

SPREYDON/HEATHCOTE COMMUNITY BOARD AGENDA

FRIDAY 7 MARCH 2008

AT 8 AM

**IN THE BOARDROOM
AT SOUTH LIBRARY, SERVICE CENTRE AND SOUTH LEARNING CENTRE
66 COLOMBO STREET**

Community Board: Phil Clearwater (Chairperson), Oscar Alpers, Barry Corbett, Chris Mene,
Karolin Potter, Tim Scandrett and Sue Wells

Community Board Adviser

Jenny Hughey
Telephone: 941 5108
Fax: 941 8984
Email: jenny.hughey@ccc.govt.nz

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7. 3. 2008

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1. APOLOGIES

2. CONFIRMATION OF MEETING REPORT – 19 FEBRUARY 2008

The report of the Board's meeting of Tuesday 19 February 2008 is **attached**.
(Public excluded section circulated separately).

CHAIRPERSONS' RECOMMENDATION

That the report of the Board's meeting of 19 February 2008 be **confirmed**.

**SPREYDON/HEATHCOTE COMMUNITY BOARD
19 FEBRUARY 2008**

**A meeting of the Spreydon/Heathcote Community Board
was held on Tuesday 19 February 2008 at 4.30pm
in the Boardroom, Beckenham Service Centre**

PRESENT: Phil Clearwater (Chairperson), Oscar Alpers, Barry Corbett, Chris Mene, Karolin Potter, Tim Scandrett and Sue Wells

The meeting adjourned at 5.50pm and reconvened at 6.00pm

APOLOGIES: An apology for lateness was received and accepted from Oscar Alpers who arrived at 4.35pm and was absent for clause 2.

Apologies for early departure were received and accepted from Chris Mene, who retired at 5.55pm and who was absent for clauses 1-4 inclusive, 6-11 inclusive and 14-26 inclusive, and also from Sue Wells who retired at 7.15pm and who was absent for clauses 3, 4, 10 and 20-26 inclusive.

The Board reports that

PART A – MATTERS REQUIRING A COUNCIL DECISION

1. 56 PARKLANDS DRIVE (MORVEN TERRACE BOUNDARY) – PROPOSED ROAD STOPPING

General Manager responsible:	General Manager City Environment DDI 941 - 8656
Officer responsible:	Transport & Greenspace Manager
Author:	Stuart McLeod, DDI 941 - 8520

PURPOSE OF REPORT

1. The purpose of this report is to recommend that the Council commence road stopping procedures, pursuant to Section 116 (1) of the Public Works Act 1981, to stop a portion of unformed road adjoining 56 Parklands Drive (Morven Terrace boundary).

EXECUTIVE SUMMARY

2. The owners of the property at 56 Parklands Drive in St Martins made an approach to the Council in July 2005 about the possibility of purchasing part of the adjoining legal road (Morven Terrace) comprising 428m². A property location map is attached as Appendix 1, and a scheme plan (SM1615-02) showing the subject area of road ("Section 1") is attached as Appendix 2.
3. The Transport and Greenspace Unit considered the proposal and upon deciding that it could be supported, commenced negotiations with the landowner.
4. There has been considerable debate about the value of Section 1, however this has been resolved. The Council is now in a position to consider this matter with a view to deciding whether or not to commence a formal road stopping procedure.
5. A formal survey plan will be prepared and a further report submitted to the Council, via the Community Board, to facilitate the conclusion of the road stopping process. Therefore, 'in-principle' approval to the proposed stopping is all that is sought at present.

FINANCIAL IMPLICATIONS

6. The previously agreed position as to value is \$55,000 inclusive of GST, this price has been confirmed by our valuer, Simes Limited. In addition to the purchase price the applicant will meet all cost associated with the road stopping process including, but not limited to survey fees, LINZ and gazettal disbursements and legal fees.

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

7. Yes aligns with the general provisions of the LTCCP & Management Plan.

LEGAL CONSIDERATIONS

8. The Community Board does not have the authority to approve the commencement of the road stopping process; such a decision must be made by the full Council. The Board however does have recommendatory powers.
9. The Council has the ability to stop roads pursuant to the Public Works Act 1981 and the Local Government Act 1974. The latter Act requires the Council to publicly notify the proposed road stopping and to call for objections or submissions. Conversely, the Public Works Act process does not require public submission; however the Council and the adjoining landowner(s) must consent in writing to the proposal.
10. If the proposed road stopping is potentially contentious then the Council should process the road stopping application pursuant to the Local Government Act. If not, the Public Works Act process can be followed.
11. It is proposed to process this application pursuant to the Public Works Act 1981 as it is not considered to be controversial for the following reasons:
- (a) The adjoining landowner at 56 Parklands Drive is the only logical purchaser of Section 1.
 - (b) Section 1 follows the physical footpath and road formation, and is largely defined by existing retaining walls. From the formed road edge Section 1 slopes steeply up to the applicant's property. Comprising substantial mature trees and a roughly mown area of grass, Section 1 could reasonably be perceived as being part of 56 Parklands Drive.
 - (c) There were no Registrations of Interest from within the Council in response to the Property Interest Survey.

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

12. Yes as above and see the "background" below.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLAN

13. The proposal aligns with the general provisions of the LTCCP Activity Management Plans.

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

N/A.

ALIGNMENT WITH STRATEGIES

14. The proposal supports the Christchurch Road Safety Strategy and Metropolitan Christchurch Transport Statement.

Do the recommendations align with the Council's strategies?

15. Yes as above.

CONSULTATION FULFILMENT

16. In response to the Community Board's recommendations a property interest survey has been circulated to the Leadership Group. No registrations of interest were received.
17. Given the size, shape and location of the road to be stopped no other consultation is considered necessary.

STAFF RECOMMENDATION

That the Council approve the commencement of the road stopping procedure under the Public Works Act 1981 in respect of Section 1 on Scheme Plan SM1615-02 and approve in principle the declaration of the affected parcel of land as being surplus to roading requirements.

BOARD RECOMMENDATION

1. That the Council adopt the staff recommendation subject to:
 - (a) Consulting other owners in the immediate vicinity of 56 Parklands Drive
 - (b) Establishing that the combined area will not make 56 Parklands Drive subdivisible and thereby create an unanticipated increase in the value of this property
 - (c) The valuation being assessed to make sure it is appropriate and that relevant considerations of time, staff costs and other costs be investigated
 - (d) Any sale, to the owners of 56 Parklands Drive, of the adjoining legal road (Morven Terrace) comprising 428m², be conditional upon the amalgamated title not being subdivisible.
2. That the Council develop a policy on disposal of roading land surplus to requirements across the Port Hills.

BACKGROUND AND DISCUSSION

18. The Spreydon/Heathcote Community Board considered the original staff report in the public excluded session on this matter on 5 December 2006, the report recommended;

“that the Board recommends that the Council resolve to commence the road stopping process in respect of the parcel of road marked Section 1 on Scheme Plan SM1615-02 situated at 56 Parklands Drive (Morven Terrace boundary)”.

19. After due consideration the Board recommendation was as follows
 - (a) The Board was not satisfied that the land is surplus to requirements, or that disposal options have been fully explored, and therefore is not supportive of the staff recommendation.
 - (b) In the event of the Council agreeing to the staff recommendation that this process proceed, the Board recommends that the application be treated pursuant to the Local Government Act, and not the Public Works Act, to enable community input.
20. At the Board meeting on 19 December 2006 and after receiving advice from staff that the reasons for considering this issue in the public excluded session were no longer relevant the Board resolved to:
 - (a) Reconsider the report at a future Board meeting with the public present, in order to provide the community with an opportunity for input; and
 - (b) Request staff to provide the Board with additional information on disposal options for the area of road covered by the report.

21. In essence this report satisfies the resolutions set out in paragraph 20 by putting this issue back to the Board for discussion in an open forum. In addition staff have since circulated a Property Interest Survey to the Leadership Group to ascertain if any other Council Unit has an interest in the said property. No registrations of interest were received.
22. Staff have also sought legal advice and input from the Councils Transport and Greenspace Unit on the best statutory process for the stopping and disposal of this portion of road, i.e. The Public Works Act 1981 or the Local Government Act 1974 and have concluded that the Public Works Act 1981 is the appropriate mechanism to stop this portion of road as;
- a separate title will not issue for the land as it would be a non complying lot
 - there is only one adjoining owner and thus only one logical purchaser
 - the adjoining owner agrees to the stopping
 - no other parties are considered to be affected as the road is unformed and could already be perceived as being part of 56 Parklands Drive
 - the stopped road will be formally amalgamated with the adjoining title
23. Other disposal options have been considered including issue of separate title, selling to an alternative purchaser (other than the adjoining owner), or doing nothing. For the reasons outlined in this report none of these options are considered viable.

2. ESTABLISHMENT OF EASEMENTS AS PART OF THE UPPER SHERRINGS DRAIN PROJECT

General Manager responsible:	General Manager City Environment, Jane Parfitt, DDI 941-8656
Officer responsible:	Transport and Greenspace Manager, Michael Aitken, DDI 941- 8096
Authors:	Tony Hallams Property and Leasing Adviser Corporate Support Unit

PURPOSE OF REPORT

1. The purpose of this report is to recommend that the Council acquire easements to enable a stormwater main drain to be laid in place of the existing open boxed drain, which to date has not been protected by easements, through the properties at 43, 45, 47, 49, 51, 53, 55, 57, 59, 61, 63, 65 and 67 Redgrave Street, and 82 Mathers Road.

EXECUTIVE SUMMARY

2. The timbered waterway, the Upper Sherrings Drain, which currently runs through residential properties from 82 Mathers Road to 43 Redgrave Street, is in a deteriorated state and in need of replacement and hydraulic improvement. It is impracticable to replace and naturalise the existing flow path area as a stream because of the insufficient width of the timbered drain footprint and physical obstructions on residential properties. The purpose of the Council obtaining easements is to enable the Council to obtain legal rights of access to establish and protect strips of land two metres wide at the rear of the above properties in which the intended 450mm and 600mm diameter stormwater drain will be laid.
3. Pipe renewal in place of the timber waterway has been scheduled in the Capital Programme by the Transport and Greenspace Unit in the 2007/2008 financial year.
4. Piping will be installed within the existing drain alignment, which runs within the rear boundaries of the above mentioned properties. At most of the above mentioned addresses an inner wooden fence runs within the boundary to physically separate the existing timbered waterway from the rear yard areas. At most of the above addresses the Council has offered to remove, recycle or dispose of these fence(s), to reconstruct the rear fences separating the Redgrave Street properties from the Fusilier properties to the true boundary line, and to extend the side boundary fence lines to be recycled from existing fences dismantled or complemented with new materials as necessary.

5. The beneficial effects of these measures to be implemented by the Council after negotiation with property owners are as follows:
- The level of vandalism and accumulation of litter will diminish with the removal of the existing fenced corridor
 - The removal of the internal fences at the above mentioned properties and accommodating a new drain below the ground within the easement areas will “free up” the rear yard areas
 - The piping of the existing open boxed drain will remove a potential insect breeding site

FINANCIAL IMPLICATIONS

6. The funding is being provided from the Transport and Greenspace Capital Programme. Specifically \$250,000 in 2007/08 from Utility Waterway Relining – Upper Sherrings Drain.

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

7. Yes. Funding is provided from within the Transport and Greenspace Capital Programme in the 2006-16 LTCCP.

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

8. The legal implications of the proposal have been considered. Delegated authority for a decision to approve or otherwise the Council obtaining easements by Grant of Easement rests with the Council under the general governance provisions of the Local Government Act 2002. The Council’s Corporate Support Manager or Spreydon/Heathcote Community Board do not have delegated authority to make this decision, but may support the proposal being referred to a meeting of the Council to be considered under Part A.

The addresses, legal descriptions, and land areas of the parcels of land sought are as follows:

43 Redgrave Street	Lot 3 DP 45722	44 m ²
45 Redgrave Street	Lot 444 DP 26615	38m ²
47 Redgrave Street	Lot 445 DP 26615	38m ²
49 Redgrave Street	Lot 446 DP 26615	39m ²
51 Redgrave Street	Lot 447 DP 27578	38m ²
53 Redgrave Street	Lot 448 DP 27578	38m ²
55 Redgrave Street	Lot 449 DP 27578	38m ²
57 Redgrave Street	Lot 450 DP 27578	38m ²
59 Redgrave Street	Lot 451 DP 27578	39 m ²
61 Redgrave Street	Lot 452 DP 27578	39m ²
63 Redgrave Street	Lot 453 DP 27578	39m ²
65 Redgrave Street	Lot 454 DP 27578	38m ²
67 Redgrave Street	Lot 455 DP 27578	39m ²
82 Mothers Road	Lot 457 DP 27578	90 m ²

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

9. LTCCP 2006-16

Parks, Open Spaces and Waterways – Page 123

Waterways and Land Drainage

The Council provides and operates the city's stormwater system, manages the waterways into which it discharges and it protects and enhances the life-supporting capacity of the city's waterways and wetlands

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

10. Yes. Specifically \$250,000 in 2007/08 from Utility Waterway Relining – Upper Sherrings Drain.

ALIGNMENT WITH STRATEGIES11. **Supports Councils Strategic Direction – Healthy Environment**

Goal 3 – Manage water and land drainage systems efficiently, and contribute towards landscape, ecology, recreation, heritage and cultural values.

Do the recommendations align with the Council's strategies?

12. Yes as above.

CONSULTATION FULFILMENT

13. All property owners whose properties in Fusilier Street border the intended easements strips have been written to and provided with comment forms. Any written comments received will be considered and acted upon as far as practicable to assist with project implementation.
14. The Council has written to affected property owners detailing the need to create easements to lay the stormwater drain, and the report author is currently entering into negotiations with these owners to procure easement agreements on behalf of the Council.

STAFF RECOMMENDATION

It is recommended that:

- (a) The Council acquire stormwater easements over 43, 45, 47, 49, 51, 53, 55, 55, 57, 59, 61, 63, 65, and 67 Redgrave Street, and 82 Mathers Road, as generally outlined in this report.
- (b) The Corporate Support Unit Manager be granted delegated authority to enter into agreements with the property owners upon conclusion of negotiations.

BOARD RECOMMENDATION

That the staff recommendation be adopted.

3. CURLETT'S ROAD CYCLEWAY

General Manager responsible:	General Manager City Environment, DDI 941-8656
Officer responsible:	Transport & Greenspace Unit Manager
Author:	Andrew Hensley, Consultation Leader- Capital Programme Group

PURPOSE OF REPORT

1. The purpose of this report is to seek the approval of the Council to proceed to final design, tender and construction of the Curletts Road Cycleway project.

EXECUTIVE SUMMARY

2. Curletts Road Cycleway is part of the cycleway programme and is currently programmed for construction in the 2007/08 financial year.
3. The initial aim of the project was to formalise the shortcuts being taken by cyclists off road between Wigram Road and Curletts Road. As a result of consultation, and following further investigations and planning, the plan was developed and expanded to link with existing facilities at Lunns Road to the north, and Halswell Road to the south.
4. The revised objectives of the project are:
 - (a) To create a formalised cycleway on the current desire lines
 - (b) To increase safety of cyclists using the route from Halswell Road to Lunns Road/Wigram area
 - (c) To minimise rework when the Southern Motorway project is constructed.
5. Consultation was undertaken between April 2007 and November 2007 with land owners and occupiers: Transit New Zealand, Bayer New Zealand Limited, and the Canterbury Agricultural and Pastoral (A&P) Association.
6. Two seminars were undertaken with the Riccarton/Wigram Community Board's Traffic and Rooding Committee on 29 June 2007 and 31 August 2007. The project was previously located entirely within the Riccarton/Wigram Community, both on Council and Transit New Zealand land, but following expansion to Halswell Road is now also within the Spreydon/Heathcote Community, on Transit New Zealand land.
7. At the time of writing this report, consultation with SPOKES was underway. An oral update of any relevant issues will be given at the meeting considering this issue.
8. A summary of consultation can be found in the Consultation Fulfilment section of this report.
9. The Curletts Road Cycleway Project Plan is shown in Attachment 1- Curletts Road Cycleway Overview and Attachment 2- Curletts Road Cycleway- (Wigram Road- Curletts Road).
10. Key features of the plan include:
 - (a) A 3 metre wide off road cycleway along the fenceline of the A&P Association Showgrounds, which will enable two cyclists to pass each other
 - (b) Remaining off road cycleway to be 2.2 metres wide, and joining with existing paths at the Heathcote River bridge near Halswell Road, and the Lunns Road/Curletts Road intersection
 - (c) Bollards installed in Section A to prevent vehicular traffic
 - (d) Sections A & D to be completed in grit- the least cost option as the final scheme for the Southern Motorway is unconfirmed
 - (e) Sections B,C & E to be completed in asphalt

11. There has been only one option considered, and this meets all the aims and objects of the project as:
 - (a) The proposed cycleway follows the clearly defined shortcuts and tracks currently evident on the ground
 - (b) It provides cyclists with an off road alternative to travelling on a road in a 100 km/h zone
 - (c) A lower cost construction method has been chosen to minimise the costs of rework for the sections affected by the Southern Motorway construction
12. An opportunity arose to relocate the A&P Association deer fence (next to Bayer New Zealand Limited) in conjunction with other fencing work being undertaken on that site. This work has now been completed.

FINANCIAL IMPLICATIONS

13. Curletts Road Cycleway is part of cycleway programme and is currently programmed for construction in the 2007/08 financial year.
14. This project has a current budget of \$156,912. The revised project is estimated to cost \$235,400 including fees and contingencies. This shortfall will be funded from within the existing 2007/08 cycleway budget as a result of substitutions, and from LTNZ funding.
15. It is expected that the work will commence within the 2007/08 financial year, and is estimated to take approximately eight weeks to complete.

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

16. Yes- see above.

LEGAL CONSIDERATIONS

17. There are no land ownership issues associated with this project. The majority of this project is on Transit New Zealand land.
18. There are no notable or heritage trees shown in the City Plan.
19. There are no heritage or historic buildings, places or objects shown in the City Plan.
20. No traffic resolutions will be required under the Land Transport Rules.
21. Spreydon/Heathcote Community Board approval relates to the funding of the project (which is also within the Riccarton/Wigram Community Board area).

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

22. Yes- see above.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

23. This project aligns with the Capital Programme, as detailed on page 85 of the LTCCP (2006-2016).

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

24. The recommendations of this report support the Capital Programme in the 2006-2016 LTCCP.

ALIGNMENT WITH STRATEGIES

25. This project is consistent with key Council strategies including the Road Safety Strategy, Cycling Strategy and Pedestrian Strategy.

Do the recommendations align with the Council's strategies?

26. As above.

CONSULTATION FULFILMENT

27. Consultation was undertaken between April 2007 and November 2007 with land owners and occupiers: Transit New Zealand, Bayer New Zealand Limited, and the Canterbury Agricultural and Pastoral (A&P) Association.
28. Two seminars were undertaken with the Riccarton/Wigram Community Board's Traffic and Rooding Committee on 29 June 2007 and 31 August 2007. The project was previously located entirely within the Riccarton/Wigram Community, both on Council and Transit New Zealand Land, but following expansion to Halswell Road is now also within the Spreydon/Heathcote Community, on Transit New Zealand land.
29. At the time of writing this report, consultation with SPOKES was underway. An oral update of any relevant issues will be given at the meeting considering this issue.
30. All those consulted to date have indicated support for this project.
31. Key issues raised by respondents during consultation included the following (Project Team responses in italics).
- (a) Transit New Zealand: This project can proceed on the understanding that Council support will be forthcoming if Transit New Zealand are unable to meet expectations with temporary cycleway measures during the construction of the Southern Motorway.
 - *No action currently required as this does not affect the design, only management around the continuation of cycle services during construction of the Southern Motorway.*
 - (b) Transit New Zealand: Some of the planned cycleway will be removed during the Southern Motorway construction.
 - *These areas will be completed in grit to minimise costs associated with the Southern Motorway. The rest of the project will be completed in asphalt.*
 - (c) Bayer New Zealand Limited wish the area next to the cycleway to be well maintained (between Bayer New Zealand Limited and A&P Association).
 - *Maintenance agreement to be established between the Council, Transit New Zealand, Bayer New Zealand Limited and A&P Association for this section of the cycleway.*
 - (d) Maintenance agreement to be established between the Council, Transit New Zealand, Bayer New Zealand Limited and A&P Association for this section of the cycleway.

STAFF RECOMMENDATION

It is recommended that the Council grant approval for the Curletts Road Cycleway project, as shown in Attachments 1 & 2, to proceed to final design, tender and construction.

BOARD RECOMMENDATION

That the staff recommendation be adopted.

4. FARADAY STREET – ROAD STOPPING

General Manager responsible:	General Manager City Environment, DDI 941-8608
Officer responsible:	Ross Herrett, Acting Transport and Greenspace Manager
Author:	Lorraine Wilmshurst, Project Manager

PURPOSE OF REPORT

1. The purpose of this report is to seek Council approval of the proposal to abandon the street renewal project for Faraday Street and commence road stopping procedures.

EXECUTIVE SUMMARY

2. Faraday Street is a short cul-de-sac on the west side of Colombo Street, a few metres north of the Colombo/Huxley/Milton Streets intersection. It runs between part of City Care's Milton Street yard and a retail development on Colombo Street
3. Faraday Street is a local road and the main driver for the kerb and channel renewal project on the southern side is to make it consistent with the new kerb and flat channel on the northern side, which was laid when the retail development was constructed.
4. The intersection of Faraday Street and Colombo Street is less than 25m from the Colombo/Huxley/Milton Streets intersection. This is less than would normally be advisable for safety reasons and would not be permitted as a cul-de-sac entrance if it was being constructed as a new street.
5. Initial investigations into the kerb and channel replacement were initiated earlier in 2004. Several options were considered including narrowing the street to approximately half its width and "absorbing" the newly created berm space into landscaping and tree planting but this was limited owing to the presence of underground services. Another option was to restrict entry to left-in/left-out to reduce the collision risk posed by an intersection so close to the signalised intersection.
6. To replace the kerb and channel on any alignment, including the current alignment, is expensive, owing to the large number of services on the southern side of Faraday Street, including five 11kV power cables connected to the Milton Street sub-station.
7. At the Faraday Street/Colombo Street intersection there is no clear definition between the footpath and carriageway for pedestrians crossing the intersection. This would be addressed with the renewing of the kerb and channel or by stopping the road.
8. The present road serves only to provide a second access to the retail development to the north and an additional parking area for all day parking.
9. There appears to be no strong reasons why Faraday Street should remain as a local road, nor why it should even remain as a Council property. It is recommended that the land under Faraday Street be sold.

FINANCIAL IMPLICATIONS

10. The abandonment of the kerb and channel project will return funding to the capital programme. Any costs incurred in relation to the road stopping would be offset by the sale of the road reserve.

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

11. As above.

LEGAL CONSIDERATIONS

12. There are standard processes for the stopping and sale of the land that currently comprises road reserve. The sale will need to incorporate appropriate easements to allow continued access to the services currently in Faraday Street.

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

13. As above.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

14. The Faraday Street project aligns with the street renewal capital works programme, as detailed on page 85 of the LTCCP (2006-2016)

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

15. As above.

ALIGNMENT WITH STRATEGIES

16. This project is consistent with key Council strategies including Parking Strategy, Pedestrian Strategy, and Road Safety Strategy

Do the recommendations align with the Council's strategies?

17. As above.

CONSULTATION FULFILMENT

18. Consultation was undertaken with the retail businesses in September 2004, the property owner in March 2005 and again in January 2008 with the retail business to the north of Faraday Street.

19. The businesses acknowledged the dangers of Faraday Street entrance being in close proximity to the traffic signals, with resulting visibility and access issues.

20. The concerns raised are the narrowness of the existing carpark entrance on to Colombo Street and the fact that it is not lane marked at all. There is insufficient space within the existing carpark for some of the large delivery trucks to turn and lack of clarity re general traffic flow. Closure of the street would mean the loss of several long term parking spaces, generally used by workers during the day.

21. The issues raised could be addressed by signage/marketing within the carpark, widening and marking the Colombo Street entrance, and extending the existing carpark if Faraday Street was stopped.

STAFF RECOMMENDATION

It is recommended that the Council:

- (a) Abandon the kerb and channel project for Faraday Street
- (b) Approve the commencement of the appropriate process to stop that portion of road reserve known as Faraday Street.

BOARD RECOMMENDATION

That the staff recommendation be adopted.

PART B – REPORTS FOR INFORMATION**5. DEPUTATIONS BY APPOINTMENT****Fairfield Avenue residents' spokesperson Alex Clark**

Alex Clark presented a report about the need for more adequate controls on housing development in the city and in particular in Fairfield Avenue.

The Board **decided** to request a Council staff report on the following matters:

- (a) An explanation of the means by which the Board and community groups could have meaningful input as the City Plan was reviewed, particularly in light of the Urban Development Strategy.
- (b) The status of the matters in the current work plan and the proposed work plan in Fairfield Avenue.
- (c) How an advisory group for Fairfield Avenue might be established with a view to developing more adequate controls on housing redevelopment, comprising representatives of the street, Community Board members, Council staff, an advisory planner and members of a professional planning organisation.

The Board further **resolved** to extend an invitation to representatives of Fairfield Avenue to present their material to a meeting of the Council's Regulatory and Planning Committee.

6. PRESENTATION OF PETITIONS

Nil.

7. NOTICES OF MOTION

Nil.

8. CORRESPONDENCE

Nil

9. BRIEFINGS

Loren Sampson, Recreation and Sports Unit, Miriama McDonald and Guy Project from Project Legit briefed the Board on the work planned for re-doing the graffiti artwork that currently occupies wall space and a utility building at Waltham Park. A competition will be conducted and local youth will have an opportunity to be involved in the redoing of the artwork.

Board members expressed the view that similar artwork spaces might be able to be established in other areas within the Spreydon/Heathcote community and it was suggested that such art work could be rotated around the community. The Board expressed the view that it would be interested in discussing the funding of similar projects in the next funding round.

10. COMMUNITY BOARD ADVISER'S UPDATE

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

Clause 22 (PART C) of this report records decisions made to set dates in June and July 2008 for the consideration of the Strengthening Communities Funding for 2008/09. Clause 22(PART C) of this report records decisions made to set dates for the second Board meeting to be held each month.

Clause 10 Cont'd

Clause 23 (PART C) of this report records a decision to establish a working party to consider the South Learning Centre.

Clause 24 (PART C) of this report records a decision, to appoint an interim representative to the ECAN Christchurch Area Committee.

11. BOARD MEMBERS' INFORMATION EXCHANGE

Mention was made of the following matters:

- The re-opening of the newly renovated Spreydon Library
- The public consultation time established by Board member Karolin Potter was noted
- Best practice governance processes

PART C – DELEGATED DECISIONS TAKEN BY THE BOARD**12. CONFIRMATION OF MEETING REPORT – 18 DECEMBER 2007**

The Board **resolved** that the report of its ordinary meeting of 18 December 2007, be confirmed.

13. APPLICATION TO THE SPREYDON/HEATHCOTE COMMUNITY BOARD 2007/2008 YOUTH ACHIEVEMENT SCHEME

The Board considered a report from the Community Recreation and Sport Adviser seeking funding for four 17 year old girls from Cashmere High School who make up the barbershop style quartet 'Zesty' to represent New Zealand at the International Young Women In Harmony Rising Star competitions in San Antonio, Texas in July 2008.

The Board **resolved** to make a grant of \$1000 to the quartet Zesty.

14. HUNTSBURY AVENUE/MAJOR AITKEN DRIVE - PROPOSED GIVE WAY CONTROL

The Board considered a report from staff recommending the installation of a "Give Way" control on Major Aitken Drive at its intersection with Huntsbury Avenue.

The Board **resolved** that a "Give Way" control be placed on Major Aitken Drive at its intersection with Huntsbury Avenue.

15. BEWDLEY STREET/BARRINGTON STREET – PROPOSED GIVE WAY CONTROL

The Board considered a report from staff recommending the installation of a "Give Way" control on Bewdley Street at the intersection of Barrington Street.

The Board **resolved** that a "Give Way" control be placed on Bewdley Street at the intersection of Barrington Street subject to consultation with Mrs Odering of the Civic Video Shop and her agreement and discussion with Barry Cook, Team Leader Network Operations as to whether this will affect shared parking arrangements.

16. SLOAN TERRACE AND WAIMEA TERRACE – PROPOSED NO STOPPING RESTRICTION

The Board considered a report from staff recommending the installation of a no stopping restriction on Sloan Terrace and Waimea Terrace.

The Board **resolved** :

- (a) That the stopping of vehicles be prohibited at any time on the east side of Sloan Terrace commencing at a point 188 metres from its intersection with Centaurus Road and extending in a northerly direction for 20 metres.
- (b) That the stopping of vehicles be prohibited at any time on the west side of Waimea Terrace commencing at a point 134 metres from its intersection with Riverview Street and extending in a southerly direction for 30 metres.
- (c) That the installation of these restrictions be subject to prior consultation with the local school and the owners of neighbouring properties on the other side of the road from the yellow lines, on the basis that if any of these parties are in disagreement with the planned installation the matter be referred back to the Board for reconsideration.

17. WRIGHTS ROAD-PROPOSED 120 MINUTE PARKING RESTRICTION

The Board considered a report from staff for installation of a 120 minute parking restriction outside 119 Wrights Road.

The Board **resolved** :

- (a) To revoke the existing restriction prohibiting the stopping of vehicles at any time on the west side of Wrights Road commencing at its intersection with Moncur Place and extending in a northerly direction for a distance of 12.5 metres.
- (b) That the stopping of vehicles be prohibited at any time on the west side of Wrights Road commencing at its intersection with Moncur Place and extending in a northerly direction for a distance of 18.5 metres.
- (c) That the parking of vehicles be restricted to 120 minutes on the west side of Wrights Road commencing at a point 18.5 metres north of the Moncur Place intersection, and extending in a northerly direction for a distance of 20.5 metres.

18. LINCOLN ROAD – PROPOSED BUS STOP EXTENSION

The Board considered a report from staff recommending an extension of the bus stop located at 340 Lincoln Road.

The Board **resolved** :

- (a) To revoke the existing parking restriction located on the southeast side of Lincoln Road commencing at a point 55 metres southwest of Dickens Street and extending in a southwesterly direction for a distance of 21.5 metres.
- (b) That a bus stop be installed on the southeast side of Lincoln Road commencing at a point 55 metres southwest of Dickens Street and extending in a southwesterly direction for a distance of 21.5 metres.

19. CASHMERE ROAD – PROPOSED NO STOPPING RESTRICTION

The Board considered a staff report recommending the installation of no stopping lines on the southern side of Cashmere Road between Bengal Drive and Shalamar Drive.

The Board **resolved**:.:

- (a) To revoke the existing bus stop presently located on the south side of Cashmere Road and commencing at a point 8 metres west of the Bengal Drive intersection and extending in a westerly direction for 12 metres.

- (b) That a bus stop be installed on the south side of Cashmere Road commencing at a point 8 metres west of the Bengal Drive intersection and extending in a westerly direction for a further 18 metres.
- (c) That the stopping of vehicles be prohibited at any time on the south side of Cashmere Road commencing at a point 26 metres west of its intersection with Bengal Drive and extending in a westerly direction for a distance of 236 metres.

20. LOCAL GOVERNMENT NEW ZEALAND WORKSHOP – BOARD ATTENDANCE

Further to a report from the Community Board Adviser, the Board **resolved** to approve the attendance of Phil Clearwater and up to two other members of the Board at the Local Government New Zealand Workshop on 29 April 2008.

21. 2009 COMMUNITY BOARDS' CONFERENCE ORGANISING COMMITTEE – BOARD MEMBERSHIP

The Board **resolved** to appoint Oscar Alpers as its representative on the 2009 Community Boards' Conference Organising Committee.

22. COMMUNITY BOARD ADVISER'S UPDATE (CONT'D)

Further to Clause 9 (PART B) of this report the Board **resolved**:

- (a) That a second monthly Board meeting be held commencing at 8am on the following dates for the purpose of handling finance and policy matters, confirming the report of the Board's previous meeting, receiving deputations and the holding of seminars when necessary.

Friday 7 March 2008
 Friday 4 April 2008
 Friday 9 May 2008
 Friday 6 June 2008

- (b) That a Board seminar be held on Tuesday, 10 June 2008 at 5pm to receive details of the 2008/09 Strengthening Communities funding applications.
- (c) That an extraordinary Board meeting be held on Tuesday, 8 July 2008 at 5pm for the allocation of the Board's 2008/09 Strengthening Communities Funding.

23. COMMUNITY BOARD ADVISER'S UPDATE (CONT'D)

Further to Clause 9 (PART B) of this report the Board **resolved** that a working party be established to consider the future of the South Learning Centre, and that the following people be invited to be members of the working party:

Phil Clearwater, Chairperson Spreydon/Heathcote Community Board;
 Sue Wells, Community Board Member;
 Nic Major, School Principal;
 Carolyn Robertson, Libraries and Information Manager;
 Derek Whenmoth, Consultant
 Jenny Hughey, Community Board Adviser.

24. COMMUNITY BOARD ADVISER'S UPDATE (CONT'D)

Further to Clause 10 (PART B), of this report the Board **resolved** that the Chairperson be appointed as the interim Board representative to attend the first meeting of Environment Canterbury, Christchurch Area Committee

25. SUPPLEMENTARY ITEMS

The Chairperson referred to the following report which had been separately circulated to Board members after the agenda had been sent out.

- Moorhouse Avenue – no stopping (10pm to 6am) restriction

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

It was **resolved** that the report be received and considered at the present Board meeting

26. MOORHOUSE AVENUE – NO STOPPING (10PM TO 6AM) RESTRICTION

The Board considered a staff report seeking the Board's approval to install a 'No Stopping' (10pm to 6am) restriction on the south side of Moorhouse Avenue from Grove Road to Antigua Street.

The Board **resolved**:

- (a) That the stopping of vehicles be prohibited between the hours of 10pm and 6am in the following locations:
 - On the south side of Moorhouse Avenue commencing at a point 18.5 metres from the Antigua Street intersection and extending in a westerly direction for a distance of 17 metres.
 - On the south side of Moorhouse Avenue commencing at a point 50.5 metres from the Antigua Street intersection and extending in a westerly direction for a distance of 120.5 metres.
 - On the south side of Moorhouse Avenue commencing at a point 19 metres from the Stuart Mill Street intersection and extending in a westerly direction for a distance of 42 metres.
 - On the south side of Moorhouse Avenue commencing at a point 75.5 metres from the Stuart Mill Street intersection and extending in a westerly direction for a distance of 164.5 metres.
 - On the south side of Moorhouse Avenue commencing at a point 39 metres from the Selwyn Street intersection and extending in a westerly direction for a distance of 212 metres.
- (b) That implementation of the foregoing restrictions be subject to the proviso that the Council monitors the situation on Colombo Street with a view to extending the no stopping area into Colombo Street if this becomes necessary.
- (c) That staff provide a report after re-examining previous decisions not to ban parking at night on Colombo Street, from the overbridge to Brougham Street.

Community Board member Karolin Potter voted against this resolution on the basis that she was of the opinion that it contravened the Bill of Rights Act (1990) on two counts and was a police solution.

27. RESOLUTION TO EXCLUDE THE PUBLIC

The Board **resolved** that the resolution to exclude members of the public from the meeting set out on page 57 of the agenda be adopted.

The meeting concluded at 7.58pm

CONFIRMED THIS 7TH DAY OF MARCH 2008.

Phil Clearwater
Chairperson

3. DEPUTATIONS BY APPOINTMENT
4. PRESENTATION OF PETITIONS
5. NOTICES OF MOTION
6. CORRESPONDENCE
7. BRIEFINGS

8. APPLICATION TO THE SPREYDON/HEATHCOTE COMMUNITY BOARD 2007/2008 YOUTH ACHIEVEMENT SCHEME – SARAH LOVERIDGE

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

PURPOSE OF REPORT

1. The purpose of this report is to seek approval for an application for funding from the Spreydon/Heathcote Community Board's 2007/08 Youth Achievement Scheme.

EXECUTIVE SUMMARY

2. Funding is being sought by the applicant, a 17 year old girl who lives in the Cashmere area towards costs associated with representing New Zealand as a member of the NZ Women's Ice Hockey Team (Ice Fernz) at the Division 4 World Championships in Romania.
3. This is the first time the applicant has applied to the Community Board for support.

BACKGROUND ON SARAH LOVERIDGE

4. Sarah Loveridge is a 17 year old Cashmere High School student who has been selected as a member of the New Zealand Women's Ice Hockey Team to travel to Romania to compete in the Division 4 World Championships.
5. Sarah has been playing ice hockey for the past three years and is a passionate competitor in the Canterbury Women's Ice Hockey league. A team mate from Sarah's local team states "Sarah is a real team player, very dedicated to the sport and always enthusiastic and helpful to others". Other comments from her team mates include 'she is a good team player on and off the ice, fair but firm and an asset to the team dynamics'.
6. Sarah has only recently been drafted into the NZ Women's Ice Hockey Team. The late selection means Sarah has not had the same fundraising opportunities as other members of the team and the short timeframes between her selection and the team's departure mean she is in a financially demanding position. On top of the cost of the trip to Romania, Sarah also has to cover the cost of attending the final training camp before the team's departure overseas.
7. The majority of the trip is funded by the individual players as Ice Hockey is classed as a minority sport in New Zealand at this stage. The Ice Hockey Federation is working on building partnerships to promote and support Ice Hockey throughout New Zealand.
8. Sarah has applied to the Sport Canterbury 'Making it Happen' funding scheme for a contribution towards the travel cost component of her trip.

FINANCIAL IMPLICATIONS

9. The following table details trip expenses and funding requested by the applicant. The current balance of the Youth Achievement Scheme fund is \$1,950.00.

EXPENSES FOR SARAH LOVERIDGE	Cost (\$)
Airfares	\$ 2900.00
Insurance	\$ 210.00
Training Camp	\$ 1200.00
Uniform/Gear	\$ 400.00
Additional Accommodation/Bus	\$ 250.00
Total Cost	\$ 4960.00
Amount raised by applicant to date	\$ Nil
Amount requested from Community Board	\$ 560.00

Clause 8 Cont'd

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

10. The applicant is seeking funding from the Community Board's 2007/08 Youth Achievement Scheme which was established as part of the Board's 2007/08 Project Funding.

LEGAL CONSIDERATIONS

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

11. There are no legal implications in regards to this application.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

12. Aligns with pages 170 and 174 of the LTCCP regarding Community Board Project funding.

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

13. As above.

ALIGNMENT WITH STRATEGIES

14. Application aligns with the Physical Recreation and Sport Strategy and local Community Board objectives.

Do the recommendations align with the Council's strategies?

15. As above.

CONSULTATION FULFILMENT

16. Not applicable.

STAFF RECOMMENDATION

It is recommended that the Spreydon/Heathcote Community Board allocate \$560 from the 2007/2008 Youth Achievement Scheme to Sarah Loveridge to represent New Zealand at the Division 4 Ice Hockey World Championships in Romania in March 2008.

7. 3. 2008

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9. BOARD MEMBERS' INFORMATION EXCHANGE

10. MEMBERS' QUESTIONS