate a range of useful information in the appendices. Key changes are:
 - (a) *Closure motions*: Inclusion of a provision that requires a vote of not less than 75 percent of the members present before a closure motion can be accepted by the Chairperson (3.12.2).
 - (b) *Reading of speeches*: the words "with the permission of the Chairperson" have been deleted (3.8.5).
 - (c) *Casting of Votes*: the words "and therefore the act of question is defeated and the status quo is preserved" have been deleted. There is now no casting vote for the chair of the Council or its committees (2.5.1(2)(b)). **Community Boards can individually decide whether or not they wish to use the casting vote, and this report seeks a decision from each Community Board on this issue.** A casting vote is where the chair has, in addition to a normal vote as a member, a second, "casting" vote to ensure a decision is made. In the absence of a casting vote, a motion will lapse if there is no majority for it.
 - (d) *Deputations and Presentations*: Deputations for the Council are now only in relation for reports that are on the agenda for the meeting for which the deputation is requested. **Council Committees and Community Boards retain the existing system of making a request of the Chair of the Committee or Community Board (3.19.1.2).**
5. A new Code of Conduct for the Council was also adopted on 24 July, modelled on the Council's current version. As that Code of Conduct binds Councillors only, a separate report will also be submitted to Community Boards in the near future seeking adoption of the new version.

FINANCIAL IMPLICATIONS

6. There are no financial implications.

LEGAL CONSIDERATIONS

7. Clause 27, schedule 7 of the Local Government Act 202 requires the Council to adopt a set of Standing Orders for the conduct of its meetings and those of its committees. Those Standing Orders must not contravene that Act, the Local Government Official Information and Meetings Act 1987, or any other Act.

11. Cont'd

8. As stated above, these new Standing Orders also apply to all of the Community Boards in the Council's district.

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?

9. Not applicable.

ALIGNMENT WITH STRATEGIES

Do the recommendations align with the Council's strategies?

10. Not applicable.

CONSULTATION FULFILMENT

11. None required.

STAFF RECOMMENDATION

It is recommended that the Community Board:

- (a) Note that on 24 July 2008 the Council adopted new Standing Orders for the Christchurch City Council, which are applicable to all of the Council's Community Boards.
- (b) Decide whether the Chairperson or other person presiding at meetings of the Shirley/Papanui Community Board and its committees and subcommittees shall have a casting vote in the case of an equality of votes.

CHAIRPERSON'S RECOMMENDATION

That the staff recommendation be accepted.

12. SHIRLEY/PAPANUI YOUTH DEVELOPMENT FUND

General Manager responsible:	General Manager, Community Services, DDI 941-8986
Officer responsible:	Unit Manager, Recreation and Sports
Author:	Helen Miles, Community Recreation Adviser

PURPOSE OF REPORT

1. The purpose of this report is to present the Youth Development fund applications for funding in the 2008/2009 financial year to the Shirley/Papanui Community Board. The **attached** table also includes the recommendations for allocation made by the Community Recreation Adviser.

EXECUTIVE SUMMARY

2. Attached is a table summarising the application for funding via the appropriate discretionary fund within the Shirley/Papanui ward. The total cost of projects is \$3,394 with \$2,958 of this being requested from the scheme.
3. The board has \$10,000 available for distribution for development purposes. The Community Recreation Adviser has made recommendations totalling \$550. However, the final decision relating to funding belongs with the Shirley/Papanui Community Board.

FINANCIAL IMPLICATIONS

4. The Shirley/Papanui Community Board has available \$10,000 from Youth development fund for allocation.

LEGAL CONSIDERATIONS

5. There are no legal considerations.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

6. This fund aligns with the 2006-16 LTCCP.

ALIGNMENT WITH STRATEGIES

7. This fund aligns with the Strengthening Communities Strategy.

STAFF RECOMMENDATION

It is recommended that the Shirley/Papanui Community Board consider this table in it's deliberations on the allocation of the 2008/09 fund.

CHAIRPERSON'S RECOMMENDATION

That the staff recommendation be accepted.

ATTACHMENT TO CLAUSE 11

Name of Individual and suburb	Project Description	Benefits	Fundraising	Project Cost		Amount Requested	Comments	Recommended Funding
Nicholas Robertson 15 Years Belfast	Nicholas is seeking funds to assist with costs to represent the Belfast U15 Rugby Team in a Gold Coast Tour from the 27 September to 10 October. The team will play a number of rugby games and have the opportunity to do some sight seeing.	<ul style="list-style-type: none"> To increase his knowledge experience in being part of a travelling team Develop his leadership and life experiences 	Fundraising for this event started in October last year however due to a head injury Nicholas did not rejoin his team until the start of this season. Nicholas has currently raised \$150.00 Nicholas does not have a part time job but has been involved in the following <ul style="list-style-type: none"> Wood Chopping Selling raffles Smith City Stock take Belfast Automotive Sponsorship from the local vet The majority of the fundraising activities has been for adults only due to OSH regulations. Because of health reason's Nicholas Mum has been unable to participate in this fundraising.	EXPENSES	Cost (\$)	As much as possible.	<ul style="list-style-type: none"> Nicholas is currently is in Year 10 at Burnside High Nicholas has played for Belfast Rugby since he was ten years old. This is Nicholas's first trip overseas. This is the first time the applicant has approached the Community Board for funding support. Any financial assistance would be greatly appreciated. 	Recommend \$300
				Flights and Insurance	713			
				Transport	140			
				Accommodation and Food	1,050			
				Activities	205			
				Total Cost	2,108			
				FUNDRAISING	150			
				Remaining amount to raise	1,958			
Luke Dennison 17 years St Albans	Luke has been selected to be part Shirley Boys High School First XI Soccer team who are travelling to Napier to compete in New Zealand Secondary School Tournament. The tournament will be held from the 1-5 September 2008.	<ul style="list-style-type: none"> To increase and develop experience, knowledge and new skills at a National tournament. Develop competition skills 	The team have been fundraising selling chocolates, pine cones and doing sausage sizzles. Luke also works part time at Woolworths and this money will be going towards the trip.	EXPENSES	Cost (\$)	\$500.	<ul style="list-style-type: none"> Luke has been playing football since he was 8 years old Luke ultimate goal is to play professionally This year Luke made the 2nd trails for the under 19 New Zealand team and was selected as their non travelling reserve. Luke is oldest of three children. This is the first time the applicant has approached the Community Board for funding support. The family is very supportive of Luke's involvement in soccer however any financial assistance would be greatly appreciated 	Recommend \$100
				Airfare	318			
				Transport	100			
				Meals/Snacks	180			
				Uniforms	45			
				Total Cost	643			
				Fundraising	400			
				Remaining amount to raise	243			
Nik House Mairehau 17 Years	Nik has been selected to be part Shirley Boys High School First XI Soccer team who are travelling to Napier to compete in New Zealand Secondary School Tournament. The tournament will be held from the 1-5 September 2008.	<ul style="list-style-type: none"> To increase and develop experience, knowledge and new skills at a National tournament. Develop competition skills 	The team have been fundraising selling chocolates, pine cones and doing sausage sizzles. Nik also works part time at Subway and this money will be going towards the trip.	EXPENSES	Cost (\$)	\$500	<ul style="list-style-type: none"> Nik has been playing football since he was 5 years old and has played for the school since year 10 Nik has been involved in coaching the under 15s team The family is very supportive of Nik's involvement in soccer however any financial assistance would be greatly appreciated 	Recommend \$150
				Airfare	318			
				Transport	100			
				Meals/Snacks	180			
				Uniforms	45			
				Total Cost	643			
				Fundraising	150			
				Remaining amount to raise	493			

13. COMMUNITY BOARD ADVISER'S UPDATE



13.1 CURRENT ISSUES

13.2 CUSTOMER SERVICES REQUESTS FOR JULY 2008

Attached

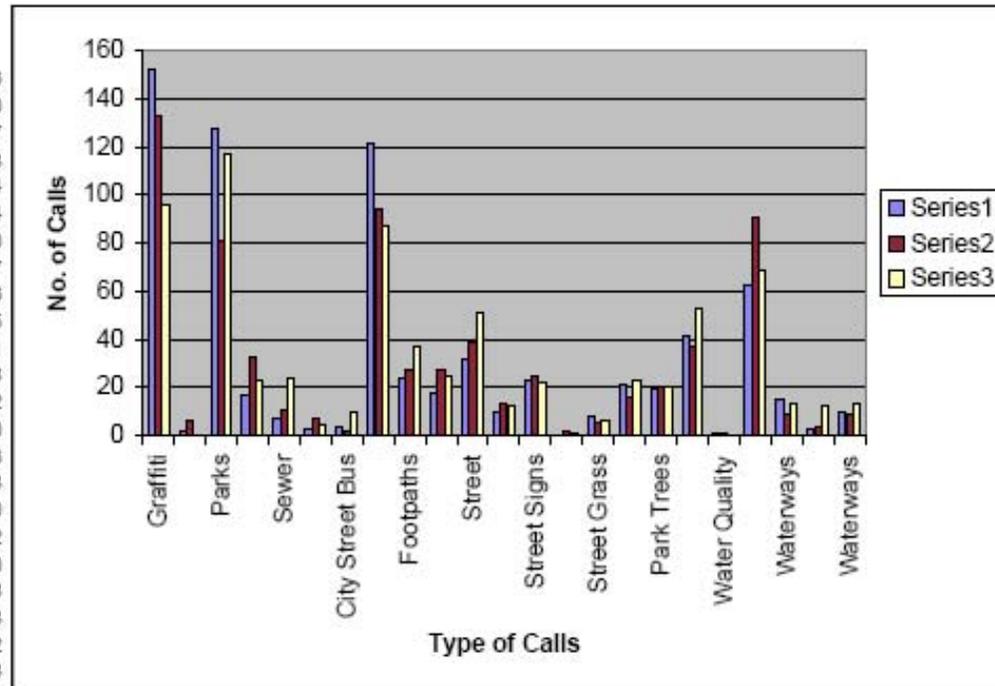


**Streets Maintenance CSR Received By Community Board
from 1 July - 31 July 2008**

As at 8 August 2008

Call Types:

CSR Type	May	June	July
GRA	152	133	98
PAG	2	6	0
PAM	127	81	117
PKE	17	33	23
SER	7	10	24
STA	3	7	4
STB	3	2	10
STE	121	94	87
STF	23	27	38
STL	18	27	25
STM	32	38	51
STQ	10	13	13
STS	23	25	22
STW	0	2	0
STX	8	5	6
STY	21	18	23
TSA	19	20	20
TSS	41	37	52
WAQ	1	1	0
WAR	63	90	68
WWE	15	9	13
WWG	3	3	12
WWU	10	9	13
Totals:	2,125	1,408	716



14. ELECTED MEMBERS' INFORMATION EXCHANGE



The purpose of this exchange is to brief other members on activities that have been attended or to provide information in general that is beneficial to all members.

14.1 CHAIRPERSON'S REPORT

The Chairperson's report and the minutes of the Staff Chair Forum held on 25 July 2008 have already been circulated.

15. MEMBERS QUESTIONS



SHIRLEY/PAPANUI COMMUNITY BOARD SUPPLEMENTARY AGENDA

WEDNESDAY 20 AUGUST 2008

**AT 4.00PM
IN THE BOARDROOM
PAPANUI SERVICE CENTRE
CORNER LANGDONS ROAD AND RESTELL STREET**

Community Board: Megan Evans (Chairperson), Pauline Cotter (Deputy Chairperson), Ngaire Button, Aaron Keown, Matt Morris, Yvonne Palmer, and Norm Withers.

Community Board Adviser
Peter Croucher
Phone 941 5414
Email: peter.croucher@ccc.govt.nz

- PART A - MATTERS REQUIRING A COUNCIL DECISION**
- PART B - REPORTS FOR INFORMATION**
- PART C - DELEGATED DECISIONS**

INDEX

- PART C 16. RESOLUTION TO BE PASSED - SUPPLEMENTARY REPORT**
- PART C 17. NEW EDGEWARE POOL SITE WORKING PARTY BOARD REPRESENTATIVE**

16. RESOLUTION TO BE PASSED - SUPPLEMENTARY REPORTS

Approval is sought to submit the following report to the meeting of the Shirley/Papanui Community Board on Wednesday 20 August 2008:

- New Edgware Pool Site Working Party Board Representative

The reason, in terms of section 46(vii) of the Local Government Official Information and Meetings Act 1987, why the reports were not included on the main agenda is that they were not available at the time the agenda was prepared and they cannot wait for the next meeting of the Board.

CHAIRPERSON'S RECOMMENDATION

That the report be received and considered at the meeting of the Board on 20 August 2008.

17. NEW EDGEWARE POOL SITE WORKING PARTY BOARD REPRESENTATIVE

General Manager responsible:	General Manager Regulation and Democracy Services, DDI 941-8549
Officer responsible:	Democracy Services Manager
Author:	Peter Croucher, Community Board Adviser

PURPOSE OF REPORT

1. The purpose of this report is to request the Board to nominate its representative on the new Edgware Pool Site Working Party.

EXECUTIVE SUMMARY

2. On 26 June 2008 the Council was asked to consider whether to grant the St Albans Pavilion and Pool Group (the Group) a 24 month extension, from the existing 31 March 2008 deadline, to allow further opportunity for the Group to raise sufficient funds to establish an outdoor pool and pavilion on the portion of the site of the former Edgware Pool not needed for water services infrastructure.
3. The Council resolved that it:
 - (a) *Decline a request from the St Albans Pavilion and Pool Group for a 24 month extension from the existing 31 May 2008 deadline, to allow further opportunity for the Group to raise sufficient funds to establish the proposed pavilion and pool on the portion of the site of the former Edgware Pool not needed for water services infrastructure.*
 - (b) *Set up a working party comprised of a representative from: the local Residents Association, the Pavilion and Pool Group, the Community Board and a Ward elected City Councillor, the business community and the St Albans school and an independent Chairperson. The purpose of the working party would be to engage with the wider community and to cooperatively investigate an entire range of options (many of which have not been explored or discussed) to do with the old Edgware Pool site not required for water services infrastructure and report back to the Council by 15 January 2009."*
4. To assist with the implementation of the Council decision, a staff Steering Committee has been established to provide the support necessary for the Working Party. To date the community representatives on the Working Party have met informally and are now awaiting the appointment of Council representatives.

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

5. Not applicable.

17. Cont'd

LEGAL CONSIDERATIONS

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

6. Not applicable.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

7. Not applicable.

ALIGNMENT WITH STRATEGIES

Do the recommendations align with the Council's strategies?

8. Not applicable.

CONSULTATION FULFILMENT

9. Not applicable.

STAFF RECOMMENDATION

It is recommended that the Board nominate its representative on the new Edgeware Pool Site Working Party.