



Christchurch City Council

AKAROA-WAIREWA COMMUNITY BOARD AGENDA

THURSDAY 20 MARCH 2008

AT 9:30 AM

IN THE BOARDROOM
LITTLE RIVER SERVICE CENTRE
SH 75, LITTLE RIVER

Community Board: Stewart Miller (Chairman), Bryan Morgan (Deputy Chairman), Jane Chetwynd, Claudia Reid, Pam Richardson and Eric Ryder

Community Board Adviser
Liz Carter
Phone 941 5682 DDI
Email: liz.carter@ccc.govt.co.nz

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

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Christchurch City Council

AKAROA-WAIREWA COMMUNITY BOARD AGENDA

SUPPLEMENTARY ITEM

THURSDAY 20 MARCH 2008

AT 9:30 AM

MEETING ROOM
LITTLE RIVER SERVICE CENTRE
STATE HIGHWAY 75, LITTLE RIVER

Community Board: Stewart Miller (Chairman), Bryan Morgan (Deputy Chairman), Jane Chetwynd, Claudia Reid, Pam Richardson and Eric Ryder

Community Board Adviser

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PART A - MATTERS REQUIRING A COUNCIL DECISION

PART B - REPORTS FOR INFORMATION

PART C - DELEGATED DECISIONS

INDEX

PART C 19. CONSIDERATION OF SUPPLEMENTARY ITEM

PART C 20. APPLICATION TO THE AKAROA-WAIREWA COMMUNITY BOARD'S DISCRETIONARY FUND

19. CONSIDERATION OF SUPPLEMENTARY ITEM

Approval is sought to submit the following report to the meeting of the Akaroa-Wairewa Community Board on Thursday 20 March 2008:

- Application to the Akaroa-Wairewa's Discretionary Fund –

The reason, in terms of section 46a(vii) of the Local Government Official Information and Meetings Act 1987, why the report was 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, because of the timeline associated with the funding application.

STAFF RECOMMENDATION

That the Board resolve to consider the supplementary report, as detailed above.

20. APPLICATION TO AKAROA-WAIREWA COMMUNITY BOARD'S DISCRETIONARY FUND

General Manager responsible:	General Manager Community Services, DDI 941-8986
Officer responsible:	Recreation & Sports Manager
Author:	Liz Carter, Community Board Adviser

PURPOSE OF REPORT

1. The purpose of this report is to present an application for funding to the Community Board from the 2007/08 Discretionary Fund/Youth Development Fund and seek a decision on that application.

EXECUTIVE SUMMARY

2. Nathan Pryor is 15 years of age and resides in Duvauchelle. Nathan is a member of the Christchurch Olympic Taekwondo and has been selected to participate in the TNZ New Zealand Open tournament in Auckland, 29-30 March.
3. Nathan has previously competed in large tournaments and has won gold medals at both regional and national level. This tournament will give Nathan the opportunity to again compete at national level.

FINANCIAL IMPLICATIONS

4. The Board has an annual Discretionary Fund of \$15,000. This Fund has to be allocated within the 2007/08 financial year. There is a balance of \$14,322.50 in the Discretionary Fund.
5. The following table provides a breakdown of the costs and fundraising for the tournament. The parents will meet any shortfall.

EXPENSES	Cost (\$)
Travel	
Airfares (Christchurch-Auckland return)	\$ 150
Accommodation, Food	
Accommodation	\$ 90
Food	0
Tournament Fees	
Entry Fees	\$ 80
Total Cost	\$ 320

FUNDRAISING	Amount (\$)
Various club fundraisers –	
Funds held by club to support representatives for Auckland Tournament	unspecified
Total	\$ -

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

6. Yes.

LEGAL CONSIDERATIONS

7. Under the Community Board delegations, the Board has *“absolute discretion over the implementation of the discretionary funding allocation of \$15,000, (subject to being consistent with any policies or standards adopted by the Council).”*

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

8. Yes.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

9. LTCCP – recreation and leisure – Page 131

- Community – by giving everybody the opportunity to participate in sport and physical activity....
- Health – by encouraging people in Christchurch to live healthy and active lifestyles
- Recreation by encouraging more people to participate in leisure, physical and sporting activities.

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

10. As above.

ALIGNMENT WITH STRATEGIES

11. Application aligns with Council's Youth Strategy and Community Board objectives, specifically Objective 7 – "Promoting the participation of Akaroa-Wairewa residents in recreation and cultural events/ programmes".

Do the recommendations align with the Council's strategies?

14. As above.

CONSULTATION FULFILMENT

15. Not applicable.

STAFF RECOMMENDATION

It is recommended that the Community Board allocate \$320 to Nathan Pryor from the 2007/08 Community Board Discretionary/Youth Development Fund.

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1. APOLOGIES

2. CONFIRMATION OF MEETING REPORT – 19 FEBRUARY 2008

The report of the Board's ordinary meeting of 19 February 2008 is **attached**.

CHAIRMAN'S RECOMMENDATION

That the report of the Board's ordinary meeting held on 19 February 2008, be confirmed.

**AKAROA/WAIREWA COMMUNITY BOARD
19 FEBRUARY 2008**

**A meeting of the Akaroa-Wairewa Community Board
was held on Tuesday 19 February 2008 at 9.30am**

PRESENT: Bryan Morgan (Acting Chairman), Jane Chetwynd, Claudia Reid,
Pam Richardson and Eric Ryder

APOLOGIES: An apology for lateness was received and accepted from Stewart
Miller who was absent for all of the meeting except Clause 3.1

The Board reports that:

PART B – REPORTS FOR INFORMATION

1. ORAL DECLARATION BY MEMBER ATTESTED IN THE PRESENCE OF THE COMMUNITY BOARD ADVISER REPRESENTING THE CHIEF EXECUTIVE

Jane Chetwynd completed her declaration which was attested by the Community Board Adviser, on behalf of the Chief Executive.

2. CORRESPONDENCE

2.1 Little River Wairewa Promotions Group

The Little River Wairewa Promotions Group had contacted the Board regarding sewage treatment and public toilet facilities in the Little River area.

The Board **received** the correspondence and referred it to staff for comment.

3. BRIEFINGS

3.1 Local Roothing Projects Update – David McNaughton, Asset Engineer

David McNaughton (Asset Engineer, Asset & Network Planning Unit) attended the meeting and updated the Board on local roading issues with a presentation of photographs. He also answered members' questions on local roading concerns.

4. AKAROA HARBOUR ISSUES WORKING PARTY – 27 NOVEMBER 2007

The Board **received** the report of the Akaroa Harbour Issues Working Party meeting held on 27 November 2007

5. COMMUNITY BOARD ADVISER'S UPDATE

The Community Board Adviser updated the Board on the following issues:

- Discretionary Funding – advertised. Applications to be considered by Board at April meeting.
- Akaroa Harbour Basin Small Settlements Study – feedback to strategy and planning staff.
- Delegations to Community Boards – adopted by Council. Review to be carried out by 30 June 2008.
- Akaroa Historic Area Consultation – information.

5 Cont'd

- Customer Service Requests – 17 November 2007 to 8 February 2008
- Proposed Akaroa name alteration – feedback from Akaroa Civic Trust

6. BOARD MEMBERS' INFORMATION EXCHANGE

Members made specific mention of the following matters:

- Police Cover for Akaroa – concern expressed from Akaroa Fire Brigade members at a lack of local police presence at certain times recently, which caused brigade members to have to remain at the scene of accidents until a police officer arrived from Lincoln. The wait was sometimes up to two hours.

Members asked that police Senior Sergeant Stu Munro be asked to the next Board meeting to discuss this issue.

- Parking Enforcement in Akaroa – members reported that there appeared to have been no parking enforcement in Akaroa over the holiday season, including no enforcement of the slipway fee system. This had led to inconsiderate and dangerous parking on the roads. The lack of slipway monitoring had caused annoyance to the people who had purchased season tickets.

The Board asked that staff be asked to comment on the lack of parking enforcement and slipway payment monitoring in Akaroa. Members felt there needed to be some sort of enforcement carried out, particularly through the peak times.

- Rubbish Bins in Akaroa – it was questioned whether there were sufficient rubbish bins in Akaroa, as there seemed to be an inordinate amount of litter left around the streets, and on the beach, over recent months. Generally members felt that installing more rubbish bins would not solve the litter problem, as people should be encouraged to take their rubbish away with them. It was noted that the litter on the streets had increased since the "road sweeper person" had ceased cleaning the streets. Again the Board asked that staff be asked to comment on the cessation of this service in Akaroa.
- Enforcement Officer – members queried whether it would be appropriate for a person to be employed to carry out the range of tasks mentioned in the last two items; that is, someone who could carry out the parking and slipway enforcement, as well as keeping the streets and the beach clean and tidy. The Board asked that staff consider this suggestion when commenting on the aforementioned issues.
- State Highway 75 – members commented on what appeared to be a considerable increase in the usage of SH75, especially on weekends, and by a variety of vehicles including cycles. It was suggested that Barry Stratton from Transit New Zealand be asked to attend the next Board meeting to discuss SH75 issues with the Board.
- Bylaw Reviews – it was reported that four major bylaws were currently going through the review process. Members noted that there were a number of changes proposed for Banks Peninsula such as the increase in the number of areas where dogs would be prohibited because of high environmental characteristics. It was questioned whether there would be any enforcement of these increased prohibition areas by honorary dog rangers as had been the case under Banks Peninsula District Council.

6 Cont'd

- Wairewa Pa Road – it was noted that this road had been identified as a “loop walk” in a report done on walking routes, and questioned how it could be accepted and promoted as such. Staff were asked to comment on what was happening with the recommendations that had been made in that report.
- Rubbish Collection in Akaroa – it was reported that there were a number of problems with people leaving their rubbish on the roadside several days prior to collection as they returned home before collection day. This led to the bags being attacked by animals resulting in hygiene and litter issues. It was explained that the Council is soon to be discussing the overall issue of rubbish collection and considering a new system using wheelie bins.

Staff also noted that people were able to dispose of refuse bags at the Barrys Bay Transfer Station, 24 hours a day and it was suggested that this be advertised in the Board's December issue of *OnBoard* and in Council advertisements at that time of the year.

- Garden of Tane Report – members questioned what action (if any) had taken place as a result of this report.

PART C – DELEGATED DECISIONS

7. CONFIRMATION OF REPORT

The Board **resolved** that the report of the ordinary meeting held on Wednesday 5 December 2007 be confirmed

8. PROPOSED EASEMENT - NEW AKAROA METEOROLOGICAL STATION

The Board **resolved**:

- (a) to approve an easement for the provision of a weather station and associated right of way in favour of Christchurch City Council over a portion of Lot 1 DP 2869 contained in Certificate of Title CB256/15 as shown on the attached plan identified as “Option 2” forming part of Stanley Reserve.
- (b) that the consent of the Department of Conservation for the proposed easement be sought.
- (c) that public notification of the proposed easements be undertaken in accordance with Section 48 (2) of the Reserves Act 1977

The Board noted that the proposed materials and colour scheme of the meteorological station should be viewed by the Akaroa Design & Appearance Advisory Committee. Staff also confirmed that the advertisement for the public notice of the proposed easement would be placed in both The Press and the Akaroa Mail.

9. TAKAPUNEKE HISTORIC RESERVE

The Board **resolved**, pursuant to Section 24 of the Reserves Act 1977 to change the classification of that land known as the Takapuneke Reserve being all that land containing 9.6087 hectares being Lot 1 on Deposited Plan 76825 and comprised in Certificate of Title CB40A/795 from Local Purpose (Historic Site) Reserve to Historic Reserve, to protect and preserve in perpetuity the local and national historical, archaeological and cultural nature and interest in this site and that public notice be given of this intent.

10. AKAROA-WAIREWA COMMUNITY BOARD NEWSLETTER - BOARD TALK

The Board **resolved** to approve the allocation of \$177.50 from its Discretionary Funding for the production of the *OnBoard* newsletter to 30 June 2008.

In discussion on this issue members had showed a preference for retaining the name *OnBoard* rather than adopting a different name to that of the Lyttelton-Mt Herbert Community Board newsletter. They had also asked that staff investigate the cost of distributing the newsletter house-to-house on a three or six monthly basis, as well as ways of diversifying the means of distribution. It was also noted that there was scope for the email distribution list to be expanded.

11. ADOPTION OF SCHEDULE OF MEETING

The Board **resolved** to adopt a schedule of meetings for 2008, as follows:

Thursday 20 March 2008	Little River Service Centre	9.30am	
Thursday 17 April 2008	Akaroa Service Centre	9.30am	
Thursday 22 May 2008	Little River Service Centre	9.30am	
Thursday 19 June 2008	Akaroa Service Centre	9.30am	
Thursday 17 July 2008	Little River Service Centre	9.30am	
Wednesday 23 July 2008	Akaroa Service Centre	9.30am	(Extraordinary)
Thursday 21 August 2008	Akaroa Service Centre	9.30am	
Thursday 18 September 2008	Little River Service Centre	9.30am	
Thursday 23 October 2008	Akaroa Service Centre	9.30am	
Thursday 20 November 2008	Little River Service Centre	9.30am	
Thursday 18 December 2008	Akaroa Service Centre	9.30am	

12. ATTENDANCE AT LOCAL GOVERNMENT NEW ZEALAND WORKSHOP

The Board **resolved** to approve attendance by Board Members Jane Chetwynd, Pam Richardson and Bryan Morgan at the one-day Local Government New Zealand workshop on 29 April 2008.

13. MEMBERSHIP OF 2009 COMMUNITY BOARD CONFERENCE ORGANISING COMMITTEE

The Board **resolved** to appoint Board Member Bryan Morgan to be the Board's representative on 2009 Community Board Conference Organising Committee.

14. SALE OF LIQUOR COMMITTEE

Mr Ryder declared an interest in this matter and did not take part in the discussion or vote on the ensuing resolutions.

The Board **resolved** to:

- (a) Appoint Board members Pam Richardson and Bryan Morgan to the Akaroa-Wairewa Community Board Sale of Liquor Committee.
- (b) Delegate to the Sale of Liquor Committee the authority to carry out the Board's delegations from Council in regard to Sale of Liquor issues.
- (c) Appoint the Board Chairman as an ex-officio member of the Sale of Liquor Committee.
- (d) Grant the Sale of Liquor Committee the power to co-opt additional Board members as required.

15. AKAROA WHARF - FLOATING PONTOON PROPOSAL

The Board **resolved** to approve the proposal to install two floating pontoons and a cut-in step landing on the Akaroa Wharf as detailed on the plans presented, subject to the following conditions.

- (a) All necessary Resource Consents and Building Consents being obtained prior to commencing construction.
- (b) Staff liaising with the key users of the wharf to minimise disruption to their businesses during the construction period.

The Consultation Team Leader and the Community Board Adviser were both thanked for their management of this process, particularly the way in which they had kept the users and key stakeholders informed throughout the whole planning stage.

The meeting concluded at 12.20pm

CONSIDERED THIS 20 DAY OF MARCH 2008

**STEWART MILLER
CHAIRMAN**

3. DEPUTATIONS BY APPOINTMENT



3.1 AKAROA COMMUNITY ARTS COUNCIL

A representative from the Akaroa Community Arts Council will speak to the Board on a proposal to display artist's work in Place de la Poste.

3.2 BI-MONTHLY POLICE REPORT

Senior Constable Steve Ditmer of the Akaroa Police and Sergeant Harker will attend the meeting.

3.3 TRANSIT NEW ZEALAND

Barry Stratton (or his appointee) will attend the meeting to discuss State Highway 75 issues.

4. PRESENTATION OF PETITIONS

5. NOTICES OF MOTION

6. CORRESPONDENCE



6.1 AKAROA COMMUNITY ARTS COUNCIL

Attached is a letter from the Akaroa Community Arts Council regarding the proposal for the display of artist's work in Place de la Poste.

STAFF RECOMMENDATION

It is recommended that the Board receive this correspondence and refer it to Property Unit staff and Regulatory staff for comment.



BOX 46 • AKAROA • BANKS PENINSULA • 7520

Letter to the Akaroa/Wairewa Community Board . 1. 03. 2008

PROPOSAL FOR THE DISPLAY OF ARTIST'S WORK IN 'LA PLACE DE LA POSTE', AKAROA.

The Akaroa Community Arts Council (ACAC) seek permission from the Christchurch City Council to organize and manage the display of work by local artists in the area known as 'La Place de la Poste', adjacent to the Old Post Office, Akaroa.

We envisage that displays would be held at weekends throughout the Summer period, on Public Holidays and possibly at other times of the year when high visitor numbers are expected (Bastille Day, etc).

ACAC would have responsibility for

- the allocation of space to individual artists
- ensuring that the area is maintained in a clean and tidy condition
- all administration aspects
- advertising
- the provision of mounting screens for art work (to be brought in and removed daily)

Individual artists would be required to be in attendance throughout the day to have responsibility for the security and sales of their own artwork.

ACAC would levy a nominal fee to recover expenditures on advertising and equipment. We anticipate that this would be set at around \$2.00 per painting per day, other than for art work by students, which would be displayed free of charge.

We believe that this regular exhibition of art could become another significant visitor attraction for Akaroa, similar to displays elsewhere, such as the Christchurch Arts Centre, Regents Park, London, Montmartre, Paris, and many others, as well as providing a showcase for local productivity.

This proposal does not involve the use of City Council funds as expenditures will be the responsibility of ACAC.

ACAC requests formal approval and support by the Community Board for this proposal.

On behalf of the Akaroa Community Arts Council

Chris Applin

6.2 VICTORIA ANDREWS AND ANGUS DAVIS

Attached is a letter from Ms Andrews and Mr Davis regarding Le Race

STAFF RECOMMENDATION

It is recommended that the Board receive this correspondence and refer it to staff for comment.

1 March 2008

Stewart Miller, Chairman
Akaroa Wairewa Community Board
C/o 78 Rue Lavaud, Akaroa

PO Box 102, Akaroa



Dear Stewart,

Re: Le Race

We attended a hearing on February 20 to object to proposed Le Race road closures. Public notice was in the Press on Wednesday 30 January. The placement of the ad did not allow time for local notification in the Akaroa Mail because submissions closed on 8 February. The necessary legal requirement in terms of public notification may have been met but we believe that the local community, which is the most affected party in this instance, was not adequately consulted. It should also be acknowledged the applicant supplied limited information regarding the proposed event to the Council at a late date.

The applicant said at the hearing that they had communicated with the representative of Akaroa District Promotions (ADP) which was in their view sufficient consultation. It was pointed out to the Council Secretary not all business are members of ADP and that most residents have no association with this organisation, therefore adequate public consultation had not taken place. It was also confirmed that the last open public meeting regarding Le Race was held on September 25, 2006.

We learned from Kim Stewart, who attended the hearing as the Akaroa Fire Brigade representative, that no consultation had taken place about proposed road closures. Mr Stewart said that he had heard about the hearing and road closures that morning. The Fire Brigade opposed the closure of portions of Rue Lavaud and Beach Road and stated that they would withdraw their support if these closures were allowed to take place.

Events such as La Race affect much of Banks Peninsula including the outer bays, residents and many businesses in Akaroa. Our understanding is that the Christchurch City Council views Le Race solely as a traffic issue. Therefore the Community Board has no involvement in the matter although during the hearing the Council Secretary commented that it had the right to make a submission.

Akaroa has limited vehicle access via Highway 75 and the Old Coach Road. Le Race participants, support teams and spectators continue to increase in numbers. Akaroa is small in terms of scale. The town cannot accommodate increasing participants and crowds. Bigger is not necessarily better in this regard. It was suggested that Le Race start in Akaroa and end in Christchurch, especially if numbers are not contained or restricted by event organisers but we were informed by the Council's traffic engineer this would be too difficult.

Le Race has become a one off 'Iconic' competition every year, partially sponsored by CCC. The cumulative affect of numerous festivals, events, cruise ships, campervans and tours buses is one of ever increasing pressure on environment, the town's limited infrastructure and individuals who reside and work in the area. It is important that the Council assess the cumulative affect of such activities over the long term. We bring this matter to your attention in the hope that better communication and public consultation may take place in the future prior to major events taking place in Akaroa and the surrounding area. Thank you for your consideration of these comments.

Sincerely,

Victoria Andrews and Angus Davis

Angus Davis *Victoria Andrews*

6.3 ROGER LASCELLES - SUMMIT ROAD PROPOSAL

Correspondence is attached from Mr Lascelles regarding a proposal to complete the Summit Road.

STAFF RECOMMENDATION

It is recommended that the Board receive this correspondence and refer it to staff for comment.

Roger Lascelles

1 Cave Rock Courts, **11 Marriner Street, Sumner**, Christchurch 8081(03) 326
6192

Mr. Stewart C. Miller
107 McQueen's Valley
RD2
CHRISTCHURCH

Sun 17 Feb 2008

Dear Mr. Miller,

I thought it would be helpful to pass you the accompanying notes – each with a special purpose.

- Notes for the Meeting with David Cox
This is a list of the six projects under discussion.
The Summit Road completion being the third item under 'Port Hills Projects'
- Proposed Summit Road Completion
This puts the project under the microscope.
- Summit Road Catering
These pages show how the gilt could be put on the ginger bread if the completion were first tackled

I am also enclosing two sections of the 1:50.000 map of the area west of the Hilltop. They overlap as marked.

I am not sure of the boundaries of the Akaroa/Wairewa Community Board but rather assume they would at least include the Western Valley Road.

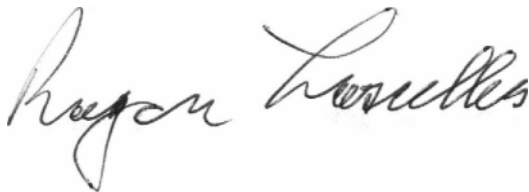
If the AWCB were to support the principle of completion of the Summit Road, then you would doubtless have a special interest in the section from the junction near the Hilltop Hotel through to the Western Valley Road.

There can be no doubt that if completed, Akaroa would have a magnificent new approach.

If the endorsement of the Akaroa/Wairewa CB and the Lyttelton-Mt Herbert CB can be obtained, we would be over the first hurdle leading to completion.

I would greatly value your observations in due course.

Yours sincerely,



Notes for meeting with David Cox

Thu 07 Feb 2008 at 1200

{Amended version as at Sat 16 Feb}

SUMNER PROJECTS Sumner Beach

Access

Now needing action City Care side - Harry Roeloffs Talks going well!!

Coast Care side - Rodney Chambers 941 7540 Next week?

Beach Cleaning Machine - Purchase?

Which department would investigate? Greenspace Transport

Who would authorise such expenditure? Successor to Michael Aitken, Sec = Sue Ross What is the modus operandi? 941 8096

PORT HILLS PROJECTS

Godley Head Road, clean up Paul Devlin 941 7570. Talks going well. Clean up using Calibration sheet as reference.

Co-operation with DoC who control the eastern sector

Sidewall on Evans Pass-Lyttelton Road

Comes under Road Maintenance Department.

Team Leader = Peter MacDonald 941 8668

He proposes to investigate the situation. RL to call him back on Mar 07

I suggested that even a start-up construction of about half km of Armco safety barrier would make a huge difference visually (and in terms of safety!) and that further progress could be *pari passu* with available funding.

(Steve Hughes 941 8092 of Traffic Management may have a tenuous connection)

Summit Road Completion Tim Cheeseborough 941 8810

Talks with interested parties by way of preliminary *investigation*

Investigate the possibility of annual increments of say 5 or 10 kms?

Preliminary talks with Lyttelton/Mt Herbert Community Board has been recommended by Cheeseborough. Subsequent actions dependent upon the outcome. Also Cllr D Cox advises that Stewart Miller of Akaroa/Wairewa C Bd will ring me. (329 7812). (Also CCC Roding Chief & Selwyn MP (when appointed.))

We need to find out who would AUTHORISE & FUND such works

Might central government contribute?

A completed road would almost certainly carry over 2,000 cars per day and would enable the Sign of the Bellbird to re-open with a resident manager..

AIRPORT

Airport Parking Ken McInerny 358 5029 Stephen Scott 353 7767

Ascertain the position under the new airport plan

Proposed Summit Road Completion

WHY should it be completed in the missing section of approx 21 kms between Gebbies Pass and the Hilltop Hotel?

There are *three* reasons which we set out as follows:

- First, because the late H.G.Ell MP, the progenitor of the Summit Road always envisaged it as a *continuous* road, running along the tops and through to Akaroa. In his lifetime he had most of the road built manually.

He would be simply *appalled* that even with the availability of bulldozers and other machinery, subsequent generations have failed to see the job through.

It was built from Evans Pass via the Sign of the Kiwi to Gebbies Pass and was continued from the Hilltop Hotel around to a point above Akaroa Town. A gap of some 21 kms remains in between..

- Second, the Sign of the Bellbird is a ruin. It was vandalized because the CCC could not justify the appointment of a resident manager to protect it.

The REASON a manager wasn't appointed, was and is because the passing numbers of motor cars were insufficient to justify the operating of a roadhouse/cafe on this site. The REASON the numbers were so low, was and is because the Summit Road was never completed between Gebbies Pass and the Hilltop.

There was this 'knock on' effect.

- Third, the completion of this missing section would give a run to Akaroa that might best – and truthfully - be described as magnificent.

It would be a 'Vistarama Highway' with outstanding sweeps of view at almost every corner.

It would be a significant feather in Christchurch's tourism cap.

An outstanding drive providing a new entry to Akaroa and assisting in its further development. It would furthermore be a fitting and symbolic link to commemorate the merger of the Banks Peninsula District with the CCC.

What about the cost?

For some, the cost is everything. They don't see the merits of completion, the boost to tourism, the splendour of the views. They see only the bottom line.

They are, I am sorry to say, of limited vision.

While some men send rockets to the moon, they are busy in their vegetable gardens.

The CCC is a rich council, but if, due to other works, money is tight, it is quite easy to break the 21 kms down into sectors and to tackle these at the rate of one per year. In Year One for example, the road could easily be built from Gebbies Pass up to the Sign of the Packhorse some 5kms distant.

So what other reason exists for not doing it? The answer in truth is "None!"

What about priorities?

With public works of this kind, there are often competing projects – each with its own band of aficionados.

The answer here is first to distinguish *strategic* roads from *tactical* roads. Strategic roads are roads that materially alter the traffic pattern and often cause planners subsequently to alter the associated tactical road network.

There can be no doubt that the traffic pattern between Christchurch and Akaroa will be materially altered if this high-level, attractive road is completed.

What about road maintenance costs?

The longer, low-level route via Lakes Ellesmere and Forsyth will carry much less traffic, have fewer accidents, and will see a drop in annual maintenance costs.

What about the Hoons?

An unused road is an invitation to Hoons and their presence is infuriating to local property owners.

But if suddenly, the road is carrying over 2,000 vehicles by day – and night! – then the Hoons will soon disappear.

So what should the Local Community Board do?

There are two questions here.

- The first is, should the road be completed.

In my view the answer should be a resounding "Yes" since people living within your area stand to benefit considerably. Indeed the whole of Christchurch will benefit!!.

- The second is more complex and covers financing.

But by adopting the classic military technique of 'Divide and Conquer' it can be done. The road would simply advance each year *pari passu with available funding*.

Initial costs (be it remembered) are low.

There is the surveying of a road alignment, the flagging of the route, the purchasing of the land and the reorganisation of the fences.

Once these matters are attended to, the bulldozers can start their work. Notably a swift working track up to the Sign of the Packhorse. This would then be progressively transmogrified into a road.

Remember that as each sector is completed, the remainder to be done is diminished. When the road reaches the Sign of the Packhorse the remaining distance drops to about 16kms, and of course the pressure for finishing the job off mounts.

Christ is directly quoted in only a few instances in the bible.

But in the Gospel according to St Luke (2/59?) He says "No man, having laid his hand to the plough and who looketh back, is fit for the kingdom of heaven."

My view precisely!! Let's get on with it!!

An Opportunity for Development

Summit Road Catering

Our Summit Road suffers from two major faults.

First it was never finished, and second the road houses along its length are deficient either in number or quality.

H.G.Ell who fought so hard to get the Summit Road built, always envisaged that it would extend continuously around the tops to Akaroa.

Today it extends from Godley Head to Gebbies Pass, then there is a gap of 22 kms to the Hilltop Hotel where it resumes its journey to Akaroa.

A peculiar dichotomy exists.

Some people say there is no need to complete the road, that it is not necessary and besides it would cost money. These are those of negative disposition.

One wonders why they get out of bed in the morning since they have only to get into it again at night.

Others are more positive and cannot understand why the missing link is not started upon, perhaps in 5km sectors each year if money is as tight as some suggest.

The recent merger of the Banks Peninsula District Council with the Christchurch City Council has created a situation in which a symbolic joining by road would seem apposite.

There is a Summit Road Society, but this group of men, while it does excellent work in track and plant maintenance, is not interested in the completion of the road itself

In a single year of working, the road could be pushed beyond Gebbies Pass, up the hill to the Sign of the Packhorse and bring people to the start of an easier walking section around to the Western Valley Road which runs between Port Levy and Little River.

In successive years the road could be extended south to the Hilltop and it would be then be complete to Akaroa.

Road Houses

H.G.Ell appreciated the value of road houses along the way. Today we have a sorry situation.

- At Godley Head there is no catering establishment at all.

It is not the function of the Department of Conservation to take on such facilities, but they would receive applications to build and operate a café quite sympathetically. Imagine if you will, a two level building about 10m in diameter and affording a 360-degree panorama Café above and services below.

- At Evans Pass, three out of five car drivers stop their vehicles at the pull-in on the harbour side to admire the view.

There is no café here and the site cries out for one.

A window wall might form the harbour side and half a dozen tables each with 3-4 chairs would be sufficient inside furniture.

It would not be necessary to provide 5 course meals, but simply a decent cup of tea or coffee and a selection of fresh sandwiches. I mean proper sandwiches made up from bread slices some 4trim thick and specifically NOT ploughman's lunches or bagels or any other form of eatables masquerading as a sandwich. Keep it simple.

- At Dyer's Pass, the Sign of the Kiwi cries out for an architectural makeover and some external landscaping and tidying up.

It has been neglected by the CCC which could yet and so easily redeem the situation..

- The Sign of the Bellbird is a ruin because there is insufficient passing traffic to justify the appointment of a resident manager.

And why is this? It is because the road was never completed between Gebbies Pass and the Hilltop. It is a simple matter of 'cause and effect'.

Plug the gap. 2,000 vehicles a day will use the road and the Sign of the Bellbird can be re-opened.

I may say, en passant, that I have wondered as to the possible merits of relocating the café to the harbour side of the road where there is a quite splendid vista down Lyttelton Harbour.

- At the Sign of the Packhorse, the advent of a road would enable this building to be upgraded and landscaped.

- The north side of Mt Herbert presents itself as an ideal place for the construction of a colonnaded gazebo – again with a splendid harbour vista.

The number of road houses described above is six. Not one of them scores 10 out of 10.

Here is a summary:

	Situation	Out of 10:
Site	Nothing	0
Godley Head Evans	Nothing	0
Pass Dyer's Pass	Needs a make-over	5
Bellbird Packhorse	First needs road completion	0
Herbert Gazebo	First needs road completion	0
	First needs road completion	0

Some readers will recall the biblical parable of the talents when three servants were each given a number of talents by their master.

Two invested them carefully and earned praise.

The third buried his in the ground. He did nothing with the talent he had been awarded..

"Thou wicked and slothful servant" cried the master.

This I suppose, is exactly what he would have said to the lethargic citizens of Christchurch who have allowed such an opportunity to slip through their fingers by doing nothing?

It seems to me that we need first to *complete* the road and then second, to set up a 'Road House Corporation' funded by the CCC to allocate capital funding to build or restore the required road houses.

These would each be licensed out to operators whose annual rentals might be put into a 'Repairs and Maintenance Fund' to ensure that all six of the premises are kept in a condition of which we might be proud instead of feeling ashamed.

Then perhaps H.G.E11, instead of spinning in his grave in anger, will be able to find peace.

Roger Lascelles was a member of the Standing Committee of the SI Promotion Association.

He lives half the year at Sumner, half in London.

His e-mail address is: rogerdlascelles@hotmail.co.uk

His postal address is 1 Cave Rock Courts, 11 Marriner Street, Sumner 8081 His landline telephone No is: (03) 326 6192

Roger Lascelles

1 Cave Rock Courts, 11 Marriner Street, Sumner, Christchurch 8081 (03) 326 6192

Mr. Stewart C. Miller
107 McQueen's Valley
RD2
CHRISTCHURCH

Fri 29 Feb 2008

Dear Mr. Miller,

Summit Road Completion

If, as you told me on the telephone yesterday, you believe that the territory administered by the Akaroa-Wairewa Community Board includes the Hilltop, Gebbies Pass and the area in between, then the AWCB becomes the board of primary interest, rather than secondary as I had previously supposed.

The two things we need to know are

- (1) the views of the Board members on this issue
- (2) if favourable, the modus operandi and more especially, what is the next step

In the event that a member or members is/are *opposed* to the completion, it would be helpful to know the reason/s in case a reasonable response can be given.

I have the impression at present, that the two main obstacles are the bureaucratic network and the costs.

- As to the former, this would seem to require a steady tenacity, combined with guidance from somebody who knows the ropes.
- As to the latter, a fairly obvious solution would be to tackle the job incrementally as we do with major railway jobs. One step at a time.

If it will take 4 years to build the road in modest steps, then there is no point in the council putting up all the money in one lump. This same technique was used in building the last sector of the Haast Pass Road.

My own view is that a high-level 'vistarama highway' to Akaroa would be sensationally successful. It would enable the Sign of the Bellbird to be re-constituted, would give an arterial distributor road to Akaroa, would be a significant 'plus' for tourism and would give beneficial publicity to Akaroa and indeed to the whole peninsula.

Transport is a major key in any economy, and once attractive access can be established, the way is clear for other economic development to take place.

I say 'attractive' access because I don't see the low level route via Lakes Ellesmere and Forsyth as being one which sets the heart strings aflame.

Some people might be tempted to go in one direction by the 'vistarama' road and the other by the traditional road through Little River.

But why not give the public this choice?

Let them vote with their steering wheels!

If Little River seeks to attract more traffic, it knows what must be done.

On the other hand, local residents might be quite happy to see a diminution of traffic and a quieter life style.

Paper Roads

You mentioned that you held a map or maps with paper roads marked on them.

Presumably if this is the case, half the work (of surveying etc) would be done and any original planning could quite easily be fulfilled.

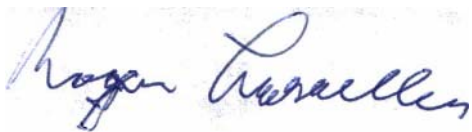
The other possibility we discussed was to survey and flag a footpath along the route, with a view to its gradual transmogrification into a 4WD track and finally a road. That is to say that the route would be *surveyed* as a road, but *opened* as a footway. This too could be interesting since there seems not to be a decent walking route in the vicinity – I think!

I have heard that near the Western Valley Road there is indeed a surveyed route with parallel lines of fencing already in place. This might be extended.

No doubt some of your members with local knowledge could contribute further thoughts.

I think the foregoing more or less sums up the position at present and I will await your further observations after your meeting on March 20th

Yours sincerely,



7. PROPOSED ROAD STOPPING - PART OF UNFORMED PENLINGTON STREET BETWEEN BEACH ROAD AND PENLINGTON PLACE

General Manager responsible:	General Manager City Environment DDI 941-8656
Officer responsible:	Manager Transport & Greenspace DDI 941 6287
Author:	Weng-Kei Chen, Asset Policy Engineer

PURPOSE OF REPORT

1. The purpose of this report is to seek the Board's recommendation to the Council to declare two portions of unformed legal road between Beach Road and Penlington Place as indicated on the attached plan S16463 as Sections 1 and 2 surplus to the Council's road network and commence road stopping pursuant to Section 116 of the Public Works Acts 1981.

EXECUTIVE SUMMARY

2. The unformed legal road is in difficult terrain and to achieve a road connection from Penlington Place and Beach Road the road formation will require realignment as shown on the attached plan. The proposed road will be required to be constructed by the developer as a condition of the Subdivision Consent.
3. The realignment of road renders two parcels of road land, section 1 and section 2, surplus to road requirements and hence can be declared surplus.
4. The disposal of these two parcels of road land to adjoining land owner Ngai Tahu Property Ltd is by way of "Land for Road" exchange Sections 1 and 2 with Lot 15 and Lot 16 for road proposed in the development.

FINANCIAL IMPLICATIONS

5. The land exchange will be carried out on land valuation and the developer has indicated that the Council will not incur any cost if land valuation for the parcels (Lot 15 and 16) exceeds that of Sections 1 and 2.
6. The Council will seek reimbursement for all costs incurred in the road stopping procedure, surveying and legal cost.

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

7. Yes

LEGAL CONSIDERATIONS

8. Section 116 Public Works Act 1981 – Stopping Road. This section states that subject to the consent in writing of the territorial authority and the owner(s) of the land adjoining the road proposed to be stopped, then the road can be declared formally stopped by notice in the Gazette.

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

9. Yes. There will be no loss of public access and in fact a proper road can be constructed on a different alignment.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

10. Yes.

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

11. LTCCP page 152 "Streets and Transport Objectives" – to provide a sustainable network of streets.

ALIGNMENT WITH STRATEGIES

12. Yes.

Do the recommendations align with the Council's strategies?

13. This action is consistent with traffic objectives stated in the City Plan.

CONSULTATION FULFILMENT

14. Not required.

STAFF RECOMMENDATION

It is recommended that the Board recommends to Council.

- (a) To declare the parcels of land described as section 1 and section 2 on the attached plan surplus to Council's requirement.
- (b) To commence road stopping procedures pursuant to Section 116 of the Public Works Act 1981.

BACKGROUND

15. The unformed road was created prior to 1900 when the creation of legal road was a mean to create smaller parcels of land with road frontages without due consideration of the practical means for accesses.
16. To achieve a reasonable vehicle connection between the two existing roads, i.e. Penlington Place and Beach Road, the road formation is required to deviate from the existing legal road corridor.
17. Other options to develop this piece of land were discussed with the developer however the staff have required that the two existing roads i.e. Penlington Place and Beach Road be connected.
18. The formation of this connection will have good community benefit in terms of accessibility for residents in Penlington Place. It will also provide good pedestrian access to Stanley Park.



REVISED	DATE	DESCRIPTION

- NOTES:**
- 1) Areas and dimensions subject to final survey and deposit of plan.
 - 2) Service easements to be created as required.
 - 3) Underlying positions and network derived from DL's latest topographic database & NZLSD database.
 - 4) Levels in terms of Mean Sea Level.
 - 5) Origin of Levels: Christ Church Harbour, Top of beach for levels 100.00m RL (As shown on S.O. 15457).
 - 6) This plan has been prepared for concept purposes only. No liability is accepted if the plan is used for any other purpose.
 - 7) Any measurements taken from formation which are not dimensioned on the plan shall be taken from the copy one of the plan of the relevant authority.
 - 8) This plan is subject to the granting of subdivision and/or resource consents and shall be treated as a proposed unit. Such as the necessary consents have been granted by the relevant authorities.

Total Area: 1,411.2 ha
 Comprised In: C.T.39D/10, 39D/13 & Road to be Stopped

DAVIE LOVELL SMITH
 PLANNING SURVEYING ENGINEERING

75 Cambridge Terrace P.O. Box 470 Christchurch 1, New Zealand
 Telephone: 03 3784078 Fax: 03 3784664 Email: info@dl.co.nz

Client:
 Ngal Tahu Property Limited
 Beach Road - Akaroa

Project Title:
 Proposed Road to be vested in the Christchurch City Council and Road to be Stopped.

Project Status:
 Road Stopping Application

SCALE: 1:500@A1 DATE: January 2008
 1:1000@A3

DATE: 20/03/08
 SHEET No: 1 of 1
S.16463 **RO**

Attachment to Clause 7



Areas and Dimensions Subject to Survey



SURVEYED	
DRAWN	J Anderson
DATE	02/2008
© COPYRIGHT CHRISTCHURCH CITY COUNCIL	
AERIAL PHOTOGRAPHY © COPYRIGHT TERRALINK INTERNATIONAL LIMITED	

ROAD TO BE STOPPED

A	ISSUE	AMENDMENT	SIGNED	DATE
DRAWING NUMBER	500800-01	ORIGINAL SHEET SIZE	A4	SCALES
FILE REFERENCE	500800			1:1000
PROJECT NUMBER	542/137/1/3	SHEET	1 OF 1	

Attachment to Clause 7

8. LE BONS BAY DOMAIN REDEVELOPMENT

General Manager responsible:	General Manager City Environment Group DDI 941-8656
Officer responsible:	Transport and Greenspace Manager
Author:	Mary Hay

PURPOSE OF REPORT

1. The purpose of this report is to seek the approval of the Akaroa/Wairewa Community Board to proceed to detailed design and construction of the Le Bons Bay Domain Redevelopment.

EXECUTIVE SUMMARY

2. Le Bons Bay Domain is a multi purpose recreation reserve that primarily serves the permanent and regular residents of Le Bons Bay, but also visitors to the area. It contains a community hall, with kitchen and ablutions, which was built in 1981 using timber that was milled off the reserve. The main entrance to the domain is from Le Bons Bay Road and there is also a pedestrian access from Rue de la Mer. The domain is situated between the bay's holiday homes, the Le Bons Bay Stream, the beach and dunes and farm land.
3. The facilities at the domain include two tennis courts, a junior playground, a flying fox and a fitness challenge course. There is also a landscaped picnic area, a woodlot and a large sports field. Although the reserve is no longer used for organised sport, it provides numerous opportunities for active and passive recreation. The reserve is used occasionally by designated groups such as schools, but not individual campers, for overnight stays outside of the holiday season.
4. The Le Bons Bay Recreation Reserve Management Plan (Banks Peninsula District Council, 2006), this includes the following schedule of proposed works:
 - Fell unstable or dead trees, top and deep rip poplars, manage pine plantation for timber, remove slash from forest to reduce fire risk, control weeds, maintain planted buffer between river and reserve
 - Erect sign at the corner of Le Bons Bay and Le Bons Bay beach road, reserve name sign at reserve entrance, information sign inside reserve and 'No Fire' sign at reserve entrance and if possible on Le Bons Bay Road
 - Replace mower and maintain turf and keep short in summer to reduce fire risk
 - Maintain track surface between gate and hall
 - Maintain walkways within reserve and to the river, beach and subdivision
 - Construct new toilet and shower block and install septic tank (on the back of the hall)
 - Install water tank and stand and replace spouting and veranda posts
 - Maintain children's playground, flying fox and their fall areas in a safe condition
 - Resurface tennis courts
5. The Le Bons Bay Reserve Management Committee is a subcommittee of the Akaroa/Wairewa Community Board. The project team worked in partnership with the reserve committee to develop a concept for the development of Le Bons Bay Domain.
6. Initial research and the management plan helped to inform the project objectives, which are to:
 - Work with the reserve committee to create a development plan that encapsulates the objectives of the management plan
 - To consider the needs of the local community and the constraints of the available funds
 - To prioritise the replacement of the existing playground and resurfacing of the tennis courts
 - Provide a playground for a wide range of users that is safe, accessible, creative and adventurous
 - Consider the visual effects of the playground on the adjoining properties
 - Integrate the playground into the site with appropriate landscape treatment
7. After discussing the issues and aspirations for the development of the domain, the reserve committee decided that it was a priority to spend the \$100,000 (allocated in 2008/09) to

resurface the tennis courts, replace the junior play area, ensure that the flying fox is up to current safety standards and supply some additional play items for older children.

8. The project team developed a concept to meet these objectives, which included the following:
 - Resurfacing of the tennis courts
 - A junior playground with swings, climbing frame, slide, seesaw, somersault bars, 'shipwreck', sand digger and landscaping
 - A senior playground with upgraded flying fox and low ropes/fitness course for older children
 - Park signage, enhancement of BBQ area

This concept plan was intended to provide formal recreation facilities for adults and children of all ages in an area that already provides numerous opportunities for imaginative play. It also improves access, retains open space and is in keeping with the overall character of this reserve.

9. A seven week consultation period, which closed on 4 February 2008, was run over the Christmas/ New Year period in order to reach both bach owners and local residents. In December 2007 a publicity pamphlet was distributed to approximately 200 residences, absentee owners and key stakeholders (refer attachment 1). 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.
10. The publicity pamphlet was also displayed in the notice board on the way to the beach and in the village, near the church. Council staff were available at the Le Bons Bach Owners Association meeting on 2 January to answer any questions about the proposal. An article was also run about the consultation in the Akaroa Mail and posted on the CCC *Have Your Say* website.
11. The consultation outcome and project team responses are included in attachment 2. The consultation received a 15% response rate (29 responses). Community feedback was very positive.
 - 20 respondents ticked the "YES – I generally support the plan" tick box
 - 2 respondents ticked the "YES – I generally support the plan" tick box ("in part")
 - 1 respondent ticked the "NO – I do not support the plan" tick box
 - 6 respondent ticked neither option

12. The respondent that opposes the proposal sited the following reasons:
 - Le Bons Bay is an area where the kids there create their own fun at the beach and domain – don't 'litter' the domain with more signs or playground toys
 - Felling dead trees has always been attended to by locals - this should be retained
 - Maintaining a "buffer" between the domain/ river does not require human interference
 - It is not necessary at this time to waste ratepayer money resurfacing the tennis courts
 - The walkways in the domain you mention are fine as they are
 - There is little reason why ratepayers should contribute to cost of the shower block and water heating when we won't be using these.
 - Please confine your input to the Le Bons Domain and Area, to the minimum necessary to allow a reasonable standard of service and facilities; not spoil the area your notion of the ubiquitous and homogenous Canterbury playground.

13. The submission from the reserve committee supported the proposal in part:

"At a recent Domain Board Meeting the following motions were passed:

- *We are keen to support the resurfacing of the tennis courts.*
- *There is also approval for the junior playground and flying fox upgrade.*
- *There was little support for the low ropes course.*
- *We also note that the climbing wall discussed during your site visit was not included in the Discussion document. This was an activity that we would like to investigate further.*

Thanks for the opportunity to submit on the Development Plan."

14. The project team considered the feedback from consultation and revised the concept plan by including the following amendments:

Issues raised by the community	<u>Amendments to the concept</u>
Do not support the low ropes course – don't need a senior playground	The proposed opportunities for formal recreation have been reduced with the removal of the low ropes
Seek climbing wall to be included with play equipment	A climbing wall will be added to the side of the flying fox platform
Seek a large macrocarpa seat in the playground, like the one at Spencer Park	A macrocarpa seat will be included in the junior play area
Ensure entrances to the reserve are wide enough for prams	The width of the entrances will be reviewed to ensure that they comply with the standard access widths

15. A number of other issues were raised and have resulted in the following actions or comments by the project team.

Issues raised by the community	Actions or comments by the project team
<p><u>Play items</u></p> <ul style="list-style-type: none"> • Keep height and speed of flying fox • Seek beach volleyball court similar to that at Spencer Park would be appropriate • Facilities should be vandal proof • Seek upgrading and extending of the informal bike tracks through the forested areas. The bike trails that have developed in the trees need to be tidied up • Oppose sand digger and sandpit • Seek play equipment for the under 3's 	<ul style="list-style-type: none"> • The proposed work on the flying fox will bring it up to current safety standards, as directed by the management plan. This requires the removal of five trees • The feedback indicated that there is not a great demand for formal recreational opportunities for older children or adults. • We are unable to prevent vandalism but the equipment is constructed of robust materials • This design does not include development within the forest, which currently provides informal opportunities for bike riding. The Reserve Committee will look into the issue of overhanging branches in the bike trail. • Given the sandy soil, it is proposed that the under surfacing of the play area will be sand. The sand digger is very popular with children and it provides an alternative if conditions at the beach are unfavourable. If there is a problem with cats fouling the play area the sand could be replaced with bark • Under 3's will be catered for
<p><u>Showers</u></p> <ul style="list-style-type: none"> • Oppose any toilet/ablutions block on the domain land near the existing hall • Oppose encouragement of camping in the domain • Unclear on location of the toilet • Support new toilet facilities built at entrance to domain to service beach users • Showers and toilets need to be clean 	<p>While the installation of showers in the hall is indicated in the management plan, there is currently no funding set aside for this work and it does not form part of this project. The priority of work that was identified by the Community Board and the Reserve Committee was resurfacing of the tennis courts and upgrade to the play areas. Given this feedback the committee and the Board will need to consider whether the new toilet, shower block and install septic tank on the back of the hall is still necessary</p>
<p><u>Landscaping</u></p> <ul style="list-style-type: none"> • The new screen planting (near proposed new play ground) should not block views • Seek plantings in walkway • Plantings will require soil and watering 	<ul style="list-style-type: none"> • Council will liaise with this resident to ensure that an appropriate level of screening to the playground is provided. • The walkway is narrow and needs to be kept open to ensure that there is good visibility into the reserve • The Reserve Committee have agreed to assist with the care (mulching/watering) of new trees

<p><u>Maintenance</u></p> <ul style="list-style-type: none"> • The felling dead trees has always been attended to by locals - this should be retained • Seek upgrade to existing toilet block e.g. a coat of paint and replacement pans/seats in meantime • Request that the existing stile steps over the fence [to private property] is retained • Make sure tree root barrier under tennis courts is completely removed 	<ul style="list-style-type: none"> • The future management of the reserve will be a partnership between the Council and the Reserve Committee. As such, it is expected that many existing management practices will continue • The request to repaint the toilet block has been referred to the maintenance team • This will be allowed for in the detailed design • The tree root barriers will be investigated as part of the tennis court resurfacing
<p><u>BBQ Area</u></p> <ul style="list-style-type: none"> • Existing BBQ area has had problems with uncontrolled fires and vandalism. Possibly best promoted as a picnic area • Seek a gas-fired barbecue 	<ul style="list-style-type: none"> • The existing BBQ arrangements provide a concrete surface that can be used to support a BBQ. The Reserve Committee have indicated that these should remain in the domain. • The provision of a gas BBQ would require approximately \$5-10,000. These facilities are usually installed in high-use parks
<p>Mower replacement is a low priority because City Care now do mowing</p>	<p>The Reserve Committee have not identified the mower replacement as a priority</p>
<p>Oppose any camping in holiday time (particularly Christmas)</p>	<p>No change to the existing camping arrangement is proposed</p>
<p><u>Cost of the work</u></p> <ul style="list-style-type: none"> • Oppose cost of the junior play area and signage • It needs to be very clear where the money for such projects is coming from and whether the rate-paying community considers the expenditure is justified • Redeveloping a country “domain” is a waste of money • If available, use local tradespeople/labour 	<ul style="list-style-type: none"> • The priority of work that was identified by the Community Board and the Reserve Committee was resurfacing of the tennis courts and upgrade to the play areas. However, in response to consultation, the proposed opportunities for formal recreation have been reduced. Signage is included in all reserves • The funds for this upgrade were set aside by the Banks Peninsula District Council, in response to issues identified in the reserve management plan. Feedback from consultation indicate support for the proposal • The funds for this upgrade was set aside by the Banks Peninsula District Council, in response to issues identified in the reserve management plan • Where possible, the use of local labour will be considered as this can reduce costs
<p><u>Surrounding areas</u></p> <ul style="list-style-type: none"> • Please do not encourage 4WD’s or bikes to the river upstream • The river itself, and natural events, have always maintained a “buffer” without human interference • The money would be better spent protecting the beach and river. We also need better access to the beach and more signs and speed bumps to slow traffic 	<ul style="list-style-type: none"> • This design does encourage motorised vehicles into the domain • The maintenance of the planted buffer and walkways and construction of a shower block were highlighted as issues in the management plan. They do not form part of this proposal. • The priority of work that was identified by the Community Board and the Reserve Committee was resurfacing of the tennis courts and upgrade to the play areas. The investigation of beach access, protection and interpretation boards are not included as part of this project, which focuses on the redevelopment of the domain

16. The recommended concept plan is included as attachment 3. Implementation of this project will begin around August 2008 and be completed by December 2008 (dependent on contractor availability).

17. The consultation indicated significant opposition to the installation of showers in the hall, based on issues around water/wastewater availability and the perceived encouragement of camping. Given this feedback the Committee and the Board will need to consider whether the new toilet, shower block and install septic tank on the back of the hall, which is itemised in the management plan, is still desirable.

FINANCIAL IMPLICATIONS

18. Funding has been set aside in the Transport and Greenspace Capital Programme in the 2006-16 LTCCP. Specifically:

2008/09 \$100,000 Le Bons Bay Domain Redevelopment (New Reserves Development)

The consultation feedback resulted in the substitution of some play items and park furniture; however the cost estimate for this project is maintained at \$100,000.

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

19. As per above

LEGAL CONSIDERATIONS

20. The Le Bons Bay Reserve Management Committee is a subcommittee of the Akaroa/Wairewa Community Board. The project has been developed in partnership with the committee.
21. All necessary Resource Consents and Building Consents will be obtained before any construction is undertaken.
22. All work will be carried out by a Council approved contractor.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

23. **LTCCP 2006-2016
Parks, Open Spaces and Waterways – Page 123**

Environment – By offering opportunities for people to contribute to projects that improve our city's environment

Recreation – By offering a range of active and passive recreation and leisure opportunities

Health – By providing areas for people to engage in healthy activities

Parks and Open Spaces Activity Management Plan

ALIGNMENT WITH STRATEGIES

24. Social Wellbeing and Safer Parks Policy and Parks and Waterways Access Policy

CONSULTATION FULFILMENT

25. This project has been run in partnership with the Le Bons Bay Reserve Management Committee, which supports the recommended concept plan (File Reference LP219802) that is included as attachment 3. Extensive consultation has been undertaken with the local community via a letterbox drop and comment form to the local community, media release and local events.

STAFF RECOMMENDATION

It is recommended that the Akaroa/Wairewa Community Board approve the plan File Reference LP219802 (presented as Attachment 3) in order to proceed to detailed design and construction of the Le Bons Bay Domain Redevelopment.

Project Objectives:

- Work with the reserve committee to create a development plan that supports the objectives of the management plan
- To consider the needs of the local community and the constraints of the available funds
- To prioritise the replacement of the existing playground and resurfacing of the tennis courts
 - Provide a playground for a wide range of users that is safe, accessible, creative and adventurous
 - Consider the visual effects of the playground on the adjoining properties
 - Integrate the playground into the site with appropriate landscape treatment

The proposed concept plan includes:

- Resurfacing of the tennis courts - at a cost of around \$40,000
- A junior playground - includes swings, climbing frame, slide, seesaw, somersault bars, 'shipwreck', sand digger and landscaping. This will be installed in the area between the tennis court and holiday homes to replace the existing playground
- A senior playground - includes an upgrade to the flying fox to bring it to current safety standards, which includes the removal of five trees that are currently in the fall area. The flying fox will link to a new low ropes/fitness course and these facilities will cater for older children
- Park signage, enhancement of BBQ area

Public Consultation:

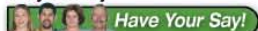
This leaflet has been sent to all properties in Le Bons Bay, in the village near the school and a number of other interest groups. If you would like additional comment forms or would like any further information about this project please don't hesitate to contact Mary Hay on the details provided below.

Please consider the attached concept plan and provide your comments in the attached form and return it by **Monday 4 February 2008**.

Project Timeline:

- Consultation – the public consultation will be open over the holiday season and close on 4 February 2008
- Assessment of feedback – when the submissions have been received the concept will be finalised and amended to reflect community views, where possible
- Approval of the proposal - approval will be sought from the Akaroa/Wairewa Community Board to proceed to detailed design and construction. If you provide us with your contact details on the feedback form, we will advise you of the project team's recommendation and the upcoming decision
- Construction – the work will begin around September 2008 and be completed by June 2009

It's your City



www.ccc.govt.nz/haveyoursay

Mary Hay
Consultation Leader (Greenspace)
Christchurch City Council
Papanui Service Centre
PO Box 5142
CHRISTCHURCH
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Email: mary.hay@ccc.govt.nz

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www.ccc.govt.nz/haveyoursay

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 Le Bons Bay Domain.

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 attached comment form, with any feedback, and returning it by **Monday 4 February 2008**.

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

Le Bons Bay Domain Redevelopment

Le Bons Bay Domain is a recreation reserve that is located a short distance from Le Bons Bay. The domain primarily serves the permanent and regular residents of Le Bons Bay, but also visitors to the area. The field is no longer used for organised sport, but is used occasionally by designated groups such as schools for overnight stays outside of the holiday season.

The domain contains a community hall, which was built in 1981 using timber that was milled off the reserve. It has two tennis courts, a junior playground, a flying fox and a fitness challenge course. There is also a landscaped picnic area, a woodlot and a large sports-field.



The reserve is managed by the Le Bons Bay Reserve Management Committee, which is comprised of ten elected members. The reserve management plan includes the following schedule of proposed works:

- Fell unstable or dead trees, top and deep rip poplars, manage pine plantation for timber, remove slash from forest to reduce fire risk, control weeds, maintain planted buffer between river and reserve
- Erect sign at the corner of Le Bons Bay and Le Bons Bay beach road, reserve name sign at reserve entrance, information sign inside reserve and 'No Fire' sign at reserve entrance and if possible on Le Bons Bay Road
- Replace mower and maintain turf and keep short in summer to reduce fire risk
- Maintain track surface between gate and hall
- Maintain walkways within reserve and to the river, beach and subdivision
- Construct new toilet and shower block and install septic tank
- Install water tank and stand and replace spouting and veranda posts
- Maintain children's playground, flying fox and their fall areas in a safe condition
- Resurface tennis courts

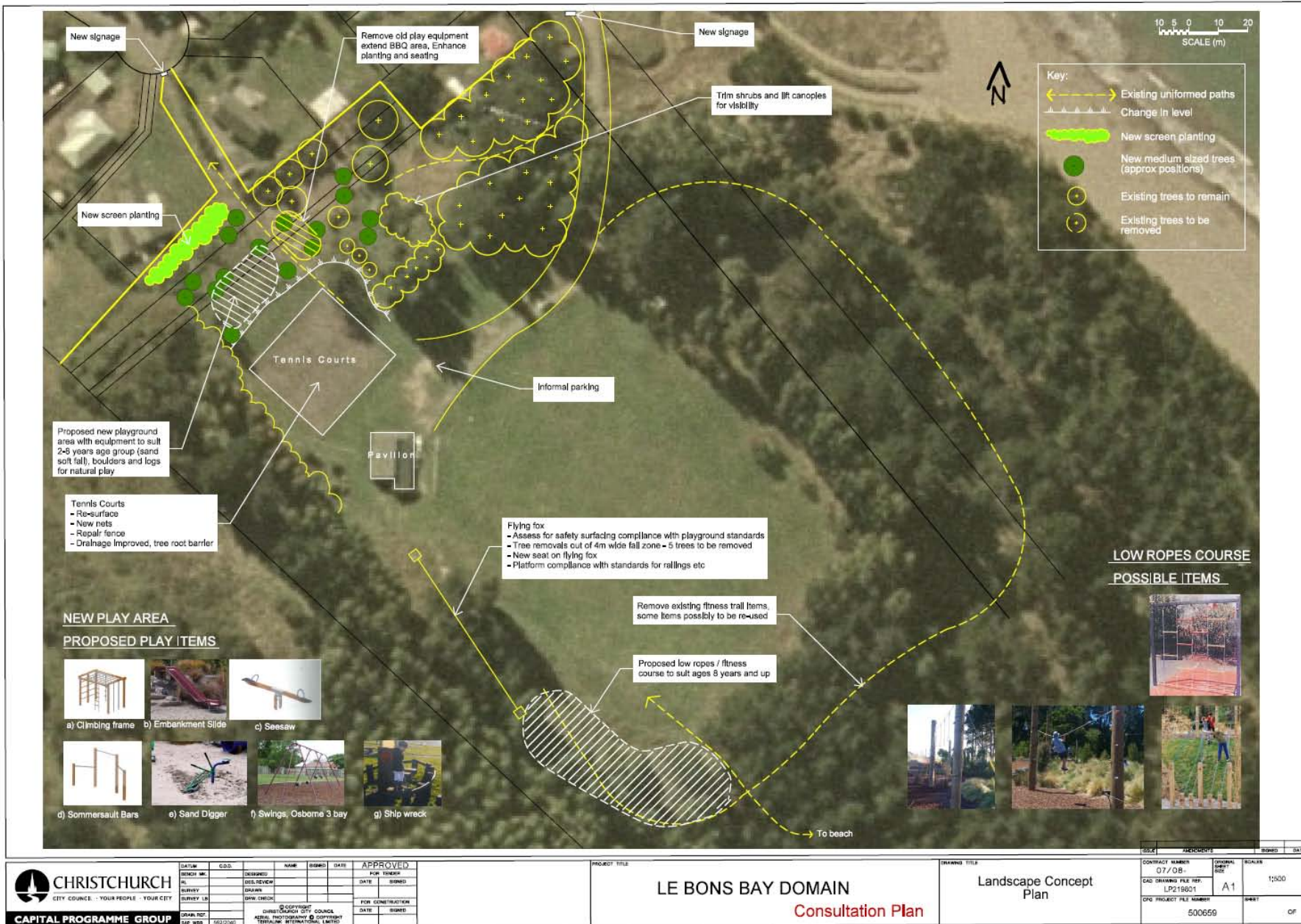
Council's Transport and Greenspace Unit has \$100,000 in 2008/09 to spend on this development. The project team has met with the reserve management committee to discuss the best way to use these funds in the development of the reserve. These funds are allocated for the development of the site, rather than maintenance or building renovations.

The committee have advised that the priority is to get the tennis courts resurfaced and the playground upgraded. A natural style of play equipment has been chosen to be in keeping with the rural character of the area. Opportunities for unstructured and imaginative play have been provided to enhance the traditional play experience in the domain.



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Attachment to Clause 8



Attachment to Clause 8

Le Bons Bay Domain Redevelopment – Consultation Responses – January 2008

ID	SUPPORT PLAN?	COMMENTS ON THE PROPOSAL	PROJECT TEAM RESPONSE
1.	Yes	The ideas sound great.	-
2.	Yes	At present the “land” by the river upstream is being turned into a track and the river bank is being worn away. Although this is not directly in your plan, could you keep this in mind and not design anything that encourages 4WD’s or bikes onto that land. Thank you. (866 Le Bons Bay Road)	This design does encourage motorised vehicles into the domain
3.	Yes	<ul style="list-style-type: none"> • Our family are occasional but regular visitors to Le Bons Bay. We stay in a bach that offers a clear view of the domain so see much of the activity. The tennis courts are the most used followed by the flying fox. Please ensure the flying fox maintains its height and speed. • The next most favoured activity is bike riding for 10-15 year olds. The current concept plan does not address their needs. Some upgrading and extending of the informal bike tracks through the forested areas would greatly enhance the facility for this group. Currently, tree stumps, small hummocks or down hills that are around the children’s play ground are used by these children. It would be preferable to have them in the North eastern wooded areas on a designated track sign posted directionally as in Bottle Lake, McLeans Island etc. even though this is a much smaller scale. • Finally, given the sandy soil it would seem the provision of a beach volleyball court similar to that a Spencer Park would be appropriate. This would provide a family entertainment, recreation facility that could also be used by day visitors and e.g. school groups that might visit the facility. Currently there is no beach volleyball facility on the wider Peninsula and the domain would seem ideally suited to provide this. <p><u>Additional comments from my children:</u></p> <ol style="list-style-type: none"> 1. The sand digger is a waste of time – likely to get broken and unnecessary in the sand pit 2. The flying fox is fine as it is – the seat is good because anyone over five can get on with a little assistance – and under 5 shouldn’t be there without an adult. 3. The corridor of trees the flying fox runs through is what makes it special – please don’t remove them. 4. There’s nowhere to ride your bike! 	<ul style="list-style-type: none"> • The proposed work on the flying fox will bring it up to current safety standards, as directed by the management plan. This requires the removal of five trees • This design does not include development within the forest, which currently provides informal opportunities for bike riding • In general the submissions have indicated that there is not a great demand for formal recreational opportunities for older children or adults. The preference that was indicated was for minimal development in the domain • The sand digger has been installed in other reserves and has proved to be extremely popular with children.
4.	No	<ul style="list-style-type: none"> • I’m appalled at the Christchurch Council design of spending local rate payer’s money on playground toys, and tarding up the country “domain” at the Le Bons beach settlement. Le Bons, to my mind, is an area where the kids there create their own fun at the beach and domain; perhaps this is a country type concept, but I’d prefer you do not litter Le Bons Bay with more signs, or playground toys. • The mention of felling dead trees has always been attended to by locals, where the wood has been utilised by the local elderly and needy for Winter firewood: again this is another concept which I would commend to you, that should be retained. • Maintaining a “buffer” between the Domain and river, you suggested: is ridiculous. The river itself, and natural events, have always attended to this without your interference. • Neither do I believe it is necessary at this time to waste ratepayer money resurfacing the tennis courts. I remind you, this is Le Bons Bay not Wimbledon! • The walkways in the domain you mention, that needs maintaining? - Don’t need anything whatsoever. They are fine as they are. 	<ul style="list-style-type: none"> • The funds for this upgrade was set aside by the Banks Peninsula District Council, in response to issues identified in the reserve management plan • The future management of the reserve will be a partnership between the Council and the Reserve Committee. As such, it is expected that many existing management practices will continue • The maintenance of the planted buffer and walkways and construction of a shower block were highlighted as issues in the management plan. They do not form part of this proposal. • The priority of work that was identified by the Community Board and the Reserve Committee was resurfacing of the tennis courts and upgrade to the play areas

Attachment to Clause 8

		<ul style="list-style-type: none"> Your logic for an installation of a "shower block", new veranda posts, etc.; also needs some clarification. Who are the intended users of these showers? Who also pays for the water heating? Again I see little reason why ratepayers should contribute to this when we won't be using these. As you may perceive, I'd be grateful if you could confine your input to the Le Bons Domain and Area, to the minimum necessary to allow a reasonable standard of service and facilities; not spoil the area your notion of the ubiquitous and homogenous Canterbury playground. 	
5.	Yes	Any additional planting will require soil to be provided as ground is pure sand. Watering is always a problem too. Plants should either be planted in a depression or use watering tube as per existing plants. Also the source of water is a problem. The sink that's already there does have water running to it, but this has been disconnected to avoid it being abused. It would be useful to provide some sort of a system so existing and new plantings can be watered by the residents. In the summer, newly planted plants require frequent water. (I have been involved in the plantings in this area and would be available and interested in knowing more about the plantings). There seem to be some species that survive better than others do – see existing small plantings e.g. P crassifolium, Dodonea.	The Reserve Committee have agreed to assist with the care (mulching/watering) of new trees
6.	-	<p>Thank you for your clear explanation. Although we have some strong reservations about a SIMPLE, QUIET, COUNTRY, DOMAIN being upgraded to accommodate and wash campers, we have <u>CONDITIONAL APPROVAL OF THE CONCEPT PLAN PRESENTED</u>.</p> <p>Our conditions:</p> <ol style="list-style-type: none"> That any camping or accommodating be <u>not</u> in holiday time (particularly Christmas holidays). That fee structures be established so that the <u>SHOWERS</u> and particularly the <u>TOILETS</u> be cleaned – if possible daily i.e. concern about upkeep. The facilities should be vandal proof and will, we suspect, cost a lot more than the money set aside. (At least as vandal proof as you can make them). That we are in danger of losing our lovely domain if the facility (which we have laboured for and paid towards) is not run in a way that meets the needs of the local people <u>first</u>, and visitors <u>second</u>. <u>DO IT RIGHT</u> <p><u>Summary:</u> Unless these conditions are fully met, we do not support the proposal.</p>	<ul style="list-style-type: none"> No change to the existing camping arrangement is proposed No showers or new toilets are proposed as part of this project We are unable to prevent vandalism but the equipment is constructed of robust materials
7.	Yes	-	-
8.	Yes	-	-
9.	Yes	Great proposal.	-
10.	Yes	<p>We are the occupiers of the house behind the proposed new screen planting (near proposed new play ground) – Points to consider as feed back are:</p> <ol style="list-style-type: none"> The shelter will need to consist of trees 2 mtr in height at planting If the trees fail to provide an appropriate protection then a fence should be built but it would need to be quite high. The newest trees (1/2 total) to the access walk will need to be even higher 3 mtr to the decrease in height of the terrain. We would request that we negotiate to keep or change the position of existing stile steps over the fence. There is a long history of dryness for growing plants in proposed area so water???? Could the walkway have a small number of plantings done to enhance the entrance? We do support a new/improved toilet block in its existing position but do not support a new shower etc block near existing hall. The Domain Board do <u>not</u> represent the views of Bach owners merely the view of the wider bay residents who largely do no live at the beach. <p>While we are quite ok with this as outlined, we are concerned that the shelter might <u>not</u> be as thick/dense as required. It is extremely difficult to grow trees in this sand due to lack of nutrition and water. Additionally we do not support any toilet/ablutions block on the domain land near the existing hall.</p>	<ul style="list-style-type: none"> Council will liaise with this resident to ensure that an appropriate level of screening to the playground is provided The Reserve Committee have agreed to assist with the care (mulching/watering) of new trees The walkway is narrow and needs to be kept open to ensure that there is good visibility into the reserve No showers or new toilets are proposed as part of this project

11.	Yes	Great idea	-
12.	Yes	<ul style="list-style-type: none"> • Make sure tree roots barrier under tennis courts is completely removed before resurfacing takes place. • I would like to see new toilet facilities built at entrance to domain to service beach users. 	<ul style="list-style-type: none"> • The tree root barriers will be investigated as part of the tennis court resurfacing • No showers or new toilets are proposed as part of this project. The priority of work that was identified by the Community Board and the Reserve Committee was resurfacing of the tennis courts and upgrade to the play areas
13.	Yes	<ul style="list-style-type: none"> • Like all the 'natural as possible' aspects of the plan, especially play equipment. Play areas should cater for a wide age range. • Existing BBQ area has had problems with uncontrolled fires and vandalism. Possibly best promoted as a picnic area, with 'bring your own gas fired BBQ'. Fire issues are very acute over summer period. • As a bach owner close to the domain area I have mixed feelings about any camping developments in this area. The lack of suitable drinking water limits this activity. Currently most water systems in the Bay would fail current standards. 	<ul style="list-style-type: none"> • The existing BBQ arrangements provide a concrete surface that can be used to support a BBQ. The Reserve Committee have indicated that these should remain in the domain • No change to the existing camping arrangement is proposed.
14.	Yes	<p>The plan to allocate significant money to the Le Bons Bay Reserve should be congratulated and a wonderful result of the recent amalgamation. Well done! However we have a few comments -</p> <p>1.A new shower and toilet block is not necessary given that toilets are already present at the Reserve and rainwater supply is very limited. Showers would encourage overnight and longer stays/camping which many residents here would oppose given the obvious problems that this would bring with it. For example the road from the summit to the beach settlement area would need significant upgrading to safely accommodate large bus parties of young adults.</p> <p>2.Residents in Le Bons Bay do not have access to mains water supply. Water is supplied to some homes by a local farm owner (limited supply available) but many of the remaining homes have to rely on rainwater only. It would be good if CCC can allocate funds to address the supply of mains water to homes within the Le Bons Bay area, over the next 5 years, as this would provide a huge benefit to local residents and mitigate any potential health risks from drinking untreated water</p>	<ul style="list-style-type: none"> • No showers or new toilets are proposed as part of this project • No change to the existing camping arrangement is proposed.
15.	Yes - in part	<p>Let's keep it simple.</p> <ol style="list-style-type: none"> 1. Tennis covers yes – well overdue. 2. Under 5yr playground needs upgrade. 3. Flying fox upgrade - trees removed is necessary. <p>The beach is the attraction for visitors-we don't need city style recreation areas that need constant maintenance for minimal use. Please start saving rate payers money.</p> <p>The tennis courts are used a lot, definitely need to be improved. The tree roots are a big problem and can see an accident waiting to happen.</p>	<p>In response to consultation, the proposed opportunities for formal recreation have been reduced</p>
16.	Yes	When is the toilet block and showers to be built and where are they to be sited?	No showers or new toilets are proposed as part of this project. The priority of work that was identified by the Community Board and the Reserve Committee was resurfacing of the tennis courts and upgrade to the play areas
17.	Yes	Only point I have concerns about is the proposed "sand digger" in childrens playground. Sandpits without covers attract cats especially to use it as a litter box. One sandpit in the playground isn't necessary when the beach and river is so near.	Given the sandy soil, it is proposed that the under surfacing of the play area will be sand. This provides an opportunity to introduce the sand digger, which is extremely popular with children. This provides an additional play opportunity if conditions at the beach are unfavourable. If a problem with cats

			fouling the play area persists, the sand could be replaced with bark
18.	Yes	<ul style="list-style-type: none"> • I don't see the need for the low rope/fitness course for older children. The flying fox is well used now and caters for them. The older children tend to ride bikes or be on the beach. • Perhaps the bike trails that have developed in the trees could be tidied up instead. There are a few hazards that could be fixed quickly e.g. low branches, wire and one or two trees could be culled. This area is used daily. • How will the new trees be watered?? There is NO water available. Trees that the residents have planted there really struggle – lots die. 	<ul style="list-style-type: none"> • In response to consultation, the proposed opportunities for formal recreation have been reduced. The low ropes course has been removed from the plan • The Reserve Committee will look into the issue of overhanging branches in the bike trail and have agreed to assist with the care (mulching/watering) of new trees
19.	Yes and No	<ul style="list-style-type: none"> • Resurfacing the tennis courts is an excellent idea, as they are utilized by people within the community and visitors to the Bay • The playground definitely needs some attention as little children appreciate it. • We feel that spending lots of money building two playgrounds would be futile as it just don't get that much use. We live in a gorgeous natural environment – the river, the beach, the woods, the children are pretty accomplished at making their own fun. • Many of us in the Bay think the money would be better spent protecting the beach and river. Le Bons Bay is increasingly becoming an attraction for people who enjoy driving their 4WD and motorbikes on the beach and up the river – although this is illegal. Trying to police this rule is next to impossible, so the answer is really a fence and one gate providing access to people laundering boats, in one area only. At times during the summer the beach resembles a parking lot. Motorbikes in the sand dunes, recreation area and along the river are a major problem. They are noisy, behave aggressively and destroy the environment. • Le Bons Bay is a gorgeous natural environment which we should be protecting for generations to come – nobody wants to see it become a haven for petrol heads. People in the vehicles endanger birdlife nesting on the beach and at times people using the beach. We also need more signs and speed bumps to slow traffic as it comes into the beach settlement and past the school where the speed limit is 70 mph! 	<ul style="list-style-type: none"> • In response to consultation, the proposed opportunities for formal recreation have been reduced. The low ropes course has been removed from the plan • The priority of work that was identified by the Community Board and the Reserve Committee was resurfacing of the tennis courts and upgrade to the play areas • The investigation of beach protection work and traffic calming measures are not included as part of this project, which focuses on the redevelopment of the domain
20.	Yes	<ul style="list-style-type: none"> • Resurfacing of the tennis courts is a priority and I feel before this can be achieved correctly, the under surface (tree roots) must be excavated and removed completely. Otherwise a perfect playing surface will never be achieved. • Definitely a play area with sturdy equipment for young children. • We feel a senior playground is not required as most people come to Le Bons Bay to play and picnic on the beach. • As President and Secretary of the “Le Bons Bay Water Association Incorporated” we must bring to your attention previous correspondence from the Association to the Banks Peninsula District Council, dated 12th June 2005, our submission [to the draft management plan] outlining restrictions to our water supply. <i>Copy included</i> 	<ul style="list-style-type: none"> • In response to consultation, the proposed opportunities for formal recreation have been reduced. The low ropes course has been removed from the plan • The Le Bons Bay Water Association Inc notes in its submission to the Draft Management Plan that the Associations' water supply is limited and non negotiable. This project does not include the construction of shower and will have minimal impact on water supply
21.	-	<ul style="list-style-type: none"> • Thank you for the opportunity to have a say on the proposed redevelopment of the Le Bons Bay Domain. I appreciate both the fact that the Council is paying attention to the Domain and is giving people opportunity to comment on the proposal. • I support the resurfacing of the Tennis Courts. This certainly needs to be done periodically or they will seriously deteriorate. The courts are well used and an important facility for the holidaying community. • The proposed expenditure of \$30,000 to \$40,000 on the junior play area seems rather excessive. As a ratepayer I am concerned that such expenditure might be an unnecessary drain on the rates fund. I think young people come to Le Bons to play on the wonderful beach. Is it known how much the junior play area is used? Similar questions could be asked of the senior play area. The long grass along the tracks of the marked exercise area would indicate little use. The flying fox, on the other hand is well used. 	<ul style="list-style-type: none"> • The priority of work that was identified by the Community Board and the Reserve Committee was resurfacing of the tennis courts and upgrade to the play areas. However, in response to consultation, the proposed opportunities for formal recreation have been reduced. • Signage is included in all reserves and informs members of the public that this is a public reserve • The funds for this upgrade was set aside by the Banks Peninsula District Council, in response to issues identified in the reserve management plan

		<ul style="list-style-type: none"> • Signage too of \$1,000 seems rather unnecessary expenditure too. • It needs to be very clear where the money for such projects is coming from, and especially if it is from rates, and whether the rate-paying community considers the expenditure is justified. • Improvement of the BBQ area seems wise to encourage visitors to use it and so reduce the fire risk from fires in less suitable areas. In fact, I think consideration should be given to the installation of a gas-fired barbecue, either coin operated, or free as on Ruby Island at Lake Wanaka. • I understand that although it is not in the present proposal, there are plans for a new shower and toilet block. This I consider to be more problematical. For one thing there is a most limited water supply. There is not enough water flow and storage even now for all the existing members of the water association. The water has run seriously low twice this past summer, with threat of it having to be turned off completely at night. Even at Easter time last year, the association system ran out of water. So no consideration can be given to a new shower and toilet block unless storage tanks sufficient for about a year's supply are installed and the Council pays for any upgrade of the supply system required. Again, there is the question whether the present patronage would justify such a project as a new toilet and shower block, and whether any moves to increase the patronage would be desirable. I think not. For one thing it will increase the traffic, with implications for safety of access from the baches to the beach and requirements to improve the standard of roads in the area meaning yet more expenditure. 	<ul style="list-style-type: none"> • The provision of a gas BBQ would require approximately \$5-10,000. These facilities are usually installed in high-use parks. • While the installation of showers is indicated in the management plan, there is currently no funding set aside for this and it does not form part of this project
22.	-	<ul style="list-style-type: none"> • I support the resurfacing of the Tennis Courts. This needs to be done periodically or they will deteriorate. The courts are popular with all visitors. • The proposed expenditure of \$30,000 to \$40,000 on the junior play area is a lot. • Signage of \$1,000 seems unnecessary. Young people come to Le Bons to play on the wonderful beach. Is it known how much the junior play area is used? • Similar questions could be asked of the senior play area. The long grass along the tracks of the marked exercise area would indicate little use. The flying fox is well used. • It needs to be very clear where the money for such projects is coming from, and especially if it is from rates, whether the rate-paying community considers the expenditure is justified. • Improvement of the BBQ area would be appropriate. • I understand that although it is not in the present proposal, there are plans for a new shower and toilet block. However there is not enough water flow and storage now for all the existing members of the water association. The water has run seriously low twice this past summer. No consideration can be given to a new shower and toilet block unless storage tanks are installed and the Council pays for any upgrade of the supply system required. The present patronage would not justify a new toilet and shower block. 	<ul style="list-style-type: none"> • The priority of work that was identified by the Community Board and the Reserve Committee was resurfacing of the tennis courts and upgrade to the play areas. However, in response to consultation, the proposed opportunities for formal recreation have been reduced. • Signage is included in all reserves and informs members of the public that this is a public reserve • The funds for this upgrade was set aside by the Banks Peninsula District Council, in response to issues identified in the reserve management plan • While the installation of showers is indicated in the management plan, there is currently no funding set aside for this and it does not form part of this project
23.	Yes	<ul style="list-style-type: none"> • Keep work on flying fox to a minimum – ok as is. • Tennis court work – agree in full. • 2-8 playground area – ok. • Screen planting and boundary – optional – will be hard to establish. • Entrance to Rue De La Mer: <ul style="list-style-type: none"> – sign good – ensure wide enough for prams. • Main entrance – needs alternative pedestrian access – including prams – for when main gate is locked. • As toilet block replacement is not in budget – how about a coat of paint and replacement pans/seats in meantime. • Low ropes/fitness course 7 years and up – not really needed. Plenty of entertainment in bay for this age group. • Mower replacement – low priority – City Care now do mowing! 	<ul style="list-style-type: none"> • The Reserve Committee have agreed to assist with the care (mulching/watering) of new trees • In response to consultation, the width of the entrance will be reviewed to ensure that it complies with the standard access width • The request to repaint the toilet block has been referred to the maintenance team • In response to consultation, the proposed opportunities for formal recreation have been reduced. The low ropes course has been removed from the plan • The Reserve Committee have not identified the mower replacement as a priority

24.	-	<p>People come to Le Bons Bay to enjoy the beach environment – the wild and natural coastal environment – children play on the sand, explore rock pools, try fishing, swim in the river, Lagoon and sea; play in the sand dunes, make huts and play games in the forest, use boats and bogey-boards, play ball games on the beach and in the Domain, picnic, observe bird and other marine life, go for walks up the river, enjoy sunrises and beautiful evenings, dig and build in the sand, collect shells etc., etc... - that is a lot of activities and experiences both active and passive which people (especially children) can have without the Council spending a cent! It is not necessary to develop everything to impress children. Why spend money and use resources where you don't need to? That's not good economics. We should leave some places undeveloped so that there is their point of difference from towns and cities – people appreciate that difference, it's often what they're looking for when they choose a place for a day out or a holiday. Local children seldom use play equipment in the Domain as they have loads of opportunities for physical activity and adventure in their day to day lives with creeks, bush, hills etc. at their back doors.</p> <ul style="list-style-type: none"> • Re-surfacing and repairing the tennis-courts is necessary so that the facility is not wasted, and it can be well-used. Some well maintained planting for shade would enhance the Domain picnic area, and seating is nice for older and disabled people. • Updated toilets are important with disabled peoples' access. A composting toilet well-maintained would be fitting and sensitive to the environment. • Protection of the beach environment is paramount to the people of Le Bons Bay. This is a precious and sensitive coastal area with endangered wild-life (white-flipped penguins) and must be protected first and foremost before money is spent on play equipment. Enforcement of no vehicles on beach other than for boat launching, and keeping motorised vehicles out of the forest where children play will protect the environment, keep it safer and more peaceful. • One area of access to the beach for push chairs, prams, wheelchairs would be desirable. • One really good interpretation board with information about the marine environment and why and how it should be treated sensitively, and including regulations regarding vehicles, camping, fires, fishing, dogs etc. should replace the current hotch-potch of individual signs. <p>Despite our reservations about whether all the proposed playground development is even necessary, we do acknowledge that the style proposed is thoughtful and in keeping with the natural setting.</p>	<ul style="list-style-type: none"> • In response to consultation, the proposed opportunities for formal recreation have been reduced. • The priority of work that was identified by the Community Board and the Reserve Committee was resurfacing of the tennis courts and upgrade to the play areas. An upgrade to the toilet is not proposed at this stage • The investigation of beach access, protection and interpretation boards are not included as part of this project, which focuses on the redevelopment of the domain
25.	Yes	<ul style="list-style-type: none"> • Love to see a seat in the playground like the large macrocarpa seat at Spencer Park in the pre-school playground area. The seats are lovely to sit on, seat several people and also, if placed in the right place, could afford some shelter from the wind. I also feel they reflect the "personality" of Le Bons and can even perhaps be locally sourced. This may be something the Community Board could contribute to in some way. • Please ensure there is play equipment suitable for the under 3's. • I am concerned about the proposed new toilets and shower block. Not keen to see an upgrade that would facilitate camping in the Domain in the future. A cold shower at the site of the present public toilets would be acceptable. 	<ul style="list-style-type: none"> • In response to consultation, a macrocarpa seat will be included in the junior play area • The proposed play items will offer play opportunities for under 3's • No showers or new toilets or changes to the existing camping arrangements are proposed as part of this project
26.	Yes	<ul style="list-style-type: none"> • Please don't overdo the size of the signage to be erected. This is rural NZ with relatively small visitor numbers, not a metropolis with six lane highways. • If available, use local tradesmen/labour (Le Bons Bay and surrounding Bays/Akaroa). Provides jobs – less travel – less pollution. 	<ul style="list-style-type: none"> • Standard wooden park signage is proposed • Where possible, this use of local labour will be considered as this can reduce costs. However items such as the play equipment have to be installed to strict specifications. The resurfacing of the tennis courts may be able to be done by a local contractor

27.	-	<ul style="list-style-type: none"> • We support the basic reasons behind proposed redevelopment of the Le Bons Bay Domain. However, we are concerned that the Council may not have fully assessed all aspects of the redevelopment, in particular, the water requirements associated with a new toilet and shower block. We are of the opinion that Council may not be aware that the Le Bons Bay Water Association are holders of the Resource Consent which allows water to be taken and used within 17 batches, Community Centre and public toilet. This Consent has not provided for a public shower within this toilet block. Further, the current volume of water taken under this Consent is not sufficient to provide domestic water to the 17 batches let alone a public shower. • We also wonder where Council intends to place the new septic tank. We also wonder whether septic tanks in this location are appropriate. We would have thought an aerated system with dippers would be more appropriate. However, given the close proximity to waterways and groundwater in this area, careful design of the system will be required. We also understand that Consent for the discharge will be required from ECan as groundwater in this area is less than 2m below ground level. • We also note that the Landscape Concept Plan does not show the proposed location of new toilet block. Given requirements of the disposal held to be appropriately fenced to exclude public from area, we would have thought its location would be important. • We are more than happy to discuss our concerns with you, however, we believe that you should give careful consideration to alternative water supplies should you choose to install a public shower, as the Resource Consent, as it currently stands, does not allow for such a shower(s) and as water system fails to fully provide for existing bach requirements, unlikely to be able to cope with a shower as well. 	<ul style="list-style-type: none"> • No showers or new toilets are proposed as part of this project. The priority of work that was identified by the Community Board and the Reserve Committee was resurfacing of the tennis courts and upgrade to the play areas
28.	Yes	-	-
29.	-	<p>At a recent Domain Board Meeting the following motions were passed:</p> <ul style="list-style-type: none"> • We are keen to support the resurfacing of the tennis courts. • There is also approval for the junior playground and flying fox upgrade. • There was little support for the low ropes course. • We also note that the climbing wall discussed during your site visit was not included in the Discussion document. This was an activity that we would like to investigate further. <p>Thanks for the opportunity to submit on the Development Plan.</p>	<ul style="list-style-type: none"> • In response to consultation, the proposed opportunities for formal recreation have been reduced. The low ropes course has been removed from the plan. • In response to consultation, a climbing wall will be added to the side of the flying fox platform.



Attachment 3 as per Staff Recommendation

Attachment to Clause 8

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<p>CHRISTCHURCH CITY COUNCIL <small>© COPYRIGHT CHRISTCHURCH CITY COUNCIL AERIAL PHOTOGRAPHY © COPYRIGHT TERRACON INTERNATIONAL LIMITED</small></p>																																																							

9. ENVIRONMENT CANTERBURY – CHRISTCHURCH AREA COMMITTEE – BOARD REPRESENTATION

General Manager responsible:	General Manager Peter Mitchell, DDI 941-8462
Officer responsible:	Democracy Services Manager
Author:	Peter Dow, Community Board Adviser

PURPOSE OF REPORT

1. The purpose of this report is to invite the Board to consider the appointment of a Board representative to be a member of Environment Canterbury's Christchurch Area Committee.

EXECUTIVE SUMMARY

2. The **attached** papers describe the terms of reference, objectives and delegated powers of the Christchurch Area Committee being a Standing Committee of Environment Canterbury and include the agenda for the first meeting.
3. In the 2004/07 term, the city boards were represented on the Christchurch Area Committee by the Board Chairs or deputies.

FINANCIAL IMPLICATIONS

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

4. Where Board members are appointed to outside organisations, attendances at meetings are covered by their elected member's salary. Thus, there are no financial implications apart from mileage allowances for attending such meetings.

LEGAL CONSIDERATIONS

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

5. There are no direct legal issues involved.

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?

6. Not applicable

ALIGNMENT WITH STRATEGIES

Do the recommendations align with the Council's strategies/policies?

7. Council's 2006/16 Strategic Directions – yes, contributes to Strong Communities and the Community Outcomes (Governance and Community).

Strengthening Communities Strategy 2007 – yes, is aligned with the engagement components of this strategy.

Board Objectives 2006/09 – yes, the appointments contribute to meeting various objectives set by the Board for the period.

CONSULTATION FULFILMENT

8. Not applicable.

STAFF RECOMMENDATION

It is recommended that the Board consider appointing a representative to Environment Canterbury's Christchurch Area Committee.

COUNCIL AREA COMMITTEES
TERMS OF REFERENCE
CHRISTCHURCH AREA COMMITTEE

PURPOSE

“To build and maintain the highest and best co-operative relationship with the community of Christchurch, encompassing the regional and legislative responsibilities of Environment Canterbury”.

1. MEMBERSHIP

The Christchurch Area Committee shall be a Standing Committee of the Council and comprise the eight Christchurch constituency councillors, two Christchurch City Council councillors, one representative from each of the Community Boards in the city, at least one representative of Tangata Whenua and appointees from key stakeholder groups, and individual opinion leaders.

In addition the Council Chairperson will be an ex-officio member, with the Deputy Chairperson as his/her alternate. Alternates will be sought for all external members.

2. QUORUM

Four Regional Councillors and four other members.

3. OBJECTIVES AND DELEGATED POWERS

In achieving its purpose the Christchurch Area Committee shall engage with key stakeholders and groups in the community and support the Council’s Communications Strategy. In order to do these the Committee shall:

- (a) Meet in committee mode in February each year to identify issues and to programme its activities for the year (including forums and liaison meetings) designed to:
 - listen to stakeholder views on issues and report back to the councils, boards and organisations its members represent;
 - communicate the role, objectives and responsibilities of the Regional Council and raise awareness of an interest in them; and
 - generate stakeholder involvement, support and satisfaction.
- (b) Meet in committee or workshop mode, as required, to aid the implementation of the Purpose;
- (c) Assist in the facilitation of the consultation process and discussion of issues before the Regional Council’s Portfolio Committees;
- (d) Report annually and make recommendations from time to time to the councils, boards and stakeholders represented on the committee; and
- (e) Publicise the results of the work of the Committee.

Rec'd 3/3/8

MEETING OF THE CHRISTCHURCH AREA COMMITTEE

TO THE CHAIRPERSON AND MEMBERS
OF THE COMMITTEE

MEMBERSHIP OF THE COMMITTEE

Cr Carole Evans (Chairperson)

Mr Steve Collins - Canterbury Employers Chamber of Commerce
Mr Alex Drysdale - Avon-Heathcote Estuary Ihutai Trust
Mr David East - Burwood/Pegasus Community Board
Ms Megan Evans - Shirley/Papanui Community Board
Dr Phil Hart - Landcare Research
Mr Murray Lane
Ms Brenda Lowe-Johnson - Hagley/Ferrymead Community Board
Mr Ralph Ross - Combined Residents Assn
Prof. Ian Spellerberg - Canterbury Tertiary Alliance
Mr Rhys Taylor
Mr Peter Townsend - Canterbury Employers Chamber of Commerce

Environment Canterbury
Cr Kerry Burke
Cr Jane Demeter
Cr Pat Harrow
Cr Bob Kirk
Cr Alec Neill
Cr David Sutherland
Cr Rik Tindall

A meeting of the Committee will be held on

Monday, 3 March 2008 commencing at 9.30 a.m.
The meeting will conclude with a light lunch.

VENUE: Council Chamber
First Floor
Pegasus Building
58 Kilmore Street
CHRISTCHURCH

BUSINESS: As per Order Paper attached.

Dr Bryan Jenkins
CHIEF EXECUTIVE

**RECOMMENDATIONS IN REPORTS ARE NOT TO BE TAKEN
AS COUNCIL POLICY UNTIL ADOPTED BY THE COUNCIL**

58 Kilmore Street,
PO Box 345,
Christchurch,
Telephone: (03) 365-3828,
Fax: (03) 365-3194
Website: www.ecan.govt.nz



COMPLIANCE WITH LOCAL GOVERNMENT ACT 2002 DECISION-MAKING REQUIREMENTS

Except as below, a statement of compliance and a completed decision checklist is required for any agenda item on a council committee or the council recommending that a decision be made. This will be the responsibility of the person signing off the agenda item.

The compliance statement and checklist will not be used for:

- Recommendations that information be received or that the Council make a decision.
- Decisions taken under the Resource Management Act 1991 or the Biosecurity Act 1993 in relation to resource consents, decisions required when following the procedures set out in Schedule 1 of the Resource Management Act 1991, other permissions, submissions on plans, or references to the Environment Court.
- Decisions taken to proceed with enforcement procedures under various primary or secondary legislation or regulations, including procedures under the Resource Management Act 1991, the Biosecurity Act 1993, the Local Government Act 2002, and Environment Canterbury Bylaws.
- Administrative and personnel decisions that are entirely internal to Environment Canterbury.
- Other decisions where the procedures to be followed are set out in Legislation.

COMPLIANCE STATEMENT

The council committee (or the council) must formally certify that:

- (a) It is satisfied that it has sufficient information about the options and their benefits and costs, in terms of the region's social, economic, environmental and cultural well-being and the effects on community outcomes, bearing in mind the significance of the decisions.
- (b) It is satisfied that it knows enough about and has given adequate consideration to the views and preferences of affected and interested parties bearing in mind the significance of the decision.

INFORMATION CHECKLIST

(a)	A Statement of the Proposed Decision
(b)	A Statement of the Objective of the Proposed Decision and the Issue or Problem being addressed
(c)	A list of all reasonably practicable options, (including doing nothing).
(d)	For each option in (c): An evaluation of the Benefits and Costs, in terms of the region's social, economic, environmental and cultural well-being.
(e)	For each option in (c): A statement of the extent to which community outcomes would be promoted or achieved in an integrated and efficient manner.
(f)	For each option in (c): A statement of the Impact, if any, on Environment Canterbury's capacity to undertake its statutory responsibilities
(g)	If the Proposed Decision is a significant decision in relation to land or a body of water, a statement of how Maori values have been taken into account
(h)	A Statement of significant inconsistencies, if any, with any Existing Policy, Plan or Legislation arising from the Proposed Decision.
(i)	A statement how the views and preferences of affected or interested persons have been given adequate consideration during the definition of the problem or issue, the objective, the assessment of options and the development of the proposed decision, including the particular contribution of Maori to the decision-making process.

Notes:

The significance of proposals and decisions determines how much time, money and effort is put into exploring and evaluating options and obtaining the views of affected and interested parties. The significance of proposals and decisions is determined through reference to criteria contained in the policy on significance.

The policy on significance together with Section 76 of the Local Government Act 2002 set out the Council's requirements in relation to decisions. Some decisions can only be made through the Long-Term Council Community Plan, or after the Special Consultative Procedures set out in the Act have been used, (refer to the policy on significance and the Act).

All decisions of Environment Canterbury are subject to the decision-making requirements of section 76 of the Act unless inconsistent with specific requirements of other legislation.

**ENVIRONMENT CANTERBURY
CHRISTCHURCH AREA COMMITTEE
ORDER PAPER**

1. WELCOME
2. APOLOGIES
3. MINUTES OF MEETING – 27 FEBRUARY 2007 – FOR INFORMATION
4. MATTERS ARISING
5. DEPUTATIONS AND PETITIONS

MATTERS FOR COMMITTEE DECISION

6. ELECTION OF DEPUTY CHAIRPERSON

MATTER FOR INFORMATION

7. CHIEF EXECUTIVE'S REPORT

MATTERS RECOMMENDED TO THE COUNCIL

8. COMMITTEE TERMS OF REFERENCE
9. CALENDAR OF EVENTS (MEETINGS AND SEMINARS) FOR THE COMMITTEE – ITEMS FOR DISCUSSION
10. QUESTIONS
11. NOTICES OF MOTION
12. NEXT FORMAL MEETING - 4 AUGUST 2008
13. CLOSURE

ENVIRONMENT CANTERBURY**CHRISTCHURCH AREA COMMITTEE**

MINUTES OF THE SEVENTH MEETING OF THE CHRISTCHURCH AREA COMMITTEE
HELD ON MONDAY 26 FEBRUARY 2007 IN THE COUNCIL CHAMBER, FIRST FLOOR,
PEGASUS BUILDING, 58 KILMORE STREET, CHRISTCHURCH FROM 9.30AM.

CONTENTS

1. APOLOGIES
2. MINUTES OF MEETING – 7 MARCH 2006
3. MATTERS ARISING
4. DEPUTATIONS AND PETITIONS
5. CHAIRPERSON'S REPORT

MATTER FOR INFORMATION

6. CHIEF EXECUTIVE'S REPORT

MATTER RECOMMENDED TO THE COUNCIL

7. CALENDAR OF EVENTS FOR THE COMMITTEE – IDEAS OR ITEMS FOR
DISCUSSION
8. QUESTIONS
9. NOTICES OF MOTION
10. NEXT MEETING
11. CLOSURE

PRESENT

Cr N J Wagner (Chairperson), Dr N Bennett, Cr R A Budd, Cr T K Burke, Cr A S Carroll, Mr A Drysdale, Mr Y Johanson, Cr R M Kirk, Mr M Lane, Cr A G Neill, Mr R Ross, Mr D Rowlands, Mr R Taylor, Mr P Townsend, Cr J M Waters.

IN ATTENDANCE

Ms M Evans (on behalf of Ms Y Palmer)

MANAGEMENT AND STAFF PRESENT

Dr B R Jenkins (Chief Executive), Ms J Atkinson (Portfolio Manager, Public Passenger Services), and Mrs R A Crowther (Executive Assistant)

1. APOLOGIES

Mr S Collins, Cr E Cunningham, Ms Y Palmer, Prof I Spellerberg, Mr M Wall.
Dr N Bennett and Mr D Rowlands (for early departure)
Cr Sir Kerry Burke (for lateness)

2. MINUTES

Resolved

That the minutes of the meeting held on 7 March 2006 be confirmed as a true and accurate record.

Mr Townsend/Mr Taylor

3. MATTERS ARISING

There were no matters arising.

4. DEPUTATIONS AND PETITIONS

Nil.

5. CHAIRPERSONS REPORT

Cr Wagner welcomed everyone to the meeting and reminded the members that the committee had met previously in March 2006 followed by a seminar later in the year. Cr Wagner suggested that the committee follow this format in 2007, noting the importance of being able to update members in a formal meeting at least once a year.

Cr Wagner also took the opportunity to note the good news coming from the passenger transport sector.

6. CHIEF EXECUTIVE'S REPORT

Bryan Jenkins reported on Council activities by portfolio including the following highlights:

Air Quality

- Establishment of Community Advisory Group for Rangiora, Kaiapoi.
- The National Environmental Standards (NES) for ambient air quality took effect on 1 September 2005 and requires by 1 September 2013 no more than one annual exceedance of the PM₁₀ standard of 50 micrograms per cubic metre.
- Seven airsheds for Canterbury were gazetted: Christchurch, Timaru, Rangiora, Kaiapoi, Ashburton, Waimate and Geraldine.
- Clean Heat has 16,600 registrations to date and has completed 15,500 assessments to date.

Coastal Environment

- Regional Coastal Environment Plan changes are in preparation designed to remove the need for resource consents for swing moorings and other structures in approved locations.
- Further work in being undertaken on planning for aquaculture through the notification of "Excluded Areas".
- ECan is currently working with central government on the review of the New Zealand Coastal Policy Statement.
- Work is progressing well towards the formulation of a non-statutory coastal management plan for Pegasus Bay.

Emergency Management

- The transfer of CDEM responsibilities to Christchurch City from 1 July 2006.
- The June 2006 snow event and the subsequent recovery, which took several weeks, was a very busy period for the CDEM Group Emergency Management Office at ECan, the affected Territorial authorities and partner agencies
- The NZ Police, in conjunction with Christchurch City and CDEM Group staff, have totally updated the evacuation plan for the Christchurch coastal areas that would be affected by a tsunami.
- The Emergency Management Office, Territorial Authorities and Partner Agencies have been very involved with Pandemic Influenza planning with a major National exercise planned in May 2007.
- The CDEM Group annual exercise, Exercise Pandora, was successfully run in October 06. Next year's exercise in September 07 will be a Pan-Regional exercise under the National Exercise Programme and also involve the West Coast, Marlborough and Nelson/Tasman CDEM Groups.

Energy

- ECan, together with CAE, Chamber of Commerce, Orion, Transpower and Meridian (collectively CRESF) is developing a regional energy strategy project with the intent of achieving for the people of Canterbury, a secure, reliable, sustainable and affordable energy system.
- ECan is also revising its 2004 Regional Energy Strategy which essentially sets out Council's role in the region and will reference the late 2005 energy seminars and NZES. This is due by June 07.
- ECan is preparing a report on the impact of Peak Oil and Climate change on Council's services and operations.

Hazards

- Consultation and additional investigations have been undertaken in relation to the Waimakariri secondary stopbank project, which will provide 1 in 10,000 year flood protection for Christchurch.
- River morphology and gravel investigations for the Ashley River are currently being undertaken.
- Environment Court mediation for Aidanfield continuing; numerous matters settled.
- Dangerous dams policy applauded by stakeholders including other Regional Councils and Meridian Energy, while still awaiting regulations from Central Government.
- Submission made on Central Plains Water consent.

Land

- Council will be involved with the 3 new Meat and Wool Monitor farms and with the 2 Deer Industry focus farms. All agricultural land use needs to be managed – not just dairying.
- Current work addressing the impacts of land use practices on waterways in the Amuri Basin is to be extended to other streams in the area. Monitoring has shown some improvement.
- Biodiversity Advisory Group established and making good progress.

Navigation Safety

- Continue to patrol waterway in the southern lakes and areas of high boating use.

Pests & Biosecurity

- Launch of Community Initiative Programme in Banks Peninsula.
- Didymo - Biosecurity New Zealand made an offer to regional councils to fund public awareness programmes over the summer. Environment Canterbury put \$20,000 towards this proposal which was accepted. Didymo is still in the pest incursion phase and therefore a Biosecurity responsibility. The Waitaki catchment is the only area in Canterbury that has Didymo. National monitoring survey is currently underway throughout the country.
- Wilding conifers - as part of our ten year control programme large works have been completed for the year in the Dobson Valley and Burkes Pass.
- Rabbits – RHD epidemic is currently cycling through Canterbury and reducing susceptible populations. We are currently undertaking serological surveys to determine any change to the susceptibility of rabbits to RCV in targeted areas within Canterbury.
- Nassella tussock - the compliance programme has been completed for the year, all known properties outside of the Hurunui District have been inspected.
- Chatham Island Regional Pest Management Strategy has been proposed and is in the submission phase.
- Chatham Island Biosecurity ((boarder surveillance) Strategy is being implemented.
- Boneseed - all known initial control has been undertaken on all but two known sites and currently working within the Port Hills zone to reduce the area of infestation.

Public Passenger Transport

- Patronage plateaued for the majority of the year however December and January showed an increase when compared to the same time last year.
- A biodiesel trial was initiated, the results of which have far exceeded expectations thus far. Winter conditions could affect performance.
- The new Northern Star service between Waimakariri and Christchurch was launched on 30 October 2006.
- The Passenger Transport Strategy attracted over 2000 submissions, with over 80% of submitters supporting the proposals. It will be launched in March 2007.
- The Canterbury Regional Passenger Transport Plan was updated and published in August 2006, six months ahead of schedule.
- The new Timaru bus service commenced in January 2007. The metro brand was introduced to Timaru at the same time, as was the ever popular metrocard.

Regional Land Transport

- Scoping for the Greater Christchurch Transport model update was completed.
- A household interview survey and an on-board bus survey were undertaken. A roadside interview survey was also initiated, all of which are key inputs to Greater Christchurch Transport model update.

- The Canterbury Regional road safety programme was delivered in full.
- Significant time and energy was spent on providing technical input into the Draft Greater Christchurch Urban Development Strategy.
- The Christchurch/Rolleston Environs Transportation Study (CRETS) draft strategy was developed and consulted on.
- The Annual monitoring report and technical report, which report on progress towards the delivery of the Canterbury Regional Land Transport Strategy, were produced.

Waste, Hazardous Substances and Contaminated Sites

- Pollution Prevention - 3 FTE recruited, following concern raised by Community Boards after a diesel spill in the Heathcote.
- Agrichemical collections in Waimakariri, Ashburton, Selwyn and Timaru districts to be carried out in February and March.
- New Waste Exchanges established in Waimakariri, Waimate and Kaikoura districts.
- A programme to identify all sites in Hurunui District with current or historic activities on the Hazardous Activities and Industries List is being implemented. One district is being targeted each year.

Water Quality, Quantity and Ecosystems

- Community meetings were held in Hinds, Chertsey, Dunsandel and West Melton to discuss water management. These meetings attracted a total of 34 interested people to discuss the state of the water resource, a prognosis for the 2006-07 summer season, and a summary of the Restorative Programme for Lowland Streams.
- Stage 3 of the Canterbury Strategic Water Study has been completed for the northern part of the Canterbury Region. The central and southern parts will be completed by July 31, 2007. Stage 3 is concerned with physical, social, environmental and economic aspects of water storage and impacts of development proposals for Canterbury.
- The Restorative Programme for Lowland Streams is underway. The main objectives of the programme are to increase flows in lowland streams in the Rakaia-Selwyn Groundwater Zone and to improve reliability of supply to groundwater users in the zone.
- Groundwater levels throughout the region are at average or above average levels.
- Hearings on submissions to the Proposed Natural Resources Regional Plan will take place over the next 18 months.
- A series of environmental flow reviews are underway. These include Lake Ellesmere tributaries, Waipara River, Hurunui River, Kaikoura Rivers, Conway River amongst others.

Democratic Process

- Draft Annual Plan will be notified 31 March 2007, submissions close 1 May and hearings will be held later in May and decisions made by the end of June 2007.

Cr Wagner invited questions on the information provided in the Chief Executive's report.

Democratic Process:

Dr Jenkins reported that the LTNZ's cost index has led to the only significant change in LTCCP and that will impact on the targeted rate for Public Passenger Transport.

Emergency Management:

Is there to be a national system of sirens/warnings? While there has been some work done in this area, national consistency is required.

Mr Lane asked if there is to be a purpose-built Civil Defence building. Dr Jenkins noted that CCC and Environment Canterbury can have different roles and while our facility will continue to be used for regional co-ordination, CCC may well need to provide a facility to meet their needs.

Water:

There was considerable interest in many aspects of water management. Dr Jenkins informed the committee of the successful legal outcomes achieved through enforcement, and that the draft national standard for metering to come from Central Government will help. There is a growing acceptance of metering, and an understanding that water is a precious resource.

Dr Jenkins was asked if the proposal to have River Guardians had made any progress. He undertook to update the committee on this through the minutes. Cr Waters noted that it is important not to duplicate their role. Mr Ross added that CCC and Ecan had created an expectation of this proposal.

Mr Drysdale raised the issue of the Avon River. Dr Jenkins advised that Richard English's paper, in which he suggests groundwater extraction has lead to reduced flows in the Avon, is to be reviewed by our technical staff in an effort to see if there is any substance to his views. A review of the aquifer may be needed.

Dr Bennett expressed concern with water quality, noting that there are no trout in the Avon any more, and that raw sewage has been discharged into the Avon on occasion. Dr Jenkins replied that the Avon is spring-fed hence the quality of the groundwater is of concern, and this can be affected by land use. Storm events only affect smaller catchments. He would rather see improved storm-water design for new developments and sediment management control measures in place.

Regional Land Transport:

Roadwork development for Pegasus Bay is of concern. This formed part of the UDS work.

Pollution Hotline:

Mr Drysdale pointed out that members of the public will often report pollution concerns to his group rather than to the Hotline, which highlights the wider issue of public engagement. Dr Jenkins affirmed that reports can be made confidentially to the Hotline but agreed that there could be a perception problem.

PUBLIC PASSENGER TRANSPORT

Ms Jill Atkinson, Portfolio Manager for Public Passenger Transport provided an update for the meeting.

High points included:

- Recognition as a high performing system
- A highly successful marketing plan
- Huge response to the Draft Metro Strategy – 2,154 submissions received.
- Publication of the Metro Passenger Transport Strategy/PT Plan

- The biodiesel trial

Low points included:

- Patronage at a plateau
- Passenger Transport safety

Looking ahead, the plan is to increase the use of Passenger Transport to reduce the growth in traffic congestion, and to provide members of the community with a convenient, attractive transport system that provides access to employment, education and social facilities.

Key challenges to achieving this are:

- Increasing travel-time reliability
- Bus exchange capacity
- Maintaining patronage growth
- Integration of passenger transport into land-use decision-making.

Ms Atkinson welcomed the suggestion that maps be included in the journey planner section, and that the television advertisements be available on the website for downloading and be posted on U-Tube. Mr Johanson expanded this idea to encouraging users to make their own videos of their travel experiences.

Concern was expressed over safety in the interchange, and that this needs to be made clear to CCC. Cr Wagner asked that members do their part to support the positive aspects when the bad incidents are so rare yet receive such high profile.

Dr Jenkins noted the key initiative of biodiesel, with the bus getting the sustainable transport message across. Mr Taylor suggested the bus be used by community groups, e.g. OC's tour of energy efficient houses.

The difficulty some people have with knowing "who does what" in relation to buses was noted, and was it possible for one body to manage the whole system. Dr Jenkins advised that there is an excellent level of co-operation now and that a recent review has shown that the current distribution of responsibilities is the most effective that can be achieved.

Mr Johanson suggested that more radical moves are needed to change driver behaviour, such as free public transport or public traffic-only routes. Dr Jenkins noted that the integration of public passenger transport into land-use planning is under way in UDS, including Park-and-Ride concepts. Mr Ross noted that consultation is necessary, with the bus companies, Ecan, CCC and community talking together, and Mr Drysdale wondered what planning had gone into the development of Blenheim Road now as another retail centre.

7. CALENDAR OF EVENTS FOR THE COMMITTEE

It was agreed that a seminar on urban water issues, including managing the effects of climate change with regard to the effects of reduced rainfall on river flows; the impact of water requirements in satellite towns on the Christchurch urban water supply; and stormwater infrastructure be held in August.

A future workshop will be on the process of integrating land-use decision-making and city planning in the context of the Regional Policy Statement (RPS) and the Greater Christchurch Urban Development Strategy (UDS).

Recommended to the Council

*That the Christchurch Area Committee arrange the following workshop:
August 2007 - on urban water issues, including managing the effects of climate change with regard to the effects of reduced rainfall on river flows; the impact of water requirements in satellite towns on the Christchurch urban water supply; and stormwater infrastructure.*

8. QUESTIONS

Nil

9. NOTICES OF MOTION

Nil

10. NEXT MEETING

The next meeting is to be held in March 2008, to be confirmed.

11. CLOSURE

The meeting closed at 11.50am.

In accordance with Standing Orders Clause 3.18.2 we confirm the correctness of the minutes of the last meeting of the Committee prior to the next election of members.

_____ CHAIRPERSON

_____ CHIEF EXECUTIVE

_____ DATE

AGENDA ITEM NO: 7	SUBJECT MATTER: CHIEF EXECUTIVE'S REPORT
REPORT: Christchurch Area Committee	DATE OF MEETING: 3 March 2008
FILE REFERENCES:	PORTFOLIO: PROJECT: OUTPUT:
REPORT BY: Bryan Jenkins Chief Executive	ENDORSED BY:

PURPOSE

The purpose of this report is to present information to the Committee on current Environment Canterbury portfolio activities.

ATTACHMENT

A report on portfolio activities in the Christchurch City area and the Canterbury region.

RECOMMENDATION

That the Committee receives the Chief Executive's report.

**CHIEF EXECUTIVE'S REPORT
13 FEBRUARY 2008**

Air Quality

- Decisions on the Air Plan were notified in September 2007. 25 appeals received, with one subsequently withdrawn and two going through strikeout proceedings currently. The contents of the appeals have been divided into 20 separate topic areas, for the purposes of processing them through the court. Timetabling to hear the appeals received has been considered by the Environment Court with appeals in relation to Priority 1 appeals for Christchurch being heard first in October (if negotiation and mediation is not successful prior to that time). Priority 2, 3 and 4 appeals will be heard later if necessary.
- The scope of the 50 variations recommended by the Hearings Commissioners for Chapters 1-3 have been assessed, and in March staff will bring a paper to Council to request approval to work on a number of these variations.
- The two Kaiapoi and Rangiora air quality working parties that were established; including a Policy Working Party, to look at options for achieving the NES, and a Community Advisory Working Party, to concentrate on education and awareness raising for winter 2007, have been successful and the variations to the Air Plan have been notified for Rangiora and Kaiapoi. 36 submissions were received for Rangiora and 16 submissions for Kaiapoi. The summary of decisions requested on both variations will be notified on 16 February 2008. Clean Heat Projects for both towns to be considered alongside the Annual Plan process for each of these towns. Budget has been allocated in the draft Annual Plan but final programme to be part of further community consultation.
- Christchurch's Clean Heat Project has completed 11,193 conversions to cleaner heating and insulation by the end of 2007.

Coastal Environment

- Environment Canterbury has applied to the Ministry for the Environment's planning fund for a grant to move forward to develop a process for the creation of Aquaculture Management Areas through Invited Private Plan Changes.
- Regional Coastal Environment Plan Change Number 3 (Updating Coastal Hazard Zone positions) is about to enter the consultation stage.
- A new regional coastal water quality monitoring programme is underway. 32 region wide coastal sites (including 10 between the Rakaia and Waitaki Rivers) are now monitored quarterly for ecosystem health including sampling of suspended sediments, nutrients, pH, salinity, dissolved oxygen and water temperature.

Emergency Management

- Over the past 12 months the Emergency Management Office, Territorial Authorities and Partner Agencies have continued to be very involved with Pandemic Influenza planning. There was a major National exercise in May 2007 to test the systems/procedures that have been put in place. The Canterbury CDEM Group, in partnership with the Ministry of Health and the region's District

Health Boards launched an Influenza Pandemic Road show in May. The show has been very well received and, supported by additional funding from the Ministry of Health, will continue to tour Canterbury, and wider afield, over the next 12 months.

- The Boxing Day Tsunami event and subsequent events elsewhere have led to a major review of the NZ National Warning System that operates from National down to Territorial Authority level. The system is exercised quarterly and the revamped system was exercised in late 2007. It worked well. Additional work is being carried out at the national level to identify and recommend a range of systems that can be used by Territorial Authorities to issue warnings down to local community level.
- The CDEM Group annual exercise, Exercise Pandora, was held in September. This was a Pan-Regional exercise under the National Exercise Programme involving all the South Island CDEM Groups. The scenario used was that of an earthquake on the alpine fault and it was the first occasion in which the South Island Groups have all exercised together. Concurrent with the exercise, the Fire Service's Christchurch based Urban Search and Rescue (USAR) Task Force exercised in the Timaru area with South Island CDEM volunteer rescue teams.
- The first Canterbury CDEM Group Plan was approved by the Group in April 2005. Under the CDEM Act 2002 the plan is required to be reviewed after 5 years and that process will begin in the 2009-2009 financial year.

Energy

- Environment Canterbury is developing a regional energy strategy with CAE, Chamber of Commerce, Orion, Transpower and Meridian (collectively the Canterbury Regional Energy Forum). The project output so far has characterized the energy (grid and non-grid) system in the Canterbury region and is examining a Regional Statement of Energy Opportunities in 2008. The Forum is expected to be expanded to include additional members in 2008.
- Environment Canterbury has prepared a report on the impact of Peak Oil and Climate Change on Council's services and operations during the period of the LTCCP. Environment Canterbury is also looking at the inter-relationships of energy with portfolios such as water.
- Environment Canterbury is providing support for community energy demand reduction projects.
- The biennial regional energy survey has been prepared indicating energy and electricity trends in usage for the period 2005-2006.

Hazards

- Modelling of flood scenarios to aid land use planning on the Ashley floodplain is nearing completion.
- A detailed LiDAR topographic survey is being undertaken in partnership with Christchurch City Council to provide data for modelling the Halswell floodplain.

- Consultation and investigations are continuing on Washdyke Creek flood mitigation.
- The Canterbury probabilistic seismic hazard model was updated in late 2007.
- The Canterbury active faults database is currently being updated.
- We are working with Christchurch City Council to collect natural hazard information as part of the Akaroa Harbour Basin Settlement Study.
- A public education booklet about tsunamis was launched in October 2007 in conjunction with Christchurch City Council's tsunami evacuation brochure.
- We continue to provide flood and geological hazard advice throughout the region.
- The natural hazards chapter of the draft regional policy statement has been written and will be going to the Regional Planning Committee on 14 February.
- The consent hearing for the Waimakariri secondary stopbank is scheduled for April. Sixty submissions have been received.
- The Regional Engineer's submissions have been presented to hearings on the North Bank Tunnel and the Hunter Downs Irrigation Scheme.
- The Regional Engineer's submission presentation on the Central Plains Water Scheme is being prepared.
- Maintenance of structural works and channel capacity continues in river rating districts.
- We have employed a full time gravel resource officer to oversee gravel extraction consenting and set up extraction charges.
- We are working towards registration and classification of dams within the region and are in the process of becoming registered as a Building Consent Authority for dams.

Land

- Biodiversity Strategy signed off. (note that Hurunui and McKenzie not signed off at this stage). An event to launch the Strategy is planned for 27th March with invites going out to Mayors and CEO's and some staff at the end of this week. The Minister of Conservation, Ms Steve Chadwick will attend. People are welcome to attend but we will need to know numbers so could they liaise with their mayor or CEO. Copies of the finalised strategy will also sent out at end of this month.
- Investigation into the effects of adding compost on soil quality (chemical, physical and biological) of a dairy farm. This is associated with the success of waste reduction initiatives and the need to identify disposal options for compost. Investigations on use on arable land have already identified that too much unwanted material makes it through the composting process.

- Council is involved with the Deer Industry focus farm being set up in the Geraldine.
- Environment Canterbury will have a display at AMP show in Fairlie at Easter.

Navigation Safety

- Contracted and voluntary enforcement officers continue to patrol the southern lakes focusing on areas of high boating use.
- Additional "No boating" buoys deployed up and downstream of dams at the start of the season.
- Reserved Jet Ski area buoyed in Lake Ruataniwha; some negative feedback about this from other users.
- Low levels in Lake Tekapo and lately Lake Opuha reduced activity.
- No significant incidents reported.
- Overall, behaviour has been good this season, apart from the few who push the limits.

Pests & Biosecurity

- Rabbit populations have increased to high levels on a number of properties in the Mackenzie basin due to the declining impact of RHD. Environment Canterbury has engaged a coordinator to assist land occupiers with planning and implementing rabbit control operations on a user pays basis.
- Wilding conifer control operations are taking place in the Dobson Valley (above Lake Ohau) and at Burkes Pass as part of an ongoing programme in partnership with the relevant land occupiers and DOC.
- Inspections have been undertaken on the 35 sites within the southern area known to contain nassella tussock to ensure control programmes have been completed to prevent seeding.
- A partnership between Environment Canterbury, DOC, Timaru District Council and the South Canterbury Conservation Trust in an attempt to reverse the declining population of long tailed bats estimated to number 150 -200 individuals. The Hanging Rock/ Kakahu area is the last known home of this bat species in the eastern South Island. Environment Canterbury is undertaking a predator control on approximately 3000 hectares of bat habitat.
- Environment Canterbury is working with DOC and Lincoln University to protect the only known site containing the Canterbury Knobbled Weevil. The weevil thought to be extinct since 1920 was rediscovered near Burkes Pass 4 years ago. While scientists work to identify the risks to this invertebrate Environment Canterbury is trapping feral cats, mustelids and hedgehogs at the site and surrounding area to minimize the potential impact of predation.
- Property compliance inspections are currently underway to ensure land occupiers are meeting Regional Pest Management Strategy requirements as they relate to broom, gorse, ragwort, Old man's beard and Bennett's wallaby.

- A control operation to control Bell's heather infesting 375 hectares of tall tussock grassland in the Hunters Hills. This is the only known site in the South Island.

Public Passenger Transport

- A biodiesel trial in Christchurch is meeting expectations and the four trial buses are now running on B20 (20% biodiesel blend). Leopard Coachlines has now decided to use bio-diesel (B5) across their entire fleet of urban buses and tour coaches.
- An implementation plan for the Christchurch passenger transport strategy has been developed with the City Council to ensure the targets are implemented on time.
- The Canterbury Regional Passenger Transport Plan was updated and published in August 2006, six months ahead of schedule.

Regional Land Transport

- The Canterbury Regional road safety programme was delivered in full.
- Significant time and energy was spent on providing technical input into the Draft Greater Christchurch Urban Development Strategy.
- The Annual monitoring report and technical report, which report on progress towards the delivery of the Canterbury Regional Land Transport Strategy, were produced.
- The updated Canterbury Regional Land Transport Strategy was approved by Council for consultation. This included the development of the Canterbury Transport Regional Implementation Plan (TRIP) which will ensure a coordinated approach in delivering the Regional Land Transport Strategy. Significant region wide collaboration in preparing this document.

Waste, Hazardous Substances and Contaminated Sites

- Pollution Prevention - 3 FTE staff and 236 businesses worked with using the Pollution Prevention Guide in the 06/07 financial year.
- Agrichemical collections in Christchurch, Ashburton, Selwyn, Waimate and Timaru districts to be carried out this financial year.
- There are now Waste Exchanges in all districts.
- Contaminated land: A programme to identify all sites with current or historic activities on the Hazardous Activities and Industries List is in its second year. Kaikoura is being targeted this year.
- Environment Canterbury has released its Contaminated Land Management Strategy.

Water Quality, Quantity and Ecosystems

- Stage 3 of the Canterbury Strategic Water Study has been completed for the Canterbury Region. Stage 3 is concerned with physical, social, environmental and economic aspects of water storage and development proposals for Canterbury. The Stage 3 report will be released to the public in March 2008.
- The Reference Group working on evaluating potential storage sites (using physical, social, economic and environmental criteria) in the Southern Area has completed its deliberations. There were 12 Southern Area people on the Reference Group for this part of the work with local knowledge and perspectives ranging from farming and the Opuha Water Company to Maori, fisheries and ecology. What has become clear is that while reasonable storage sites exist, the natural replenishment of those storage sites with water from year to year is not very reliable.
- Consent Reviews for the Restorative Programme for Lowland Streams are underway. The main objectives of the programme are to increase flows in lowland streams in the Rakaia-Selwyn Groundwater Zone and to improve reliability of supply to groundwater users in the zone. As a condition of the consent review metering and datalogging equipment will be required.
- Hearings on submission to the Proposed Natural Resources Regional Plan halfway through with an expected completion date of December 2008.
- A series of environmental flow reviews are underway. Rivers that have a notified environmental flow review include Kaikoura, Conway, Hurunui, Waihao and part of the Ellesmere system. Work has started on the Waipara and Pareora.
- Work has begun on managing the cumulative effects of nitrogen & phosphorus discharges. This will cumulate with a variation to the Water Quality chapter of the NRRP.
- National Environmental Standard for Water Metering Devices. Work is underway to prepare Environment Canterbury for the imminent implementation of this NES principally through the employment of a Water Metering Manager and a Water Data Manager as well as several projects looking at metering implementation, data management and non-regulatory models.
- Environment Canterbury is supporting work towards an Audited Self Management programme being sponsored by Irrigation NZ in the Opuha scheme.
- A Hearings Review process has been instigated to strategically review our processes and methodology in Hearings.
- North Bank Tunnel Concept and Hunter Downs are both in the consent process.

Democratic Process

- Work is underway to finalise the Annual Plan for 2008/09. Emphasis is on delivering the necessary work programmes within the limits of the budget forecast for 2008/09 back in the 2006-16 Long Term Council Community Plan.

AGENDA ITEM NO: 8	SUBJECT MATTER: COMMITTEE TERMS OF REFERENCE
REPORT: Christchurch Area Committee	DATE OF MEETING: 3 March 2008
FILE REFERENCES:	PORTFOLIO: PROJECT: OUTPUT:
REPORT BY: Louise McDonald Administration Officer	ENDORSED BY:

PURPOSE

The purpose of this report is for the Committee to consider its Terms of Reference for recommendation to the Council.

The Committee can review the Terms of Reference and recommend changes to Council any time during the term of the Committee.

ATTACHMENT

The Christchurch Area Committee Terms of Reference from the 2004-2007 term of Council.

RECOMMENDATION

That the Committee recommends to Council the adoption of the Christchurch Terms of Reference.

COUNCIL AREA COMMITTEES
TERMS OF REFERENCE
CHRISTCHURCH AREA COMMITTEE

PURPOSE

“To build and maintain the highest and best co-operative relationship with the community of Christchurch, encompassing the regional and legislative responsibilities of Environment Canterbury”.

1. MEMBERSHIP

The Christchurch Area Committee shall be a Standing Committee of the Council and comprise the eight Christchurch constituency councillors, two Christchurch City Council councillors, one representative from each of the Community Boards in the city, at least one representative of Tangata Whenua and appointees from key stakeholder groups, and individual opinion leaders.

In addition the Council Chairperson will be an ex-officio member, with the Deputy Chairperson as his/her alternate. Alternates will be sought for all external members.

2. QUORUM

Four Regional Councillors and four other members.

3. OBJECTIVES AND DELEGATED POWERS

In achieving its purpose the Christchurch Area Committee shall engage with key stakeholders and groups in the community and support the Council's Communications Strategy. In order to do these the Committee shall:

- (a) Meet in committee mode in February each year to identify issues and to programme its activities for the year (including forums and liaison meetings) designed to:
 - listen to stakeholder views on issues and report back to the councils, boards and organisations its members represent;
 - communicate the role, objectives and responsibilities of the Regional Council and raise awareness of an interest in them; and
 - generate stakeholder involvement, support and satisfaction.
- (b) Meet in committee or workshop mode, as required, to aid the implementation of the Purpose;
- (c) Assist in the facilitation of the consultation process and discussion of issues before the Regional Council's Portfolio Committees;
- (d) Report annually and make recommendations from time to time to the councils, boards and stakeholders represented on the committee; and
- (e) Publicise the results of the work of the Committee.

10. CHRISTCHURCH TO LITTLE RIVER RAIL TRAIL – LITTLE RIVER TOWNSHIP SECTION

General Manager responsible:	City Environment General Manager DDI 941 8656
Officer responsible:	Asset and Planning Unit Manager
Author:	Michael Ferigo, Transport Planner

PURPOSE OF REPORT

1. The purpose of this report is to update the Board on some progress made in gathering assessment information on the Rail Trail route options into Little River township and for the Board to re confirm or alter its September 2007 decisions for recommendation to the Council.

EXECUTIVE SUMMARY

2. This report is responding to the Council's 19 July 2007 resolutions calling for a further report before November to Council to assist it in confirming the immediate option to implement and identify a preferred long term option. As part of this process the input of a part 'A' recommendation from the Akaroa Community Board is needed rather than the part 'C' provided from the Community Board's September 2007 meeting recommendations.
3. The Council's preferred long term option for the Rail Trail will then be progressed into the public consultation phase subject to the project gaining capital budget within the 2009 – 2019 LTCCP. The Council's immediate option, resolved 19th July 2007, will be actioned directly following the Council's consideration of a further report unless a resolution determines another course of action.
4. Since the September 2007 report further information is available on construction issues with rough order cost attached (public excluded).
5. The details of the two most feasible long term options and the immediate options are described briefly and the significant or potentially significant issues are noted.
6. A report was presented to the Board's 26 September 2007 meeting at which the Board **decided:**
 - (a) Having considered all of the options, to support a short and long term solution for the final section of the Christchurch-Little River Rail Trail, along the eastern side of State Highway 75 (SH 75):
 - (i) Short Term - the Rail Trail pathway is constructed on the east side of SH 75 following the highway from the existing end point of the Rail Trail path to a point where the river veers east away from the highway, at which point the pathway would follow the riverside to intersect with Wairewa Pa Road, and that Transit New Zealand be requested to employ some traffic calming measures on State Highway 75, from the southern side of the Little River Hotel.
 - (ii) Long Term - the Rail Trail pathway is constructed on the east side of SH75 following the highway from the existing end point of the Rail Trail path to a point where the river veers east away from the highway, at which point the pathway would follow the riverside to intersect with Wairewa Pa Road. A corridor for public access to then be secured with land owners, and a Rail Trail pathway constructed along a strip of land on the east side of SH 75. This would extend south from a point near the Little River Historic Railway Station, parallel to SH 75 to a midway point where it veers east to alongside the river and follows this to Wairewa Pa Road.
 - (b) To request that the Chairman be granted permission to speak to the Council in support of this resolution. The Board also supported the concept of an avenue approach to the township or some type of special landscaping, to delineate the Rail Trail from the highway.

FINANCIAL IMPLICATIONS

7. The public consultation stage will not be initiated until capital funding is identified. Any capital costs to Council for any long term route will be submitted and considered as part of the 2009/19 LTCCP review.

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

8. The capital funding for a long term option for the Little River township section of the Rail Trail is not currently included in the 2006/16 LTCCP. It should be noted that it is probable that this section of the Rail Trail may not attract Land Transport New Zealand subsidies due to its primarily recreational nature.

LEGAL CONSIDERATIONS

9. There are considered to be no legal implications however, dependent on options selected, some resource consent and legal easements, etc. will need to be gained.

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

10. As above.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

11. As per above.

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

12. As per above.

ALIGNMENT WITH STRATEGIES

13. The project aligns with the Council's Walking and Cycling Strategies. It also aligns with the strategic plan for Banks Peninsula.

Do the recommendations align with the Council's strategies?

14. Yes.

CONSULTATION FULFILMENT

15. Consultation with directly involved significant stakeholders and interested parties has been undertaken to a level commensurate with a feasibility study. If the project is to be progressed the preferred long term option will be used as a basis for public consultation as part of the standard capital projects development process.

STAFF RECOMMENDATION

It is recommended that:

- (a) The immediate option for providing for Rail Trail users nearing Little River is developing a temporary rudimentary pathway on the eastern side of State Highway 75 and alongside the river, as illustrated in the map attached 'Immediate Options 2 Staff Recommendation'.
- (b) The preferred Rail Trail long term option for consultation is to provide an underpass to the western side of the State Highway 75 and a pathway developed over private properties either on the rail corridor, or as near as possible, to link to Barclays Road and then over Council land to the Historic Railway Station as illustrated in the attached Map 'Long term options 2 – Staff Recommendation'.
- (c) The Council resolution for the immediate option to be developed on the western side of State Highway 75, resolved on 19 July 2007 per (b) (ii) below, be rescinded.

BACKGROUND (THE ISSUES)

16. A staff report and feasibility study on the Rail Trail was presented at the Council's 19 July 2007 meeting to gain its view on a preferred short and long term option. The Akaroa-Wairewa Board considered the report prior to the Council and recommended to the Council:
 - (a) 'That in the long term, the final section of the Christchurch - Little River Rail Trail, from the Little River Hotel to Little River township, stay on the eastern side of the State Highway, tracking along its corridor to a point opposite the Little River Historic Rail Station car park where a crossing is developed.'
 - (b) The Board's considerations were included, alongside the Little River Rail Trail report in the Council's agenda on 19 July 2007, where the Council resolved:
 - (i) That the Council support the concept of the Rail Trail shared pathway in Little River.
 - (ii) That the Council support the recommendations within the attached feasibility report for the immediate actions to be progressed.
 - (iii) That staff be asked to further investigate options for the successful development of the Rail Trail in consultation with local landowners and Transit NZ, and report back to the Council before 1 November 2007.
17. The April 2007 commissioned feasibility study recommended immediate improvements for giving Rail Trail users access into Little River - refer to section 4 of the study - these were:
 - Arrange Rail Trail shared pathway access along the length of the rail embankment on property 4165 Christchurch to Akaroa Road.
 - Install Rail Trail markers.
 - Utilise the existing footpath between Morrisons and Barclays Road and possibly mark a cycle lane for north bound cyclists.
18. The Asset and Network Planning Manager met with staff from Transit New Zealand over a series of issues in response to the Council's 19 July 2007 resolution (ii) above. The details from the meeting are included in this report.
19. Discussions with the owners of land that potential routes may cross have progressed and the details are reported within the relevant route options.
20. The Board also requested that staff consult further with stakeholders towards identifying better immediate term options and to report back. This was progressed and the information included into this report.
21. The rough order costs for the whole project that includes estimated values for gaining access to private properties are reported in the public excluded section. The underpass rough order costs have been decreased based on more supplier costings since last reporting to the Board in May 2007.
22. It should be noted that this project may not attract Land Transport New Zealand subsidies due to the primarily recreational nature of this section of the Rail Trail.
23. This report should be read in conjunction with the attached board report 27 May 2007 and the Rail Trail feasibility study April 2007 attached.

THE OBJECTIVES

24. In 2003, the Christchurch - Little River Rail Trail Trust was formed as an incorporated charitable trust to transform the former railway route into a trail catering for walkers and cyclists wishing to view the region at close quarters, while avoiding the traffic on the busy road between Little River and Christchurch.
25. The general objective of the Christchurch to Little River Rail Trail Trust is to achieve a mainly off road walkway/cycleway linking Christchurch to Little River and the communities between.
26. The Trust works closely with its partners in developing the Rail Trail - Department of Conservation, Wairewa Runanga, Selwyn District Council, Christchurch City Council, Environment Canterbury and Transit New Zealand. The Trust has key objectives of raising funds to complete the Trail and to engage in consultation with the wide range of interest groups.
27. Whilst the Wairewa Runanga has formal responsibility for the trail development up to the vicinity of the area opposite the hotel (Department of Conservation land) it is also acting in an informal facilitating and advocacy role in the process of establishing a route for the remaining section of the trail into the Little River township on behalf of the CLRRTT. The Christchurch to Little River Rail Trail Trust has maintained the overall responsibility to ensure the objectives of the Trail are met.
28. The Wairewa Runanga and CLRRTT representatives met in August to discuss their collective stance on the Trail development into Little River township. If the trail travels across the State Highway 75 in a high speed area the Runanga would require an underpass. Whilst recognising that the decision making rests with the Council and Transit NZ, the west side of State Highway 75 is seen as feasible by the Runanga but its preference is for the trail to remain on the eastern side of State Highway 75 until it crosses within the lower speed environment of the township.
29. The Trust also sees both the eastern and western options as feasible but its preference is for the trail to be developed on the west. It would prefer some type of formalised crossing facility in the high speed area on the State Highway 75 with preference for an underpass. If the trail were to progress along the eastern side and cross in the township (currently 70 kph) it would still prefer some type of formalised crossing facility.
30. Immediate term options were also discussed between the two organisations with the Runanga having a preference for the trail to be developed on the eastern side as it isn't supportive of the level crossing of State Highway 75 to access the western options. The Trust recognises that the existing trail crossing point on State Highway 75 meets Transit NZ's crossing requirements and whilst it wants a better crossing (such as an underpass) in the long term, the immediate term existing level crossing is acceptable to it.

THE OPTIONS

31. The most feasible Rail Trail route options (two immediate and two long term) to date are discussed below and should be read in conjunction with the associated attached maps. The wider range of earlier options that have since been set aside have been identified and described within earlier reports to the Council and Community Board.
32. The Council in July 2007 resolved an immediate option for the Rail Trail but added resolutions that were linked, requiring staff to investigate and report back prior to November 2007. The staff report to the Council at its last meeting of 2007 was held over by the Council.
33. The staff recommendation on the immediate option has changed from the 19 July 2007 report to Council because of new information. There still exists a need to improve the existing situation where the Rail Trail has users coming out onto the State Highway 75 in a 100 kph area with no paths provided other than sharing the carriageway with motor vehicles. Staff are monitoring the usage rates of the Rail Trail at various points and it is expected that as the Rail Trail sections link up the user numbers will continue to climb, currently the most usage is in weekends when there are, excluding organised events, over sixty users per day.
34. Any securing of access corridors required through private properties will be sought via way of legal easements rather than purchase.
35. No legal surveys have been undertaken on the routes. The land boundaries have been deduced from existing generic mapping data that will need to be confirmed at a later stage should those options be pursued.

Options Reference:

Immediate Option 1 – Christchurch City Council Resolution July 2007

- (a) This option uses the western route across a private property to Morrisons Road. This option would provide a pathway link that follows the rail trail but still consists of a level crossing of State Highway 75 in a 100 kph area. The land over which this option passes mainly includes rural but also includes a section within a small settlement zone. The small settlement zone will require a resource consent to be gained and indications are that this will be challenged by some Little River township residents. Whilst it is believed likely that the Council will be successful in gaining the consent the time taken to achieve this may be considerably significant relative to what is trying to be achieved in the immediate term.

Immediate Option 2 – Staff Recommended 2008 and supported by the Akaroa Wairewa Community Board.

- (a) This option involves developing a temporary rudimentary pathway on the eastern side of State Highway 75 and alongside the river as illustrated in the attached map 'Immediate Option 2 – Staff Recommendation'.
- (b) Transit New Zealand is now amenable in principle to (subject to acceptable design plans) allowing a temporary rudimentary unsealed pathway to be developed within its road corridor on the eastern side of State Highway 75. This will extend along the existing pathway to link to a legal road reserve that will then allow the pathway to follow the river bank to Wairewa Pa Road.
- (c) As an immediate option this will allow people using the Rail Trail to cross near an intersection within the towns 70 kph environment rather than crossing and then riding on the 100 kph State Highway carriageway into Little River Township.

- (d) Now that it is possible for a rudimentary temporary pathway (acceptable to Transit) to be used, the pathway can be narrower in critical parts than previously considered and this will minimise the likelihood of needing to remove any trees and associated potential resource consents and costs. Both the standard resource consent for works near a waterway and any additional resource consents are expected to be gained following due processes. However it is likely that these may not be required for the immediate temporary option with its minimal impact on the environment and rudimentary nature of the path. The land over which this option passes is all zoned rural.
 - (i) If this pathway option is eventually implemented as a long term option Transit NZ will then require the path to be sealed and separation features between the pathway and the State Highway 75 carriageway. This is to reduce the number of Rail Trail users that would instead use the road.
 - (ii) If this pathway option isn't selected as the long term option Transit NZ may determine that the rudimentary pathway section on its part of the road corridor (section alongside State Highway 75) is removed once the new long term option becomes operational.

Long Term Option 1 - Akaroa Wairewa Community Board supported

- (a) The Rail Trail pathway is constructed on the east side of State Highway 75 following the highway from the existing end point of the Rail Trail path to a point where the river veers east away from the highway at which point the pathway follows the riverside to intersect with Wairewa Pa Road.
- (b) This eastern section is able to be constructed on road reserve land. Fencing will probably be required between the pathway and the adjoining private property where the Rail Trail diverges from State Highway 75 up to the point that it reaches Wairewa Pa Road.
- (c) The most southern section is narrow in places and will likely require some retaining works. There will also be tree trimming and likely removal in places to create adequate width for the Rail Trail.
- (d) A corridor for public access would be secured with land owners for the Rail Trail to be constructed along a 5 metre wide strip of land to the east of State Highway 75. It would extend from Wairewa Pa Road north until it veers towards the SH 75 then runs parallel to the highway to a point approximately opposite to the Little River Historic Rail Station where a level crossing is provided.
- (e) The land owners whose land this option proposes to traverse have given support in principle to negotiating for an access way. (8 properties – 4 property owners)

Issues:

- (i) Transit New Zealand whilst favourable to the concept of using its roading corridor will confirm this subject to an acceptable detailed scheme plan. It has advised that it wants an emphasis on separation between the Rail Trail and the highway carriageway. This may require retaining work to achieve the separation widths or levels for the pathway. However it will consider the overall benefits of an immediate and interim pathway taking into account current resources.
- (ii) Resource Consents will be needed for the section of the Rail Trail alongside the river.
- (iii) There are a number of drainage issues such as replacing an old culvert with piping to traversing ditches in the section north of Wairewa Pa Road.

Long Term Option 2 - Staff Recommended

- (a) The Rail Trail is progressed through a constructed underpass of SH 75 in the northern area alongside or near the existing culvert crossing, just north of the Little River Hotel and continues north for 300 metres along the western side of the highway.
- (b) The Rail Trail then progresses north along the historic railway embankment for the length of a private property approximately 500 metres to Morrisons Road. By using the rail embankment only a surface treatment is require for the pathway development along with a stock gate at each end of the property. The property owners are very positive about negotiating with the Council as the Rail Trail will complement their property plans for visitor facilities and they are active volunteers with the Rail Trail Trust.
- (c) From here it crosses Morrisons Road to where a land corridor will be developed through two private properties to link the path directly from Morrisons Road to Barclays Road at a point opposite the Council owned land on the northern side of Barclays Road. The proposed concept alignment will allow regaining alignment onto or very near to the historic railway line north of Barclays Road.
- (d) This link will involve securing an access corridor approximately 4 to 5 metres wide with the owners of the two properties - both are agreeable to considering this option subject to successful negotiations.
- (e) The Rail Trail would then be developed from Barclays Road north to the Little River Historic Railway Station following closely the historic railway. This section is on Council owned land managed by Greenspace Unit and for the majority has been recently closed to motor vehicle traffic. Greenspace is favourable to the increase pedestrian and cycle use of this reserve.
- (f) Careful design that recognises the historical values will be particularly needed in the area near the Historic Rail Station.

Issues:

- (i) Council will need the continued involvement and agreement of Transit to the underpass of SH 75. The underpass is considered viable but technically difficult and will require detailed surveys to be commissioned to better determine the actual level of difficulty if chosen to be pursued .
- (ii) Planning staff from Environmental Policy and Approvals advise that resource consent is needed to develop the Rail Trail within the small settlement zone – this may take some time to gain, with application, notification and hearings. However this time factor isn't significant as it will be allowed for within the progression of long term plans.
- (iii) There is likely to be some need to reposition one residential septic tank in providing a relatively direct link in the Morrisons to Barclay Roads section. Some fencing and landscaping will also be required and is allowed for in the rough order costings.

DISCUSSION

Immediate Term Options

- (a) The Immediate Term option 1 put forward as a staff recommendation to Council in July 2007 was adopted but with added resolutions that were linked, requiring staff to investigate and report back to the Council prior to November 2007. As a result of new information the staff recommendation for the immediate term option differs from that in the July 2007 report to Council. The Immediate Term option 1 will require a resource consent that is very likely to be opposed by some residents in the immediate area. Whilst staff consider the Council will probably be successful in gaining the consent the length of time to progress the hearing/s will potentially add a relatively significant period of time that makes it's desirability as the best option significantly reduced.

- (b) The alternative 'Immediate Term Option 2', described in this report looks to now be more feasible than it did in July 2007 and also the most expedient to improve the current situation. Following new information gathered and ongoing discussions with stakeholders it appears that this option may now be able to be implemented directly and will provide significantly improved and safer conditions for Rail Trail users over the short term than what exists now. It is for these reasons that staff recommend to Council that it adopt this line of action in the immediate term to create a safer environment for the current Rail Trail users.

Long Term options

- (a) From all of the potential combination of long term options in the past reports staff have now focussed on the two most seemingly feasible Rail Trail options for consideration of Council. Both are considered to be functional, relatively safe and able to provide a level of service that would complement the overall Rail Trail experience. However the recommended Long Term Option 2 provides a higher level of service than the other, it would add more to the overall aesthetics and integrity of the Rail Trail experience for users and it is also safer, but requires more investment.
- (b) The recommended Long Term Option 2 provides a very safe State Highway 75 grade separated crossing that is appropriate to the current group usage and type of Rail Trail users. A recent Rail Trail user survey indicated almost a quarter of the people using the Rail Trail are families with children with a wide spread of ages across all users from the young to the elderly. From all the people using the Rail Trail the survey also indicated that the most valued feature of the Rail Trail is that it is safe / Off Road.
- (c) Whilst several residents in the immediate area have objected to the Long Term Option 2 it needs full public consultation to establish the actual level of local and wider community support or otherwise for the option. The public consultation phase will be undertaken at a time relative to the year that funding is eventually identified within. Funding for any long term option still needs to be identified within the Council's LTCCP capital budget.
- (d) Transit NZ accepts, in principle, the concept of an underpass and would potentially consider a financial contribution towards it, subject to Land Transport New Zealand funding acceptance and Transit's acceptance of the design. Transit would then take responsibility for the structural maintenance but would expect the Council to undertake any day to day operational maintenance needed.
- (e) With the underpass crossing of State Highway 75 it then allows the Rail Trail to be located directly on a significant section of the historic railway line embankment which keeps to the theme of the trail and provides a robust foundation with little surface treatment needed to make the trail operative.
- (f) Where the proposed Rail Trail travels over private land (3 properties – 3 Owners) currently all owners are willing to negotiate with Council over securing access.
- (g) From Barclays Road directly to the Historic Rail Station the proposed option uses Council owned land and provides direct access with little to no conflict with motor vehicle parking and manoeuvring areas whilst retaining the theme of the Rail Trail.
- (h) The Rail Trail will require gaining resource consent in the small settlement zone section of the trail. Advice to date is that an independent notification and hearing process will be required for the consent and this will be separate and likely to be subsequent to the Council's public consultation phase processes.
- (i) The recommended Long term Option is considered to provide for any growth in the Rail Trail usage with easy crossing of the highway in groups and significantly less potential conflict with the main motor vehicle parking and manoeuvring areas in the town.
- (j) Both long term options are acceptable to both the Christchurch to Little River Rail Trail Trust and the Wairewa Runanga. The Wairewa Runanga prefers the Long Term Option 1 whereas the Trust is more supportive of the recommended Long Term Option 2.

- (k) The recommended Long Term Option 2 is therefore considered to add the most to the Rail Trail experience now and potentially in the future should user growth jump such as when the Rail Trail is completed into Christchurch and expanded into the Peninsula. It is also the safest option in regard to the State Highway crossing and is therefore recommended to progress to public consultation.

**COPY OF REPORT TO 23 MAY 2007 COMMUNITY BOARD MEETING
CHRISTCHURCH TO LITTLE RIVER RAIL TRAIL – LITTLE RIVER SECTION**

General Manager responsible:	Jane Parfitt General Manager of City Environment DDI 941 8656
Officer responsible:	Terry Howes Asset & Network Planning Manager DDI 941 8160
Author:	Michael Ferigo Transport Planner Cycling and Pedestrian

PURPOSE OF REPORT

1. The purpose of this report is to seek the view of the Community Board for inclusion into a report seeking adoption by Council of the recommended option of rail trail route be included in the 09/19 LTCCP.

EXECUTIVE SUMMARY

2. The Christchurch to Little River Rail Trail (CLRRT) was initially raised as a concept of creating a continuous pathway for walkers and cyclist between the two locations. After several years of exploring the idea and support between interested parties a group of enthusiastic supporters came together to progress the idea towards implementation.
3. In 2003, The Christchurch-Little River Railtrail Trust was formed as an incorporated charitable trust to transform the former railway route into a trail catering for walkers and cyclists wishing to view the region at close quarters, while avoiding the traffic on the busy road between Little River and Christchurch.
4. The Trust works closely with its partners in developing the Railtrail. Whilst the Rail Trail Trust has an overall interest, the other parties have varying interests in different sections of the Trail with the Trust sometimes being a secondary player to the partner. The partners include - Department of Conservation, Wairewa Runanga, Selwyn District Council, Christchurch City Council, Environment Canterbury and Transit New Zealand. The Trust has key objectives of raising funds to complete the Trail and to engage in consultation with the wide range of interest groups.
5. More than half of the 45km long trail from Hornby to Little River is now open. The first section to be completed, a 20km stretch of the trail between Motukarara and Catons Bay, near Little River opened in May 2006. This section of the Railtrail runs on the old preserved railway embankment and includes a recently developed car park area and toilet facilities.
6. The second section between Prebbleton and Lincoln (7km) opened in November 2006. This section is an off-road track adjacent to the old railway line that runs alongside Birchs Road.
7. The other sections of the trail are being actively progressed towards implementation to achieving the objective of a continuous facility between Christchurch and Little River. The Christchurch City Council has been very supportive in its approach to the Trail and recognised the potential benefits to the local and wider community in establishing such a draw card facility for Christchurch.
8. The Christchurch City Council in response to a report in September 2002 resolved:
 - (a) That the Christchurch to Little River walking/cycleway project be supported subject to funding approval;
 - (b) That the Council consider capital provision for the Christchurch section of the Christchurch to Little River Cycleway/Walkway project as part of its 2003/04 annual plan process;
 - (c) That the Council investigate alternative linkages and routes to join up with the cycleway.
9. The resolutions related to the 'then' Christchurch City area prior to the integration of the Banks Peninsula Area and the funds within the capital cycleways budget (\$580 000) are only identified for developing a connection from the Hornby area.
10. This report considers the section of the Trail from the end of its development alongside the State Highway near the Little River Hotel to the proposed terminus at the Little River Historic

Train Station - totalling just over one kilometre. The detail of various route options for the Trail are included within the Traffic Feasibility Study attached.

11. The report divides the recommendations into immediate, short term and long term options. Members will be aware that the Trail is currently operative and its development finishes in a 100 kph posted area of the State Highway with no pathway provision into Little River. The Banks Peninsula Council whilst recognising the Trail in its 2005/06 Walking and Cycling Strategy and Strategic Plans had no capital funds identified to assist the Trail when it integrated with the City.

FINANCIAL IMPLICATIONS

12. The work associated with the consultation and adoption of a preferred route can be accommodated within existing budgets, however the rough order of costs for the preferred route is \$250,000 - \$300,000. This means that the project will need to be submitted as part of the 2009/19 LTCCP review for inclusion in future capital programme.

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

13. The funding for the completion of the Little River Cycle trail at Little River is not included in the 2006/16 LTCCP

LEGAL CONSIDERATIONS

14. There are considered to be no legal implications.

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

15. As above.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

16. As above.

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

17. As above.

ALIGNMENT WITH STRATEGIES

18. This aligns with the Councils Walking and Cycling Strategy and Strategic Plan for Banks Peninsula.

Do the recommendations align with the Council's strategies?

19. As above.

CONSULTATION FULFILMENT

20. Consultation with significant stakeholders and interested parties has been initiated, subsequent public consultation to be entered into per the capital project standard process.

STAFF RECOMMENDATION

21. It is recommended that the Community Board :
 - (a) Support the recommendations within the attached feasibility report for the immediate actions to be progressed;
 - (b) Support the reports preferred trail route in principal (from its current termination approximately 200 metres north of the Little River Hotel, on the eastern side of the State Highway corridor to a crossing point near Barclays Road intersection and along Barclays Road corridor and travelling over the Council owned land that links it to the Little River Historic Rail Station).

- (c) Recommend to Council that it include this project in the 09/19 LTCCP.

BACKGROUND (THE ISSUES)

22. Whilst the CLRRT Trust has an over arching interest in the project and is for the majority of the trail the prime driver in managing the development, certain sections of the trail have other parties taking primary responsibility for the trails development. One such section is Birdlings Flat towards Little River where the Wairewa Runanga is heading the development over DOC land as part of its wider plans for the area. The Runanga's formal interest in the Trail has taken the Trail development to approximately 200m on the north side of the Little River Hotel. From here the route options for the Trail lead within Transit NZ and/or Council land to a large degree. Hence the Council is managing the section into Little River to the logical terminus of the Historic Little River Rail Station.
23. This area was under the Banks Peninsula District Council (BPDC) up until the integration into the Christchurch City Council in 2006. The previous Council recognised the project within its Walking and cycling Strategy and Strategic Plan which identified within its 'top ten' projects, a graded separation crossing for the Rail Trail near Little River. However, the former BPDC didn't allocate any funding to this in the short time remaining to it prior to its integration with the City. Hence the CCC has 'inherited' this section with no identified funding.
24. The sections of completed trail are being walked and cycled now by many people. Counts on the Motukarara section between June and October 2006 showed that regularly over 300 people were cycling the trail each week – the large majority using the weekends to enjoy the Trail.
25. Hence currently the people enjoying the trail are coming to the end of the trail approximately one kilometre from the middle of the town, many are continuing to complete their trip into town over which some half a kilometre on the towns edge is via the roading corridor with no cycle or walking facilities in a 100 kph zone. This situation is considered very undesirable based on the safety risks and an immediate alternative short term route is being suggested until budgets and planning allow the preferred solution to be implemented.
26. This report looks at the options for developing the Trail from the point it is developed up to now i.e. approximately 200 metres on the northern side of the Little River Hotel on the Eastern side of the State Highway into the township to finish at the Historic Train Station. It advises on the safety issues needing to be addressed immediately in relation to current usage. It also identifies future options and considers the associated significant issues of each option. The report concludes with a recommended preferred route that will be progressed to use for the consultation process.

Immediate Actions

27. There is an immediate need to develop a link into the township to improve the safety for trail users who naturally want to conclude their trail trip at Little River. It is recommended that this be achieved by arranging temporary public access over one property that sits between the Trail at a crossing point on the State Highway approximately 200 metres north of the Little River Hotel and Morrisons Road. The property concerned is No#4165 on the Christchurch to Akaroa State Highway and is just over 500 metres in length.
28. The owners of the property are positive about the possibility of the Trail travelling through their property as a temporary or as a permanent option. The owners are progressing planning requirements to develop a complementary use, by providing on-site accommodation for travellers. Staff from the Property Unit are ready to progress negotiations with the owners to develop the Trail on the property as a temporary measure in line with the recommendations in this report. Planning advice suggests that resource consent would be required for the trail to traverse the property. Such consent will take between three to six months to progress.
29. This option will also require some Council funding to add a surface treatment to the existing railway corridor along the length of the property and a cattle stop/ gate at each end. Any Council expenditure will need some agreement with the owners on security of the tenure of temporary public access over the property until the preferred route option is implemented.
30. From the end of the property at Morrisons Road the Trail walkers and cyclists (walking their bikes) will utilise an existing footpath between Morrisons Road and Barclays Road intersections

with the State Highway, thus avoiding cyclists having to be on the busy carriageway. The footpath which is 1.6 metre wide should be used as an interim measure in the short term subject to Council adoption of the preferred route.

31. Finally from the intersection of Barclays Road and the State Highway it is recommended that in the immediate term the Trail track up Barclays Road to the Council owned land that leads up to the Little River Historic Rail Station. This is largely via a gravel road that for the most part will soon be closed off to motor vehicles.
32. It is also recommended that this route be sign posted to ensure tourist and all visitors go the safest way available to them.
33. Staff will endeavour to identify funds for this immediate work which is expected to cost between \$15,000 to \$20,000.

Short Term Options

34. The short term actions recommended in the attached report are dependent on what the Council chooses as the long term option for the Trail. The short term options mainly relate to upgrading the immediate measures of which some or all will be required depending on which route is continued with as the preferred option.

Long term Options – Preferred Trail Route

35. Whilst these have been titled 'Long Term' it is staff intention once a preferred option has been adopted to progress this Trail in line with the Council's priority for such off road shared pathways and to reflect its strong support for the CLRRT.
36. The long term options of developing a link from the Trail's current finish, to the Little River Historic Rail Station are detailed within the attached consultants report. The reports planning has been progressed in consultation with a number of the main stakeholders or interested parties.
37. It should be recognised that there are a number of significant factors that may need to be progressed following any Council decision on a preferred option. Some of the factors such as possible resource consents and negotiations with land owners could dictate significant changes to the project. However, it is important at this stage to gain direction from the Council on which option is the preferred one to progress with public consultation and reporting back.
38. The issue of the Trail having a graded separation crossing of the State Highway, i.e. an underpass as noted in the Bank Peninsula Walking and Cycling Strategy has been considered. Transit NZ considers the ground levels and drainage as significant factors in not supporting this option. The rough order costs estimate of an underpass which would be operable in this environment is \$ 500, 000.
39. Essentially with out an underpass the options presented split into crossing the State Highway in a 100 kph zone or in the 70 kph zone within the Township. It should be noted that there is a current initiative to reduce the Towns 70 kph zone to 60 kph. The possibility of reducing the 100 kph zone in the vicinity of where the trail currently ends was raised with staff from Transit NZ who indicated they are not in favour of any reduction in this area.

THE OBJECTIVES

40. To ensure there is a safe and attractive trail facility and terminus for walkers and cyclists provided in the destination section of the Christchurch to Little River Rail Trail.

THE OPTIONS

41. (A) The trail crosses the State Highway 200m north of the Little River Hotel in the 100 kph zone and travels along the historic rail corridor (on private property) to Morrisons Road where it tracks back to the State Highway corridor for a 'dog leg' around to Barclays Road. From here it travels up Barclays Road to the Council owned land at the back of the properties fronting the State Highway, thus linking to the Little River Historic Rail Station.

- (B) The trail crosses the State Highway 200m north of the Little River Hotel in the 100 kph zone and travels along the historic rail corridor (on private property) to Morrisons Road where it tracks back to the State Highway corridor for a 'dog leg' around to Barclays Road. From here it travels up the State Highway corridor to track through the car park to the Little River Historic Rail Station.
42. (A) The trail crosses the State Highway 200m north of the Little River Hotel in the 100 kph zone and travels north along the State Highway corridor on the western side to Barclays Road intersection where it can continue to travel up the State Highway corridor, through the car park to finish at the Little River Historic Rail Station.
 - (B) The trail crosses the State Highway 200m north of the Little River Hotel in the 100 kph zone and travels north along the State Highway corridor on the western side to Barclays Road intersection where it runs up Barclays Road corridor to the Council owned land and follows this to the Little River Historic Rail Station.
 43. The trail crosses the State Highway 200m north of the Little River Hotel in the 100 kph zone and travels along the historic rail corridor (on private property) to Morrisons Road where it crosses the road and travels through the (private) properties between Morrisons and Barclays Roads where it then tracks across Barclays Road to the Council owned land that links it to the Little River Historic Rail Station.
 44. The Trail stays on the eastern side of the State Highway, tracking along its corridor until it reaches a point opposite Barclays Road:-
 - (A) Where a crossing point is developed within the 70 kph zone. From here it tracks up Barclays Road corridor and into the Council owned property that allows it to link up to the Historic Rail Station.
 - (B) Where a crossing point is developed within the 70 kph zone. From here it continues up the western side of the State Highway on a protected two way pathway to track through the car park to the Little River Historic Rail Station.
 - (C) The trail continues up the Eastern side of the State Highway to a point opposite the Little River Historic Rail Station car park where a crossing is developed.

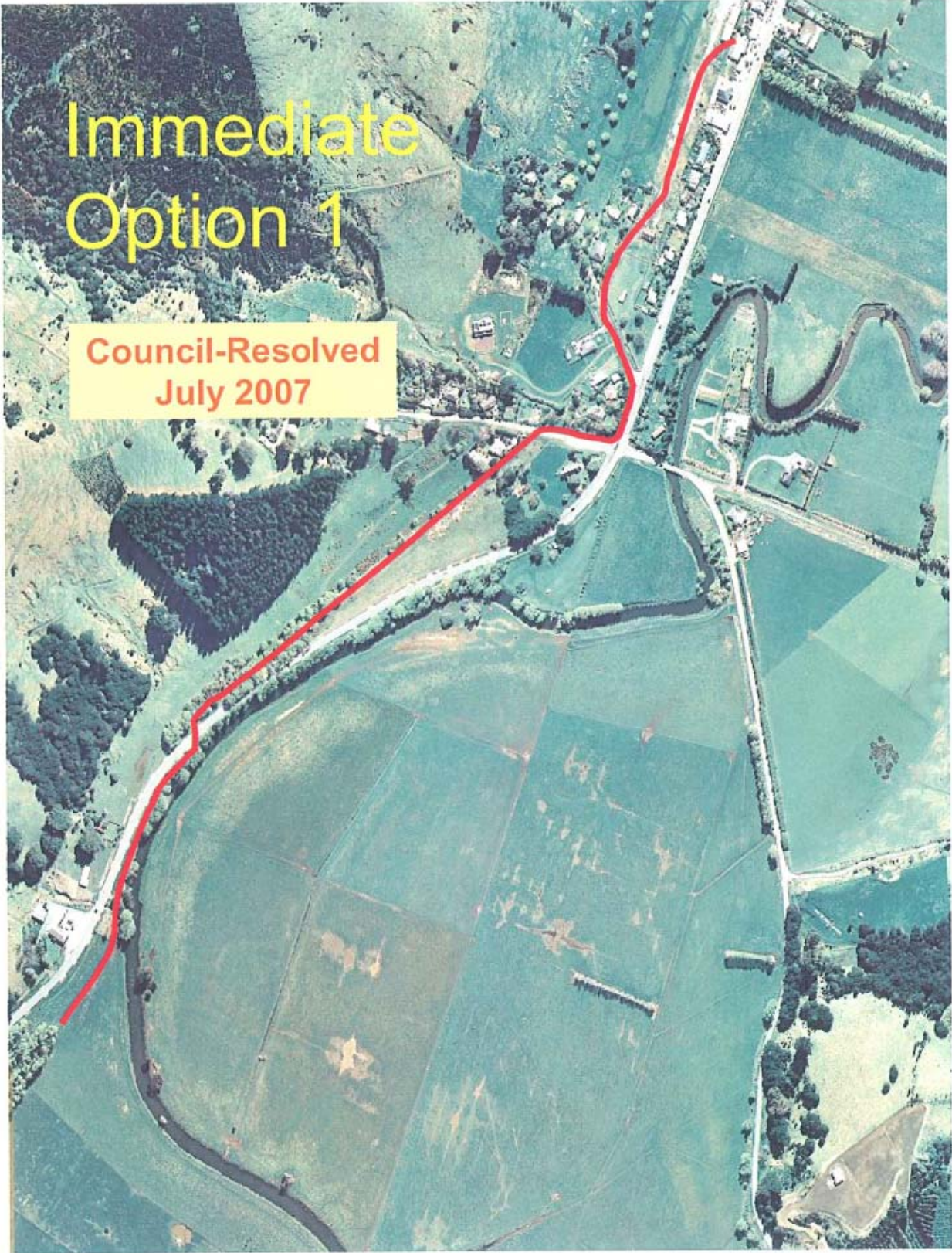
THE PREFERRED OPTION

45. The preferred option '44.A)' stays on the eastern side of the State Highway, tracking along its corridor until it reaches a point near Barclays Road where a crossing point is developed within the 70 kph zone. From here it tracks up Barclays Road corridor and into the Council owned property that allows it to link up to the Little River Historic Rail Station.
46. The crossing of the State Highway in a 100 kph zone has been developed to meet the required design for safety levels however this still creates a potential risk that the preferred option can avoid by crossing in a 70 kph (future possibly 60 kph) zone. The recommended option stays on the eastern side of the State Highway until it crosses near Barclays Road. It is proposed for it to then travel up Barclays Road corridor to take advantage of the opportunity to use the Council owned land to track to the Historic Rail Station thus avoiding tracking through the Township on either side of the State Highway with busy driveways, car parks, significant drainage costs and or construction costs. This option will maximise the amenity value and keep relatively high levels of safety for the Trail walkers and cyclists.
47. The immediate actions could take up to six months to achieve a useable alternative route for the Trail due to the process of needing to gain resource consent. However, the long term preferred option whilst achievable in principle still needs assessment work and funding needs to be identified. It may take up to two years to have the long term option operable, if in the next few months this is considered able to be significantly reduced the benefits of continuing to pursue the immediate actions would need to be re assessed.
48. The rough order costs for the preferred option is in the range from \$ 250,000 to \$ 300,000. This funding is not identified in Council budgets and as such if progressed will need to be included within the next Long-Term Council Community Plan (LTCCP) review for 2009 – 2019 process.

Little River Shared Pathway

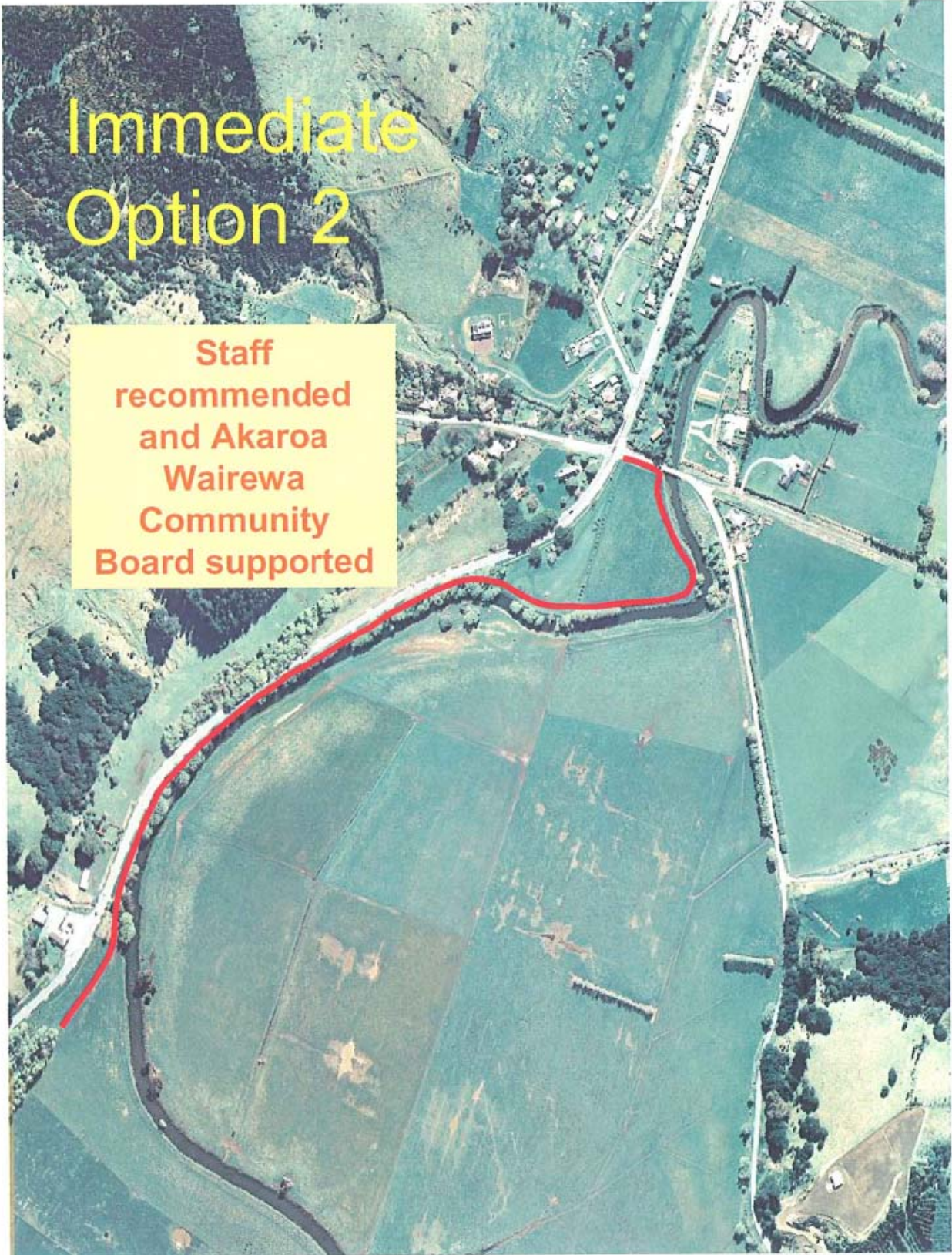
Option Overview





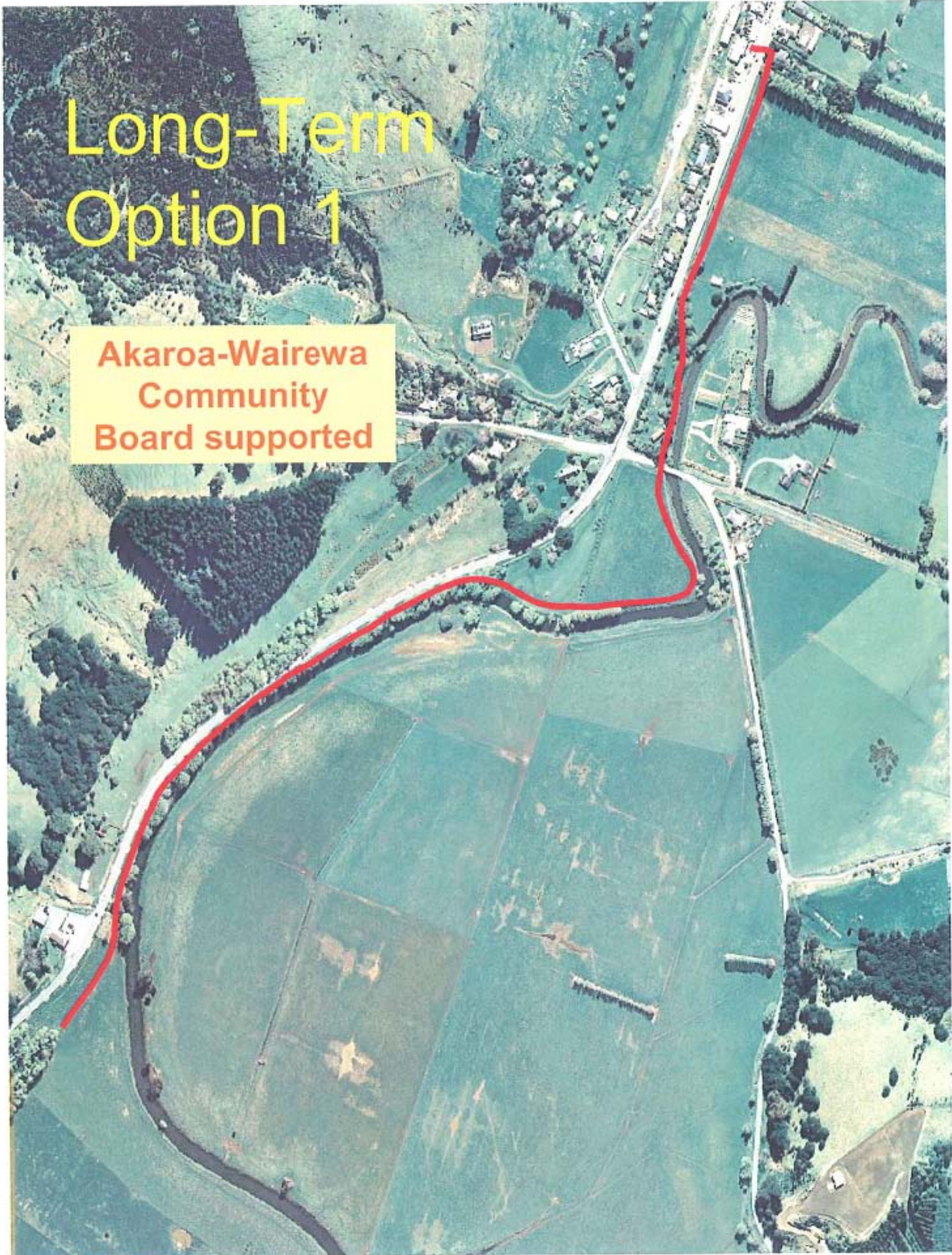
Immediate Option 2

**Staff
recommended
and Akaroa
Wairewa
Community
Board supported**



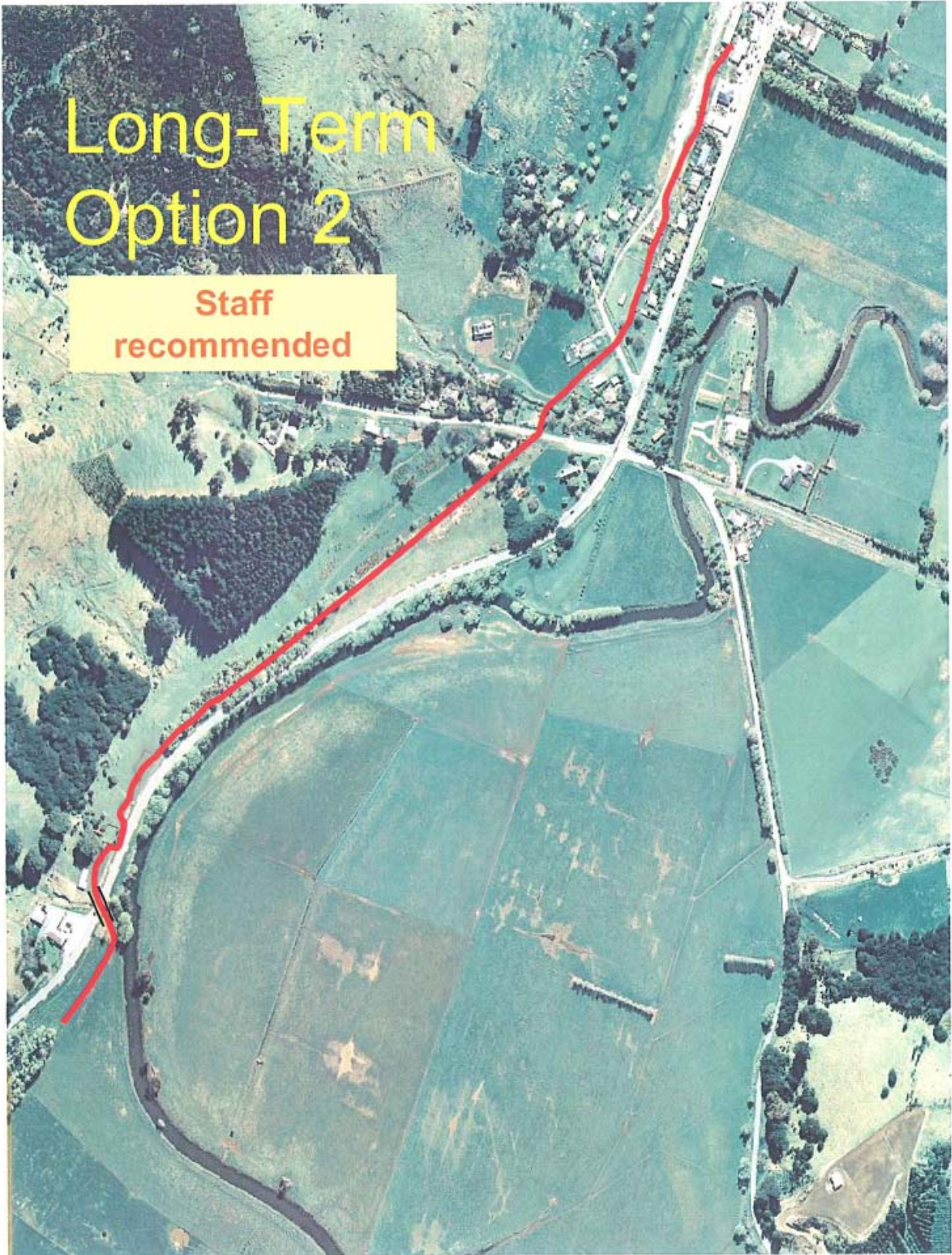
Long-Term Option 1

**Akaroa-Wairewa
Community
Board supported**



Long-Term Option 2

**Staff
recommended**



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Christchurch City Council

Railtrail Shared Pathway in Little River: Feasibility Study



Status: Final

Date: 30 April 2007



1. INTRODUCTION

The Christchurch to Little River Railtrail mostly follows the route of a 19th century railway line between Hornby Junction and Little River via Prebbleton, Lincoln, Motukarara and Birdlings Flat. Currently, the last section of the Railtrail starts at Motukarara and finishes just north of the Little River pub in a location where the railway used to cross the road (see Figure 1). The crossing point has just been created (see Figure 2). The Railtrail's extension to Little River township is planned. The trail is planned to end on the north-west side of the State Highway at the historic Little River Railway Station (see the photo on the report cover – this is now an information centre).



Figure 1 Current end of the last section of the Railtrail



Figure 2 SH crossing point visible in background

2. PROJECT BRIEF

The brief for this feasibility study is to:

- Investigate the possibility of leading the last section of Railtrail shared pathway in Little River from the existing crossing point north of the Little River pub past Morrisons Rd into the area of the historic Little River Railway Station (see Figure 3).

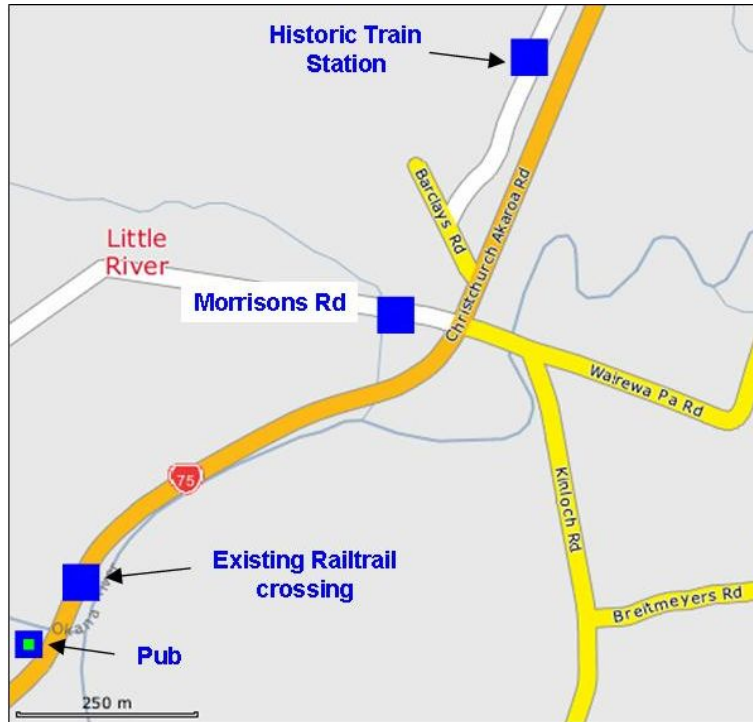


Figure 3 Section between Morrisons Rd and Historic Train Station

- Undertake some limited consultation with the most affected stakeholders.
- Deliver the scheme with alternative options.
- Propose the position of signage for this part of the Railtrail.
- Give guidance on cycle parking opportunities.

The overall length of the project is some 1,150m.

3. METHODOLOGY

Aerial photos have been printed (scale 1:500) with legal boundaries (imported from CCC's webmap system) superimposed. Site visits have been undertaken, carrying out visual checks regarding the practicability of building a Railtrail shared pathway, with measurements undertaken. Several discussions with local residents, Transit NZ and other stakeholders were carried out.

The findings of this feasibility study are documented in this report, supported by photographs and scheme drawings.

4. OPTION ASSESSMENT – IMMEDIATE IMPROVEMENTS

Initially, the first priority is to ensure that existing Railtrail users can safely be accommodated on their journey into Little River. There are three components to the immediate improvements that are required:

- The owners of 4165 Christchurch to Akaroa Road have offered their land for a pathway to be constructed. This would provide a link from the existing crossing point to Morrisons Road.
- Users need to be directed by signs onto the most suitable route into or out of Little River.
- The existing footpath on the east side of SH75 between Morrisons Road and Barclays Road is currently not useable, as it is overgrown. This would need to be cleared.

4.1 Railtrail Shared Pathway across private land

The photo shown in Figure 4 shows the old railway embankment going across the privately owned land of 4165 Christchurch to Akaroa Road. The other end of this pathway option is the existing crossing point shown in Figure 2. The Wairewa Runanga has requested financial support (~\$8k) from CCC for path surfacing and cattle stops at either end of the property. This will give users an alternative to the section of SH 75 south of Morrisons Road with an open road speed limit and a lack of sealed road shoulder (see Figure 5).



Figure 4 View from Morrisons Rd south along the old railway embankment



Figure 5 Lack of road shoulder north of existing crossing point

4.2 Railtrail markers

It will be necessary to sign the proposed Railtrail shared pathway both by information signs along the track and by directional marking on the road. Six Railtrail markers with CCC branding (see Figure 6) are proposed along the section under discussion in this report, and arrow markings painted on adjacent road where it is sealed.



Figure 6 Railtrail marker

4.3 SH section between Morrisons and Barclays Roads

The existing footpath along the western side of State Highway 75 is proposed to be used for the Railtrail shared pathway in its section between Morrisons Rd and Barclays Rd (see **Error! Reference source not found.**). The groundcover that was growing on the pathway and made it unusable has recently been removed, but overhanging vegetation will still have to be cut back.



Figure 7 Existing pathway to be used as a shared pathway

The existing footpath, once cleared of overhanging vegetation, is at 1.65m still reasonably narrow. Alternatively, it could be considered to mark a cycle lane for northbound cyclists in what is currently the parking lane. This would mean that only southbound cyclists are sharing the footpath with pedestrians. In either case, it could be considered asking cyclists to dismount along this section of shared path, prior to it being widened.

4.4 Immediate Improvements – Summary

Figure 8 gives an overview of the immediate improvements proposed above. This includes the following elements:

- Building a trail and two cattle stops on private land bounded by SH75 and Morrisons Road,
- Signing the Railtrail shared pathway, and
- Making the section along SH75 between Morrisons and Barclays Roads usable.

For the time being, the Railtrail would end in the car park behind the Railway Station. This latter proposal is described as Option 3 in Appendix 1.

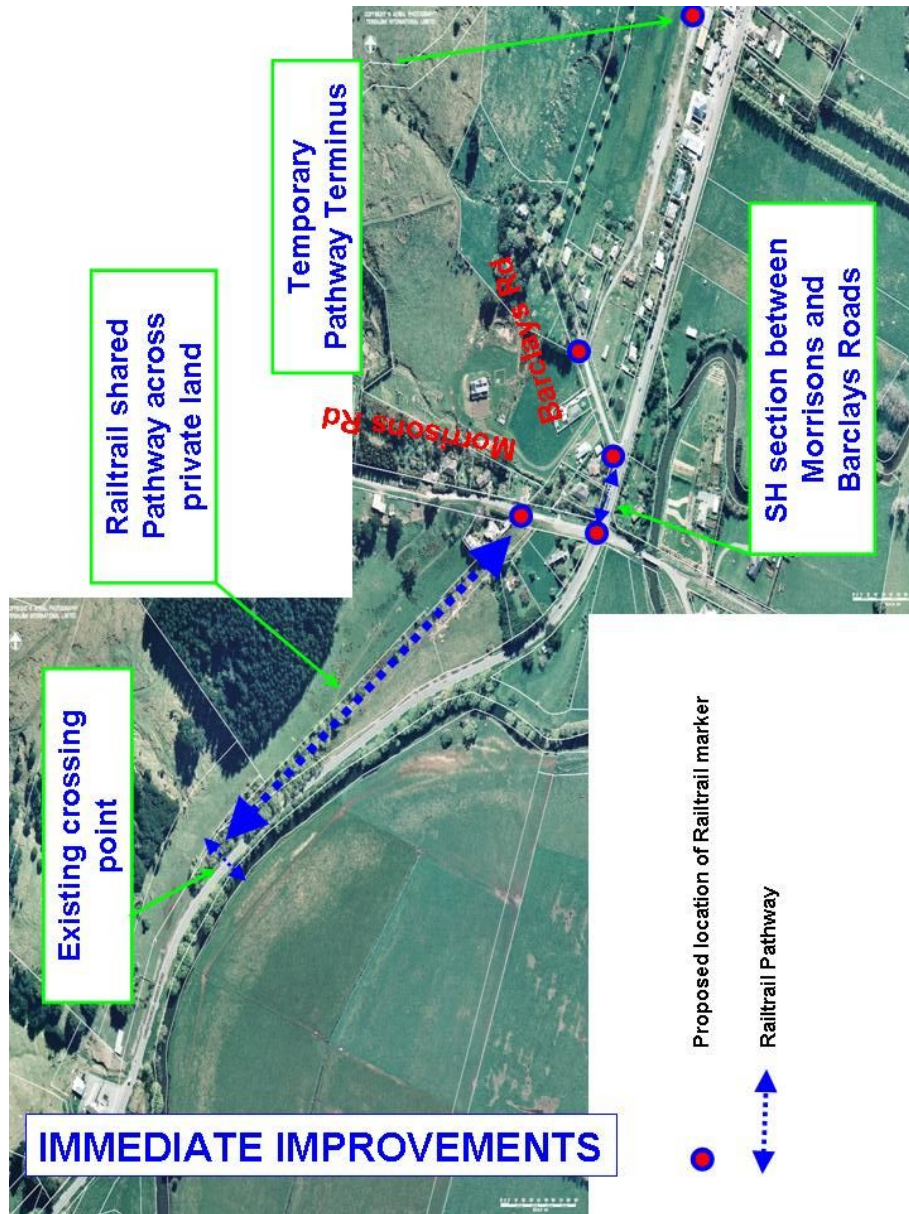


Figure 8 Immediate improvements overview map

5. OPTION ASSESSMENT – SHORT TERM OPTIONS

In the short term, there are some options that should be further investigated, and where there are choices, the preferred option should be identified and implemented. There are four components to the immediate improvements that are required:

- Upgrades to Morrisons Road should be considered.
- Upgrades to the SH section between Morrisons Rd and Barclays Rd need to be considered.
- A connection from the intersection of SH75 / Barclays Road to the Railway Station needs to be established. This could either follow the SH or utilise the old railway corridor off Barclays Road.
- A short pathway connection needs to be established connecting the gravel road (i.e. the road that runs past the Recycling Centre) and the railway station.

11. LITTLE AKALOA DOMAIN REDEVELOPMENT

General Manager responsible:	General Manager City Environment Group DDI 941-8656
Officer responsible:	Transport and Greenspace Manager
Author:	Mary Hay

PURPOSE OF REPORT

1. The purpose of this report is to:
 - (a) Seek the approval of the Board to proceed to detailed design and construction of the Little Akaloa Domain Redevelopment.
 - (b) Seek funding from the 2007/08 Community Board Reserves Project Fund for park furniture.

EXECUTIVE SUMMARY

2. Little Akaloa Domain is a community park situated on Little Akaloa Road, set back approximately 200 metres from the bay. The domain contains two tennis courts, a tennis clubroom, a hall and a recently installed public toilet near a disused play area. The remainder of the reserve is open space that is used for camping in the summer months. These facilities provide an important facility for the local community and the courts and camping area are well used by holiday makers.
3. The domain is the home court for the Bank Peninsula Tennis Club, which plays interclub tennis in the Ellesmere league. This is the only tennis club located in Banks Peninsula. The lower court is relatively new but requires some minor repair work. The upper court needs to be reconstructed to better accommodate interclub tennis. The club has begun fundraising for this work.
4. The Little Akaloa Recreation Reserve Management Plan (Banks Peninsula District Council, 2004) guides the future management of the reserve. It includes the following schedule of proposed works:
 - Mow and graze grass in campground.
 - Prune shade trees.
 - Remove, relocate or renovate the children's playground.
 - Maintain hall.
 - Maintain pavilion.
 - Construct new toilet and shower block.
 - Maintain the site furniture.
 - Maintain court surfaces, nets and ball fences.
5. The Little Akaloa Reserve Management Committee is a subcommittee of the Board. The project team worked in partnership with the reserve committee to develop a concept for the development of Little Akaloa Domain.
6. Initial research and the management plan helped to inform the project objectives, which are to:
 - Work with the reserve committee to create a development plan that supports the objectives of the management plan.
 - To consider the needs of the local community and the constraints of the available funds.
 - To prioritise the replacement of the existing playground:
 - (a) Provide a playground for a wide range of users that is safe, accessible, creative and adventurous
 - (b) Consider the visual effects of the playground on the adjoining properties
 - (c) Integrate the playground into the site with appropriate landscape treatment

7. After discussing the issues and aspirations for the development of the domain, the reserve committee decided that it was a priority to make the reserve more accessible to a range of users. As such, it was decided to spend the \$30,000 allocated to the current financial year on a new entry to the reserve, pathway linkages to new and existing facilities and a modest new playground with allowance for future play equipment.
8. To support the tennis club the committee decided to contribute the \$10,000 allocated in the 2008/09 financial year to the upgrade of the top tennis courts. As this money is allocated for the year ending 30 June 2009, the club can fundraise until February 2009 for the remaining cost of this work. If the funds cannot be raised for this work, the money will be used to complete other items on the concept plan.
9. The project team developed a concept to meet these objectives, which included the following:
 - A small playground (swings & climbing frame), paths, landscaping & park furniture (2007/08).
 - Contribute to the reconstruction of the top court, if the tennis club can raise the remaining funds. Otherwise spend on landscaping and park furniture (2008/09).
10. This concept plan has been designed to provide a modest play experience to children in an area that provides numerous opportunities for imaginative play. It also improves access, retains open space and is in keeping with the overall character of this reserve.
11. A seven week consultation period, which closed on 4 February 2008, was run over the Christmas/ New Year period in order to reach both bach owners and local residents. In December 2007 a publicity pamphlet was distributed to approximately 200 residences, absentee owners and key stakeholders (refer attachment 1). 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.
12. The publicity pamphlet was also displayed in the notice board in the domain, in the tennis clubrooms and handed out at the Red Cross fundraiser on 30 December. An article was also run about the consultation in the Akaroa Mail and posted on the CCC *Have Your Say* website.
13. The consultation outcome and project team responses are included in attachment 2. The consultation received a 15% response rate (30 responses). Community feedback was very positive with 90% of respondents ticking "YES – I generally support the plan". No respondents ticked the "NO – I do not support the plan" option.
14. The submission from the reserve committee was supportive of the proposal and is as follows:

"At a meeting of the Little Akaloa Reserve Board held on 15th January a motion was passed unanimously expressing their approval of the work to be done around the hall. Two concerns were highlighted

 1. *Due to the volume of water that comes down the hillside in the winter it is felt that concrete paths would be more practicable than grit paths which would have the fill washed away.*
 2. *Again during winter the outlet pipe by the creek to the drain often floods as it is not long enough to take the water flow down the hillside. Please ensure that the pipe is of a larger size than the present one.*
 - *The walkway has large base of shingle underneath the long grass would be suitable for current use with regular mowing or spraying.*
 - *A former path from the style to join up with the toilet path is required.*

Other than the above the meeting was very very pleased with the improvements to the hall and will be a big asset in the bay in the future."

15. The project team considered the feedback from consultation and revised the concept plan by including the following amendments:

Issues raised by the community	Amendments to the concept
The access leg from Lukes Rd should link up with pathway to public toilets	A pedestrian link between the toilets and the access leg to Lukes Road will be investigated
The culvert across the reserve access should be increased in diameter	The diameter of this culvert will be investigated
Concrete paths would be more practicable than grit paths which would have the fill washed away	The pathways will ultimately be constructed of either concrete or asphalt. However grit paths may be installed in the short term to accommodate heavy vehicle access and construction timetables for the resurfacing of the tennis court
Access to the hall is required for a catering van	The playground will be moved northwards to accommodate access to the hall kitchen
Narrow concrete paths do not comply with Council's access standards	Existing narrow concrete paths will be removed from toilet area and replaced with 1.8 metre wide paths

16. A number of other issues were raised and have resulted in the following actions or comments by the project team.

Issues raised by the community	Actions or comments by the project team
Could planting of kowhais & hoherias be continued along road side of camping ground?	As funding for this project is limited the reserve committee has agreed to undertake this work at a later stage
If stock are on Domain, <u>gates</u> and <u>fencing</u> will still be required to stop stock going onto tennis courts	The stock have been permanently removed from the domain, which will now be mowed by Council
These facilities need to be regularly maintained and protected from damage and vandalism	The domain will be jointly maintained between Council and the reserve committee
Tennis court upgrade: <ul style="list-style-type: none"> We would like to see the upper court reconstructed to better accommodate interclub tennis Why is money is going to repair/replace the courts at Le Bons Bay and not Little Akaloa Funding for tennis courts could come from Community Trust. They have previously allocated \$50k for a tennis court upgrade The construction machinery needs to access the court that is to be resurfaced 	<ul style="list-style-type: none"> Council plans to contribute to the resurfacing of the courts to supplement fundraising by the tennis club Le Bons Bay has sufficient funding allocated to allow the upgrade of the tennis courts and playgrounds. By contrast, the funding allocated at Little Akaloa would allow either the resurfacing of the courts or the installation of playground, paths, park furniture, landscaping. The advice regarding funding has been passed on to the reserve committee and tennis club Access will be maintained for heavy vehicles for the resurfacing of the court
Toilet/showers: <ul style="list-style-type: none"> The toilet is not in a very safe position - Keep sight lines open Oppose construction of a shower block in the domain Showers would serve more people if they were attached to the toilets on the beach front 	<ul style="list-style-type: none"> No new toilet is proposed, sight lines will be kept open and improved around the existing toilet A new shower block is not proposed. The reserve committee decided not to install showers with the toilet block in the domain as the campground is only busy for approximately one month of the year. The intention is for the campground to be able to fund basic services and retain reasonable fees This project does not include an upgrade to the toilet block on the beachfront
Instead of any future extensions to the playground within the Domain would be to provide another small playground along the beachfront	The reserve committee considered locating a playground on the beachfront but decided that the domain was a better location, as there would not be a vehicle conflict or detractor from the coastal views
Would the playground area be fenced off if dogs were harassing park users was proven to be a problem?	Dogs must be under effective control. If dogs prove to be a problem, the dog control would be asked to take action
Keep more grass by the hall and club rooms as people picnic there	The asphalt around the hall has already been installed by the reserve committee
Trees such as the oak near toilet block need a good remedial prune to prolong life as they have 'hacked' in the past	The request for tree pruning has been logged as a Request for Service. Council's response to this request can be tracked by calling 941-8666 and asking for an update on CSR90771970

Request sealing of short access road to the recycling depot.	The request for an access road to recycling depot has been logged as a Request for Service. Council's response to this request can be tracked by calling 941-8666 and asking for an update on CSR90775311
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17. The recommended concept plan is included as attachment 3. The playground, paths and landscaping will be installed around May 2008. The park furniture will be installed as funding allows. The top tennis court will be resurfaced in March/April 2009, if funding allows.

FINANCIAL IMPLICATIONS

18. Funding has been set aside in the Transport and Greenspace Capital Programme in the 2006-16 LTCCP. Specifically:
- (a) 2007/08 \$30,000 Little Akaloa Domain Redevelopment (New Reserves Development)
 - (b) 2008/09 \$10,000 Little Akaloa Domain Redevelopment (New Reserves Development)
19. The cost estimate for this project, excluding park furniture and tennis court reconstruction, is \$32,500. The additional funds required to cover the shortfall will be sourced from the Community Board or the Transport and Greenspace Capital Programme.
20. The \$10,000 that is allocated in 2008/09 will be contributed to the upgrade of the upper tennis court. The remainder of the cost of the work will be raised by the club. It has been agreed with the reserve committee and the tennis club that, if the required funds for this work cannot be raised by February 2009, then the \$10,000 from the Capital Programme will be used to develop other aspects of the reserve, such as park furniture.

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

21. As per above.

LEGAL CONSIDERATIONS

22. The Little Akaloa Reserve Management Committee is a subcommittee of the Board. The project has been developed in partnership with the committee.
23. All necessary resource consents and building consents will be obtained before any construction is undertaken.
24. All work will be carried out by a Council approved contractor.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

25. **LTCCP 2006-2016 Parks, Open Spaces and Waterways – Page 123**
- (a) Environment – By offering opportunities for people to contribute to projects that improve our city's environment
 - (b) Recreation – By offering a range of active and passive recreation and leisure opportunities
 - (c) Health – By providing areas for people to engage in healthy activities
26. **Parks and Open Spaces Activity Management Plan**

ALIGNMENT WITH STRATEGIES

27. Social Wellbeing and Safer Parks Policy and Parks and Waterways Access Policy.

CONSULTATION FULFILMENT

28. This project has been run in partnership with the Little Akaloa Reserve Management Committee, which supports the recommended concept plan (File Reference LP222502 that is included as attachment 3. Extensive consultation has been undertaken with the local community via a letterbox drop and comment form to the local community, media release and local events.

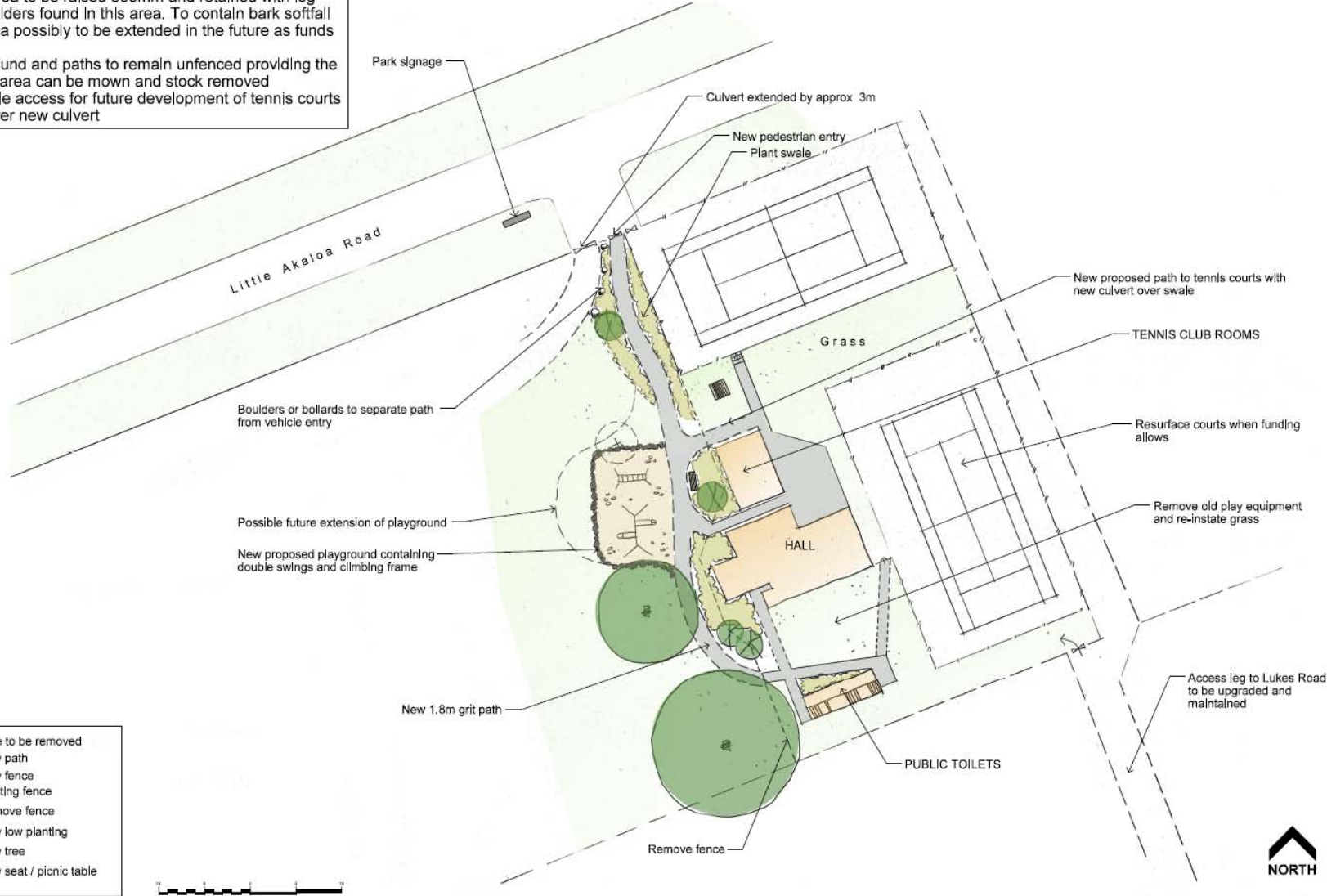
STAFF RECOMMENDATION

It is recommended that the Akaroa/Wairewa Community Board:

- (a) Approve the plan File Reference LP222502 (presented as attachment 3) in order to proceed to detailed design and construction of the Little Akaloa Domain Redevelopment.
- (b) Allocates \$2,500 from 2007/08 Community Board Reserves Project Fund to the Capital Programme Unit for the 2007/2008 Little Akaloa Domain Redevelopment project for the installation of a picnic table and a park bench.

Playground area to be raised 300mm and retained with log rounds or boulders found in this area. To contain bark softfall surfacing. Area possibly to be extended in the future as funds allow.

- New playground and paths to remain unfenced providing the camp ground area can be mown and stock removed
- Heavy vehicle access for future development of tennis courts allowed for over new culvert



Legend

- Tree to be removed
- New path
- New fence
- Existing fence
- Remove fence
- New low planting
- New tree
- New seat / picnic table

Attachment to Clause 11

 CAPITAL PROGRAMME GROUP	DATE	DESIGNED	NAME	SHOWN	DATE	APPROVED		
	BENCH MK	DESIGNED	J Day	2/09	21/03/08	FOR TENDER		
	RL	DESIGN REVIEW				DATE	SIGNED	
	REVISION	DRAWN	S. Sherris	2/09	27/03/08			
	SURVEY ID	DATA CHECK				FOR CONSTRUCTION		
	DATE					DATE	SIGNED	
PROJECT TITLE: LITTLE AKALOA DOMAIN							DRAWING TITLE: Landscape Concept Plan	
CONTRACT NUMBER: 07/08-							ORIGINAL SHEET NO: A1	
CAD DRAWING FILE REF: LP222501							SCALES: 1:200	
GPS PROJECT FILE NUMBER: 500658							SHEET: L01 OF 1	

Project Objectives:

- To work with the reserve committee to create a development plan that supports the objectives of the management plan
- To consider the needs of the local community and the constraints of the available funds
- To prioritise the replacement of the existing playground
 - Provide a playground for a wide range of users that is safe, accessible, creative and adventurous
 - Consider the visual effects of the playground on the adjoining properties
 - Integrate the playground into the site with appropriate landscape treatment

The proposed development plan includes:

- A playground - with swings and a climbing frame. The campground will be mown so no fence required. Construction is scheduled for 2008. Allowance has been made for possible future extensions to the playground.
- Pathways - linking from the reserve's entrance to the public toilet, via the new playground. An informal pedestrian link from the reserve to Lukes Road will also be maintained. Construction is scheduled for 2008
- Park furniture - including a picnic table, seat near the playground, and park signage. Installation as funding allows
- Landscaping - trees and planting beds that help delineate the pedestrian/vehicle access. Installation as funding allows
- Reconstruction of the top tennis court – council is undertaking investigations to determine the cost of this work, which is likely to be in excess of \$40,000. Construction is scheduled for 2009, if funding allows.

Public Consultation:

This leaflet has been sent to all properties in Little Akaloa and a number of other interest groups. If you would like additional comment forms or would like any further information about this project please don't hesitate to contact Mary Hay on the details provided below.

Please consider the attached concept plan and provide your comments in the attached form and return it by **Monday 4 February 2008**.

Project Timeline:

- Consultation – the public consultation will be open over the holiday season and close on 4 February 2008
- Assessment of feedback – when the submissions have been received the concept will be finalised and amended to reflect community views, where possible
- Approval of the proposal - approval will be sought from the Akaroa/Wairewa Community Board to proceed to detailed design and construction. If you provide us with your contact details on the feedback form, we will advise you of the project team's recommendation and the upcoming decision
- Construction – the playground and paths will be installed around April 2008. The park furniture and landscaping will be installed as funding allows. The top tennis court will be reconstructed in March/ April 2009 if funding allows.

It's your City

www.ccc.govt.nz/haveyoursay

Mary Hay
Consultation Leader (Greenspace)
Christchurch City Council
Papanui Service Centre
PO Box 5142
Christchurch
Ph: 941-5410 Mobile: 027 232 7467
Email: mary.hay@ccc.govt.nz

It's your City



www.ccc.govt.nz/haveyoursay

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 Little Akaloa Domain.

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 attached comment form, with any feedback, and returning it by **Monday 4 February 2008**.

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

Little Akaloa Domain Redevelopment

Little Akaloa Domain is a community park situated approximately 200 metres from Little Akaloa bay. The domain contains two tennis courts and a clubroom, a hall and a new public toilet near a disused play area. The remainder of the reserve is open space that is used for camping in the summer months.



The domain is the home court for the Bank Peninsula Tennis Club, which plays interclub tennis in the Ellesmere league. This is the only tennis club located in Banks Peninsula. The lower court is relatively new but requires some minor repair work. The upper court needs to be reconstructed to better accommodate interclub tennis. The club has begun fundraising for this work.

The reserve is managed by the Little Akaloa Reserve Management Committee, which is comprised of six elected members. The reserve management plan includes the following schedule of proposed works:

- Mow and graze grass in campground
- Prune shade trees
- Remove, renovate or relocate the children's playground
- Maintain hall, pavilion and site furniture
- Construct new toilet and shower block
- Maintain court surfaces, nets and ball fences

Council's Transport and Greenspace Unit has \$30,000 in 2007/08 and \$10,000 in 2008/09 to spend on this development. The project team has met with the reserve management committee to discuss the best way to use these funds in the development of the site, rather than the maintenance or renovation of buildings.

In order to make the reserve more accessible to a range of users it is proposed to provide a wider entry to the reserve, pathway linkages to new and existing facilities and a modest new playground. These items will be installed in the current financial year. The remainder of items on the concept plan, such as park furniture and landscaping, will be installed as funding is secured.

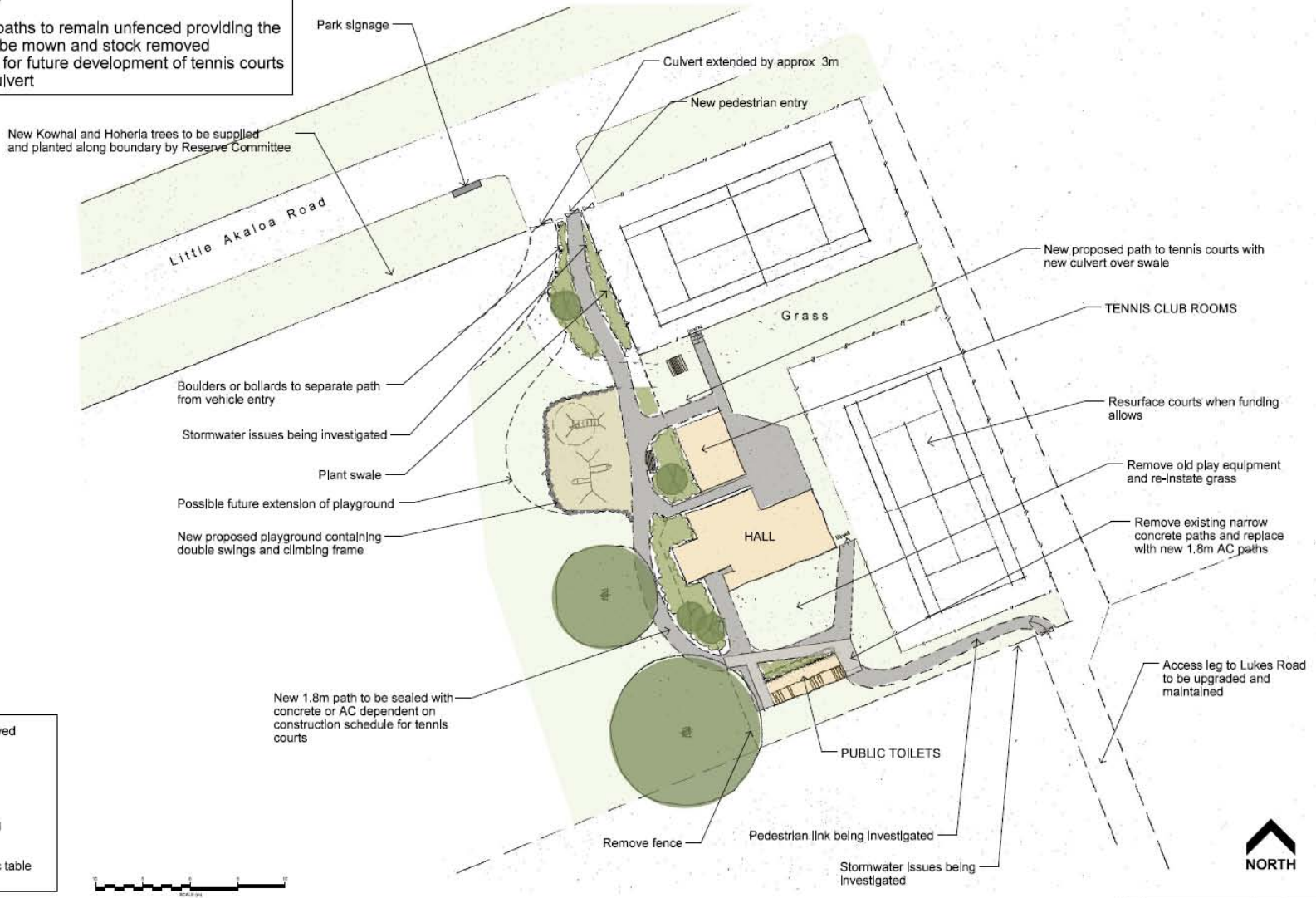
To support the tennis club the committee has offered to contribute the \$10,000 allocated in the 2008/09 financial year to the upgrade of the top tennis court. As this money is allocated for the period ending 30 June 2009, the club has until February 2009 to fundraise for the remaining cost of this work, otherwise the money will be used to complete other items on the concept plan.



CHRISTCHURCH
CITY COUNCIL · YOUR PEOPLE · YOUR CITY

Playground area to be raised 300mm and retained with log rounds or boulders found in this area. To contain bark softfall surfacing. Area possibly to be extended in the future as funds allow.

- New playground and paths to remain unfenced providing the camp ground area can be mown and stock removed
- Heavy vehicle access for future development of tennis courts allowed for over new culvert



Legend

- Tree to be removed
- New path
- New fence
- Existing fence
- Remove fence
- New low planting
- New tree
- New seat / picnic table



DATE/TIME	BY	NAME	SIGNED	DATE	APPROVED
DESIGNED	J. Day	J. Day	[Signature]	07/11/07	FOR TENDER
DRAWN	H. Deane	H. Deane	[Signature]	07/11/07	DATE SIGNED
CHECKED	H. Deane	H. Deane	[Signature]	07/11/07	DATE SIGNED
DATE SIGNED					

PROJECT TITLE
LITTLE AKALOIA DOMAIN

DRAWING TITLE
Landscape Concept Plan

FOR BOARD APPROVAL

ISSUE	AMENDMENTS	SIGNED	DATE
CONTRACT NUMBER	07/08		
SCALE	A1		1:200
DATE DRAWING FILED	LP22/02/02		
PROJECT FILE NUMBER	500658		
SHEET	L01 of 1		

Attachment 3 as mentioned in Staff Recommendation

Attachment to Clause 11

Little Akaloa Domain Redevelopment – Consultation Responses – January 2008

ID	SUPPORT PLAN?	COMMENTS ON THE PROPOSAL	PROJECT TEAM RESPONSE
1.	Yes	<ul style="list-style-type: none"> Plan sounds great it will be well used by the community & visitors Suggest that access leg from Lukes Rd link up with pathway to public toilets maybe just a simple grit path. We appreciate the council's efforts 	In response to consultation , the project team is investigating a pedestrian link between the toilets and the access leg to Lukes Road
2.	Yes	<ul style="list-style-type: none"> A group of residents helped (donations or work) plant about 400 native trees on road from last main road bridge into village (on L side of road). Could planting of kowhais & hoherias be continued along road side of camping ground (*see plan). We also planted alongside wharf road (about 8 yrs ago). Otherwise good concept plan – well done!! Excellent initiative Mary! At a hearing about 3 years ago (chaired by Bob Parker in Akaroa) we requested sealing of short access road to the recycling depot. This was placed on the local engineers work sheet for the next 2 yrs. Not yet carried out despite a reminder. Rocks protrude, with sharp edges, through the road surface of this short approx 50 metres or so- could this small task be completed when the service team are over at LA finishing the excellent plan? I note some sealing is included in the access leg? Could you Mary please request engineers? Thanks 	<ul style="list-style-type: none"> The project team supports the planting of kowhais and hoherias along road side of camping ground. However as funding for this project is limited the reserve committee has agreed to undertake this work at a later stage, as a separate project In response to consultation, the request for an access road to recycling depot has been logged as a Request for Service. Council's response to this request can be tracked by calling 941-8666 and asking for an update on CSR 90775311.
3.	-	-	-
4.	Yes	If stock are on Domain to keep grass down, <u>gates</u> and <u>fencing</u> will still be required to stop stock going onto tennis courts. (I'm concerned that mowing will be difficult as it is a large area. Sheep grazing has worked in the past.	The stock have been permanently removed from the domain, which will now be mowed by Council
5.	Yes	-	-
6.	Yes	I have attended the meeting regarding this project. It is a much needed upgrade in our small community. "Go to it".	-
7.	Yes	-	-
8.	Yes	Fantastic idea.	-
9.	Yes	<ul style="list-style-type: none"> I suggest that the culvert leading from the present road gate to the ditch on the south end of bottom tennis court be increased in diameter. Over the years I have observed this culvert blocks during heavy rain hence flooding the bottom court. Also the proposed grit path should be concrete as grit may wash away with surface water in flooding. 	<ul style="list-style-type: none"> In response to consultation, the diameter of this culvert will be investigated In response to consultation, the pathways will ultimately be constructed of either concrete or asphalt. However grit paths may be installed in the short term to accommodate heavy vehicle access and construction timetables for the resurfacing of the tennis court
10.	Yes	-	-
11.	Yes	-	-

12.	Yes	Showers would serve more people if they were attached to the toilets on the beach front.	<ul style="list-style-type: none"> The committee decided not to install showers with the toilet block in the domain as the campground is only busy for approximately one month of the year. The intention is for the campground to be able to fund basic services and retain a reasonable fee structure. The installation and maintenance of hot showers was not considered to be feasible This project does not include an upgrade to the toilet block on the beachfront
13.	Yes	I think it great scheme congratulations to all concerned. The reaction to the plans at the BBQ run over Christmas was universally favourably. We all look forward for the work to commence.	-
14.	Yes	-	-
15.	Yes	Congratulations on the layout for the improvements to the Little Akaloa Domain/hall area! The proposed improvements will provide the locals and visitors with very pleasant facilities for the future enjoyment of holidaymakers and especially for those whose families are keen tennis players. We look forward to progress in the near future.	-
16.	Yes	<ul style="list-style-type: none"> As we live 2 houses from the access leg to Lukes Road I am only too pleased to support the concept plan. For too long this 'track' down to the tennis courts, playground and to Little Akaloa Rd has not been maintained, the grass has been very long and the ground beneath uneven, people are at risk of tripping and the long grass is a fire hazard. I am pleased to read about some new play equipment for young children and new plantings to enhance the area. We contribute to the Tennis club and play there with friends when we are over from the city. That's great the 2nd court may get re-surfaced. This is a beautiful bay and I am pleased the CCC's Transport and Greenspace Unit with the Domain committee are undertaking this for the community. 	-
17.	Yes	<ul style="list-style-type: none"> Our family have a bach in Little Akaloa. We have been going to the Bay for the last 6 years and very little has been improved over that time. We support the improvement to facilities in the area. It needs to be family orientated and remain in keeping with the limited size and scope of the area. The proposed children's play area and landscaping appear appropriate. Access to Lukes Road definitely needs upgrading. Most important is that these facilities need to be regularly maintained and protected from damage and vandalism. 	The maintenance of the domain will be jointly managed between Council and the reserve committee
18.	Yes	<ul style="list-style-type: none"> New toilet block looks great. Great to have access leg to Lukes road upgraded and formalised. Playground will be appreciated. Noted that trees such as the oak near toilet block need a good remedial prune to prolong life as they have 'hacked' in the past. 	In response to consultation , the request for tree pruning has been logged as a Request for Service. Council's response to this request can be tracked by calling 941-8666 and asking for an update on CSR90771970.
19.	Yes	Only to say we think it is wonderful to have the interest being shown to our community.	-
20.	Yes	<ul style="list-style-type: none"> As past Tennis Club members on Banks Peninsular we would like to see the upper court reconstructed to better accommodate interclub tennis, as this is the only tennis club located in Banks Peninsular it is essential that the planned work is carried out. In addition, Little Akaloa is a valued holiday destination and families staying or living in the bat would have access to the upgraded facilities. It is important that heavy vehicles have access for future development over the new culvert and access below the clubhouse on to the top court. 	<ul style="list-style-type: none"> Council plans to contribute to the resurfacing of the courts to supplement fundraising by the tennis club Access will be maintained for heavy vehicles for the resurfacing of the court

21.	Yes	<ul style="list-style-type: none"> • Fantastic to see this area being redeveloped. Was getting run down and the area will only grow in terms of use need to encourage a tidy image. • As team captain of the Banks Peninsular Tennis Club (travel 50 mins to play here) the court upgrade is a must. Teams are coming every 2nd weekend to play here from all over Ellesmere. They enjoy the beach location etc. but the top court is below standard. The team made the finals last year and semi's the year before. Want to encourage this to continue and try to get young people playing if keen. The \$10,000 is a great start but really need to make this happen. There are 6-7 families included mainly in playing the tennis and only 2 are permanent in Little Akaloa. The \$40,000 cost of the new courts is a lot to raise. Any extra funding would be appreciated. My understanding is that money is going to repair/replace the courts at Le Bons Bay. I see the ones at Little Akaloa as being of great need and also encouraging more recreation in the area. 	Le Bons Bay has sufficient funding allocated to allow the upgrade of the tennis courts and playgrounds. By contrast, the funding allocated at Little Akaloa would allow either the resurfacing of the courts or the installation of playground, paths, park furniture, landscaping. Given that the funding is allocated in two financial years, the reserve committee decided to install the playground, paths, park furniture, landscaping this year and work towards the resurfacing next year
22.	Yes	No comments	-
23.	Yes	<p>At a meeting of the Little Akaloa Reserve Board held on 15th January a motion was passed unanimously expressing their approval of the work to be done around the hall. Two concerns were highlighted</p> <ol style="list-style-type: none"> 1. Due to the volume of water that comes down the hillside in the winter it is felt that concrete paths would be more practicable than grit paths which would have the fill washed away. 2. Again during winter the outlet pipe by the creek to the drain often floods as it is not long enough to take the water flow down the hillside. Please ensure that the pipe is of a larger size than the present one. <ul style="list-style-type: none"> • The walkway has large base of shingle underneath the long grass would be suitable for current use with regular mowing or spraying. • A former path from the style to join up with the toilet path is required. <p>Other than the above the meeting was very very pleased with the improvements to the hall and will be a big asset in the bay in the future.</p>	<ul style="list-style-type: none"> • In response to consultation, the pathways will ultimately be constructed of either concrete or asphalt. However grit paths may be installed in the short term to accommodate heavy vehicle access and construction timetables for the resurfacing of the tennis court • In response to consultation, the diameter of this culvert will be investigated • In response to consultation, the project team is investigating a pedestrian link between the toilets and the access leg to Lukes Road
24.	Yes	Well done CCC. It looks great. I am pleased the toilets are staying by the beach as they are well used by visitors for the day	-
25.	-	<ul style="list-style-type: none"> • The toilet is not in a very safe position, but if existing then not much we can do about it. Keep sight lines open though. Low planting height not specified – should be about 1m to ensure visibility up path • Funding for tennis courts could come from Community Trust. They have previously allocated \$50k for a tennis court upgrade. I will contact Stewart (Board Chair) and Allison Crow (ex Council) to discuss. • The construction machinery needs to access the court that is to be resurfaced. The machine that resurfaced the one I have been involved with weights 25 Ton, so provision needs to be made before too much work is carried out on the Domain. 	<ul style="list-style-type: none"> • No new toilet is proposed, sight lines will be kept open and improved, where possible • The advice regarding funding has been passed on to the reserve committee • Access will be maintained for heavy vehicles for the resurfacing of the court
26.	Yes	<ul style="list-style-type: none"> • We support this project and the planned reconstruction of the upper tennis court and repair work on lower court. • Suggest the pathway from toilets be continued to access leg to Lukes Road. This access leg is well used at present and would be used more if there was easier access to it and the leg was free of long grass. This access leg is an important part of the project. • Very pleased to see this commitment to upgrading facilities in the Bay 	In response to consultation , the project team is investigating a pedestrian link between the toilets and the access leg to Lukes Road
27.	Yes	I have a holiday home in Little Akaloa so am not very familiar with the proposed changes and their effect on the domain. However in discussion with permanent residents there I gather that they are very much in favour of the development. Consequently I support the concept plan	-

28.	-	<ul style="list-style-type: none"> • I support the proposed development plan with the exception to construct a new shower block as stated in the reserve management plan schedule of proposed works. • The tennis courts are well patronised and a real community focal point. The community hall which is within this compound area is a designated Civil Defence sector post. Maintaining this area will provide the local community and visitors with something to be proud of. Thank you for putting in the time and energy into this project. I am especially pleased to see that the walking track up to St Lukes Road will be upgraded and maintained. At present one has to use long strides to get through the grass, not the easiest when one gets older! • One concern I have is the mention to construct a shower block as stated in the reserve management plan schedule of proposed works. I would never like to see this happen. • Another concern is dogs running lose that belong mainly to campers/and even the occasional tennis player. I mention this in regard to publicity of late regarding vicious dogs, would the playground area be fenced off if this was proven to be a problem? • Suggestion is that instead of any future extensions to the playground within the Domain would be to provide another small playground in the grass stockbank picnic area along the beachfront. 	<ul style="list-style-type: none"> • A new shower block is not proposed • Dogs must be under effective control. If dogs prove to be a problem, the dog control would be asked to take action • The reserve committee considered locating a playground on the beachfront but decided that the domain was a better location, as there would not be a vehicle conflict or issues with detracting from the coastal views
29.	Yes	Looks good. I'm looking forward to the new changes	-
30.	Yes	<p>It looks like a very good proposal and should enhance the area a great deal. Well done!</p> <ul style="list-style-type: none"> • The only thing might be to keep more grass by the hall and club rooms as people picnic there – it looks like a big are of paving is planned at the moment. Maybe just need a path to the doors. Unless this is planned as a BBQ area – in which case you'd need a few seats and tables. 	The asphalt around the hall has already been installed by the reserve committee

12. BOARD REPRESENTATION ON OUTSIDE ORGANISATIONS AND COMMITTEES

General Manager responsible:	General Manager Regulation and Democracy Services , DDI 941-8462
Officer responsible:	Democracy Services Manager
Author:	Liz Carter, Community Board Adviser

PURPOSE OF REPORT

1. The purpose of this report is to propose that the Board give consideration to reviewing the appointments of Board representatives on local outside organisations and committees.

EXECUTIVE SUMMARY

2. For the 2004/07 term, and in accordance with the practices before then, the Board at its December 2007 meeting, made appointments to various local community organisations and committees, subject to those appointments being reviewed once the extraordinary vacancy on the Board was filled.
3. The Council has delegated to the Akaroa-Wairewa Community Board the power to appoint a member of the Community Board, or other person, to the following bodies, as the Council's representative on that body:
 - Akaroa Library Committee
 - Wairewa Community Development Trust (Note: this body no longer exists so it will not be necessary for the Board to make an appointment to it.)
 - Halswell River District Rating Committee (for the Wairewa portion of the river)
 - Okains Bay Maori and Colonial Museum
4. Since the December meeting of the Board it has also been confirmed, through the Delegation to Community Board's, that the Council has delegated the power to the Akaroa-Wairewa Community Board to appoint a member of the Community Board, or other person, to the:
 - Orton Bradley Park Board
5. The Council has also delegated to the Akaroa-Wairewa Community Board and the Lyttelton-Mt.Herbert Community Board jointly, the power to appoint a member of one of these two Community Boards to the Rural Canterbury Primary Health Organisation as the Council's representative on that body.
6. In addition, the Community Board has a number of community organisations for which it appoints a representative or liaison person.

• Banks Peninsula War Memorial Society	Chairman + 1 Representative
• Little River Community Centre Committee	1 Liaison Person
• Akaroa District Promotions	1 Liaison Person
• Takamatua Residents Association	1 Liaison Person
• Wainui Residents Association	1 Liaison Person
• Akaroa Harbour Issues Working Party	1 Liaison Person
• Stanley Park Reserve Management Committee	1 Representative
• Little River Rail Trail Trust	1 Liaison Person
7. The Board may also wish to appoint a liaison person for some of the other more active organisations in the Akaroa-Wairewa area, such as the Akaroa Civic Trust, Federated Farmers, Banks Peninsula Conservation Trust, and any other organisations that Board members think are appropriate.
8. At its December meeting the Board resolved to make the following appointments of representatives and liaison persons to outside organisations and committees subject to the appointments being reviewed when the extraordinary vacancy on the Board had been filled:

• Akaroa Library Committee	- Pam Richardson
• Akaroa-Wairewa Community Development Trust	- Bryan Morgan
• Halswell River District Rating Committee	- Stewart Miller
• Okains Bay Maori and Colonial Museum	- Eric Ryder

(Appointments made under delegated authority from the Council.)

- Rural Canterbury Primary Health Organisation - Pam Richardson
- Banks Peninsula Pest Liaison Committee - Pam Richardson

(Appointments made jointly with Lyttelton/Mt Herbert Community Board under delegated authority from the Council.)

- Akaroa District Promotions - Bryan Morgan (Liaison position)
- Akaroa Harbour Issues Working Party - Pam Richardson (Liaison position)
- Banks Peninsula War Memorial Society - Chairman and Eric Ryder
- Little River Community Centre Committee - Bryan Morgan (Liaison position)
- Little River Rail Trail Trust - Bryan Morgan (Liaison position)
- Takamatua Residents Association - Eric Ryder (Liaison position)
- Wainui Residents Association - Eric Ryder (Liaison position)
- Little River Wairewa Promotion Group - Bryan Morgan (Liaison position)
- Banks Peninsula Conservation Trust - Stewart Miller (Liaison position)

FINANCIAL IMPLICATIONS

9. Where Board members are appointed to external organisations, their attendances at meetings will be covered by their elected member's salary. Thus there are no financial implications apart from mileage allowances for attending such meetings.

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

10. Not applicable

LEGAL CONSIDERATIONS

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

11. There are no direct legal issues involved.

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?

12. Not applicable

ALIGNMENT WITH STRATEGIES/POLICIES/BOARD OBJECTIVES

13. Contributes to the Council's 2006/16 Strategic Directions (Strong Communities) and Community Outcomes (Governance and Community).

Strengthening Communities Strategy 2007 – yes, alignment with the engagement components of this strategy.

Board's Objectives 2006/09 – yes, appointments made contribute to meeting various objectives for the period.

Do the recommendations align with the Council's strategies/policies?

14. Yes, as per paragraph 13. above

CONSULTATION FULFILMENT

15. Not applicable

STAFF RECOMMENDATION

It is recommended that the Board review the appointment of representatives to outside organisations and committees listed in paragraph 8. above.

13. APPOINTMENT OF MEMBERS TO COMMITTEES

General Manager responsible:	Peter Mitchell, General Manager, Regulation and Democracy Services DDI 941-8462
Officer responsible:	Lisa Goodman, Manager, Democracy Services Unit
Author:	Liz Carter, Community Board Adviser

PURPOSE OF REPORT

1. The purpose of this report is for the Board to review the appointments it made to the Akaroa Design & Appearance Advisory Committee and the Akaroa Museum Advisory Committee.

EXECUTIVE SUMMARY

2. At its meeting in December 2007 the Board resolved to:
 - (a) *Appoint the Akaroa Design & Appearance Advisory Committee and the Akaroa Museum Advisory Committee as committees of the Community Board, the members of such Committees to be appointed following the receipt of nominations and in accordance with the terms of reference for these Committees.*
 - (b) *Appoint one Community Board member to each of the Committees, subject to those appointments being reviewed when the extraordinary vacancy on the Board was filled:*
 - Akaroa Design & Appearance Advisory Committee – Eric Ryder
 - Akaroa Museum Advisory Committee – Pam Richardson
 - (c) *Adopt the Terms of Reference for each of the Committees, as attached to the staff report.*
3. The extraordinary vacancy on the Board has now been filled so it is timely for the Board to review its appointments to these committee's as per paragraph (b) of the above resolution.

FINANCIAL IMPLICATIONS

4. Board members attendances at committee meetings is covered by their elected member's salary. Thus there are no financial implications apart from mileage allowances for attending such meetings.

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

5. There is no effect on the 2006-16 budgets.

LEGAL CONSIDERATIONS

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

6. Clause 30 of Schedule 7 of the Local Government Act 2002 (LGA) provides that a local authority/community board may appoint, discharge and/or reconstitute the committees, sub-committees and any other subordinate decision-making bodies it considers appropriate. Any committee, subcommittee or other subordinate decision-making body *"is subject in all things to the control of the local authority [or read, community board], and must carry out all general and special directions of the local authority given in relation to the committee or other body or the affairs of the committee or other body"* (clause 30(3)).
7. Clause 30(7) provides that *"a ... committee, ... is, unless the local authority resolves otherwise, deemed to be discharged on the coming into office of the members of the local authority elected or appointed at, or following, the triennial general election of members next after the appointment of the .. subcommittee, ..."*.
8. If the bodies are committees of the Community Board (as they are in this case) then there is a need to appoint an elected member to be a member of the committee.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

9. Democracy and Governance

By making decisions that respond to or plan for current and future community needs.

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

10. Yes, as above, and also, indirectly, by responding to the needs of the community through the work that the committees carry out.

ALIGNMENT WITH STRATEGIES

11. A Well-Governed City

Our values and ideas are reflected in the actions of our decision-makers. Our decision-makers manage public funds responsibly, respond to current needs and plan for the future

12. Strong Communities

Promote participation in democratic processes

Do the recommendations align with the Council's strategies?

13. Yes, as above

CONSULTATION FULFILMENT

14. Not required.

STAFF RECOMMENDATION

It is recommended that the Community Board resolve to make the following appointments to the:

- (a) Akaroa Design & Appearance Advisory Committee
- (b) Akaroa Museum Advisory Committee



14. BRIEFINGS

14.1 Local Roothing Projects Update

David McNaughton, Asset Manager will attend the meeting to update the Board on roading issues.

15. COMMUNITY BOARD ADVISER’S UPDATE

16. ELECTED MEMBERS INFORMATION EXCHANGE

17. QUESTIONS UNDER STANDING ORDERS

18. RESOLUTION TO EXCLUDE THE PUBLIC

Section 48, Local Government Official Information and Meetings Act 1987.

I move that the public be excluded from the following parts of the proceedings of this meeting, namely item 19 - Christchurch-Little River Rail Trail.

The general subject of each matter to be considered while the public is excluded, the reason for passing this resolution in relation to each matter and the specific grounds under Section 48(1) of the Local Government Official Information and Meetings Act 1987 for the passing of this resolution are as follows:

GENERAL SUBJECT OF EACH MATTER TO BE CONSIDERED	REASON FOR PASSING THIS RESOLUTION IN RELATION TO EACH MATTER	GROUND(S) UNDER SECTION 48(1) FOR THE PASSING OF THIS RESOLUTION
PART C 18. LITTLE RIVER RAIL TRAIL) GOOD REASON TO) WITHHOLD EXISTS) UNDER SECTION 7	SECTION 48(1)(a)

This resolution is made in reliance on Section 48(1)(a) of the Local Government Official Information and Meetings Act 1987 and the particular interest or interests protected by Section 6 or Section 7 of that Act which would be prejudiced by the holding of the whole or relevant part of the proceedings of the meeting in public are as follows:

Item 18 Commercial Negotiations (Section 7(2)(i))

“Enable the local authority holding the information to carry on, without prejudice or disadvantage, negotiations (including commercial and industrial negotiations)”

Recommendation: That the foregoing motion be adopted.

Note

Section 48(4) of the Local Government Official Information and Meetings Act 1987 provides as follows:

- “(4) Every resolution to exclude the public shall be put at a time when the meeting is open to the public, and the text of that resolution (or copies thereof):
 - (a) Shall be available to any member of the public who is present; and
 - (b) Shall form part of the minutes of the local authority.”