

**AKAROA-WAIREWA COMMUNITY BOARD
AGENDA**

WEDNESDAY 10 JUNE 2009

AT 9:30 AM

**IN THE BOARD ROOM OF THE
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

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

INDEX

PART C	1.	APOLOGIES	3
PART C	2.	CONFIRMATION OF MEETING MINUTES – 13 MAY 2009	3 - 9
PART B	3.	DEPUTATIONS BY APPOINTMENT	10
PART B	4.	PRESENTATION OF PETITIONS	10
PART B	5.	NOTICES OF MOTION	10
PART B	6.	CORRESPONDENCE	10
PART B	7.	RESERVE MANAGEMENT COMMITTEE MINUTES	
	7.1	Duvauchelle Reserve Management Committee -20 April 2009	11 - 13
PART A	8.	POLICY OF VEHICLE ENTRANCES AND FOOTPATH REVIEW	14 - 25
PART C	9.	AKAROA DESIGN AND APPEARANCE ADVISORY COMMITTEE - 4 MAY 2009	26 - 28
PART B	10.	BRIEFINGS	29

10. 6. 2009

PART B	11.	COMMUNITY BOARD ADVISER'S UPDATE	
	11.1	Board Funding Balances	29
PART B	12.	ELECTED MEMBERS INFORMATION EXCHANGE	29
PART B	13.	QUESTIONS UNDER STANDING ORDERS	29

1. APOLOGIES

An apology from Board Member Claudia Reid has been received.

STAFF RECOMMENDATION

That the apology be accepted.

2. CONFIRMATION OF MEETING MINUTES – 13 MAY 2009

The minutes of the Board's ordinary meeting of Wednesday 13 May 2009 are **attached**. (The public excluded section has been **separately circulated** to Board members).

STAFF RECOMMENDATION

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

10. 6. 2009

**AKAROA/WAIREWA COMMUNITY BOARD
13 MAY 2009**

**Minutes of a meeting of the Akaroa/Wairewa Community Board
held on Wednesday 13 May 2009 at 9.30am in the Board Room,
Akaroa Service Centre, 78 Rue Lavaud, Akaroa**

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

PART B - REPORTS FOR INFORMATION

1. DEPUTATIONS BY APPOINTMENT

1.1 Barry Stratton - New Zealand Transport Agency (NZTA)

Mr Stratton from NZTA discussed the following issues relating to State Highway 75 (SH75) with the Board:

- State Highway 75/Poranui Beach Road Intersection Turning Lane - Mr Stratton advised the Board that at the present time this intersection did not meet the criteria for a turning lane to be formed. He said traffic counts would be necessary and investigation on the speed of vehicles travelling around the bend. Mr Stratton informed the Board that he would endeavour to obtain traffic counts from the Council for Poranui Beach Road and would then take this matter further.
- Motorcycle Accidents – Road Surface - Mr Stratton informed the Board that the majority of motorcycle accidents were due to excessive speed and crossing the centre line. Five motorcyclists had died in accidents on SH75 in the last 15 months. Police were aware of this and were conducting campaigns accordingly.
- Road Sweeping of New Seal - Mr Stratton said he was aware of issues around this and that he would take it up with the contractors.
- Okains Bay Road, Duvauchelle/State Highway 75 Intersection - due to complaints regarding the lack of visibility when exiting Okains Bay Road onto SH75, and a number of accidents on the intersection, Mr Stratton suggested to the Board that the macrocarpa hedge bordering the Duvauchelle Cemetery be removed and some shaping of the bank be carried out to improve sight distances. He said the area could then be replanted with something more suitable. He informed the Board that the majority of funding could come from NZTA, however Council land was involved so there would be some cost to Council, plus the Council would have to consent to the works.

Mr Stratton asked for the Board's view on this suggestion. Members agreed that although this was a sensitive issue, because of the proximity to the cemetery, there was also a safety issue involved and the options should be explored further. Mr Stratton agreed to do this and report back to the Board at a future date.

- Pedestrian Footpath, Duvauchelle - Mr Stratton informed the Board that following a request from the public, drop curves would be installed on the footpath at Duvauchelle to allow easier access for mobility scooters and pushchairs. He said NZTA could make some improvements to the footpath, but that Council would then have to maintain it, particularly in the area adjacent to the Duvauchelle Quarry where contractors' materials were spilling onto the pathway. Members asked that this information be passed to staff, and that the contractors be requested to tidy the footpath.

1 Cont'd

- Little River Railtrail Landscaping - Mr Stratton informed the Board that NZTA would need to approve any proposed planting to be installed near the road. He said the maximum height should be no more than 600 millimetres.

Other issues discussed were:

- Tai Tapu Speed Signs – experimental at this point
- Traffic Count – figures can be provided to Promotions Group
- Roadsides on Banks Peninsula – management plans for weed control etc were explained
- Tree Policy – NZTA would be interested in any proposed policy on trees affecting roads.

1.2 **Jack Tregear**

Mr Tregear addressed the Board regarding his request for a walkway and historic precinct being developed at the junction of Sawmill Road and Robinsons Bay Road, in memory of his great-great-grandfather, Thomas Jackson Hughes. (Refer Item 2.1 these minutes.)

2. **CORRESPONDENCE**

2.1 **Mr Jack Tregear - Walkway Proposal, Robinsons Bay Road**

Mr Tregear had addressed the Board under deputations regarding his letter requesting that a walkway and historic precinct be established at the junction of Sawmill Road and Robinson's Bay Road in recognition of Thomas Jackson Hughes and other settlers in the area, and the contribution they made to local and provincial history.

Members agreed that an Interpretation Panel may suffice but that the development of a walkway could be difficult. It was also noted that there was conflicting documentation relating to the history of this area.

The Board **decided** to receive the correspondence and refer it to staff and the Historic Places Trust for comment on the feasibility of a walkway and interpretation panels.

3. **DUVAUCHELLE RESERVES MANAGEMENT COMMITTEE MINUTES - 9 MARCH 2009**

The Board **received** the minutes of the Duvauchelle Reserve Management Committee meeting held on 9 March 2009.

4. **BRIEFINGS**

4.1 **Enforcement Issues**

Gary Lennan, Unit Manager Inspections and Enforcements updated the Board on enforcement issues. James Clark (Team Leader Enforcement) and Rowell des Forges (Enforcement Officer) were also in attendance. The importance of lodging complaints through the Council's customer service request process was heavily stressed to Board members. It was reported that through that system Council officers could establish accurate data relating to enforcement issues.

Mr Lennan tabled statistics on complaints and enforcement data for members' information. He informed the Board that statistics did not justify an enforcement officer being permanently situated in Akaroa and suggested that a community liaison officer may be a more appropriate avenue the Board could investigate.

In regard to roadside camping, it was pointed out to the Board that it could designate specific areas where camping would not be permissible.

5. COMMUNITY BOARD ADVISER'S UPDATE

The Community Board Adviser updated the Board on a number of issues:

- Georgina Power - Ms Power had written to the Board thanking it for funds received through its Youth Development Scheme to enable her to participate in an international show jumping event in Australia.
- Tree Policy Working Party – The Board was asked to nominate a representative for the Working Party.

Members **decided** that the Chairman be the Board's representative on the Tree Policy Working Party.

(Refer also Clause 15 of these minutes)

6. ELECTED MEMBERS INFORMATION EXCHANGE

Members shared information on current issues and activities, including:

- Little River Township Speed Restriction - the Board questioned why the speed limit through Little River had not been reduced, despite the NZTA agreeing to a 60 kilometres per hour limit over two years previously. It was reported that this project was on hold until the Council had reviewed its Speed Restrictions Bylaw. Members did not agree that this was relevant and they requested that the introduction of the lowered speed restriction through Little River be fast-tracked or that an explanation be provided from staff as to why this could not occur.
- Okains Bay Water Supply - staff were asked to arrange a meeting with the Okains Bay Reserve Management Committee and members of the Okains Bay Water Committee, along with appropriate staff, to address the concerns of the Okains Bay community on this issue.
- Sea Walls - staff were asked to investigate and provide information to the Board on whether a policy existed under the former Banks Peninsula District Council, to protect these structures.
- Cottage, 40 Rue Jolie - the Board requested an update from staff on the timetable for the restoration of the cottage in Rue Jolie.
- Roothing Updates - the Board expressed its disappointment that it had not received a roading report at its recent meetings, as had occurred in the past. Members questioned why roading staff no longer attended the Board meeting and asked if it was possible for this practice to be recommenced.
- Employment of local people – the Chairman reported that his advice on this matter was for the Board members themselves to write directly to City Care with their concerns.

PART C - DELEGATED DECISIONS

7. CONFIRMATION OF MINUTES

7.1 Ordinary Meeting - 8 April 2009

The Board **resolved** that the minutes of the ordinary meeting held on Wednesday 8 April 2009 be confirmed subject to the following alteration:

Add: Apologies - An apology for absence was received and accepted from Eric Ryder.

7 Cont'd

7.2 **Akaroa/Wairewa and Lyttelton/Mt Herbert Community Boards Joint Extraordinary Meeting - 21 April 2009**

The Board **resolved** that the minutes of the joint extraordinary meeting held on Wednesday 21 April 2009 be confirmed.

8. **AKAROA MUSEUM ADVISORY COMMITTEE - 26 MARCH 2009**

The Board **received** the minutes of the Akaroa Museum Advisory Committee meeting held on 26 March 2009 subject to a number of alterations, as tabled.

9. **TAKAPUNEKE - GREENS POINT DECLARATION OF LAND FOR RESERVE**

The Board considered a report on the formation of a proposal to the Department of Conservation that the Council's freehold endowment land now known as Takapuneke, be declared to be a "Historic Reserve" under the Reserves Act 1977.

The Board **resolved**, pursuant to Standing Order 3.9.18:

To revoke Clause (a), as follows, of the resolution made on 21 August 2008 headed Takapuneke-Greens Point Declaration of Land for Reserve:

The Board resolved that the Akaroa-Wairewa Community Board acting under delegated authority declare:

- (a) *under Section 14 of the Reserves Act 1977 the land known as Greens Point Akaroa and described as Lot 1 on Deposited Plan 73274, comprised in Certificate of Title CB 42B/680 having an area 4.0611 hectares and Lot 3 on Deposited Plan 73274, comprised in Certificate of Title CB 42B/682 having an area of 1741m² be an Historic Reserve pursuant to Section 18 of that Act and..*

The Board **resolved** in exercise of the powers conferred on it by Section 14 of the Reserves Act 1977, the Christchurch City Council resolves that those parcels of endowment lands held by the City in fee simple and described in the Schedule, be declared to be a Historic Reserve pursuant to Section 18 of the Reserves Act 1977.

SCHEDULE

- (1) Lot 1 on Deposited Plan 73274, comprised in Certificate of Title CB 42B/680 having an area of 4.0611 hectares.
- (2) Lot 3 on Deposited Plan 73274, comprised in Certificate of Title CB 42B/682 having an area of 1741m².

10. **INSTALLATION OF TOTAL SPAN "UNDERCOVER KIDS" BUS SHELTER AT 1 PORANUI ROAD, BIRDLINGS FLAT**

The Board considered a report seeking its approval to install an "Undercover Kids" bus shelter at the school bus pick up point at 1 Poranui Road, Birdlings Flat.

Members were informed that the bus shelters required very little maintenance, had clear vision and graffiti could be easily removed. There was also very little signage on the shelter other than a small sign advertising Total Span.

The Board **resolved** to place a shelter supplied by Totalspan under their *Kids Undercover* programme outside 1 Poranui Beach Road, Birdlings Flat.

11. INSTALLATION OF TOTAL SPAN “UNDERCOVER KIDS” BUS SHELTER AT THE INTERSECTION OF OKAINS BAY ROAD AND SUMMIT ROAD, BANKS PENINSULA

The Board considered a report seeking its approval to install an “*Undercover Kids*” bus shelter at the school bus pick up point at the intersection of Okains Bay Road and Summit Road, Banks Peninsula.

The Board **resolved** to place a shelter supplied by Total Span under their *Undercover Kids* programme at the southern side of Summit Road, Okains Bay, on the eastern side of the intersection of Summit Road and Okains Bay Road, Banks Peninsula.

12. APPLICATION TO THE DISCRETIONARY RESPONSE FUND - BANKS PENINSULA POETS AND WRITERS COLLECTIVE

The Board considered a report seeking funding from its Discretionary Response Fund of \$493.73 to the Banks Peninsula Poets and Writers Collective, towards the cost of publishing “Jeanette’s Poems”.

The Board was informed that the group has compiled a selection of poems written by a long-term Akaroa resident, Jeanette Jacobson, which they would like to have published in small book form.

The Board **resolved** to grant \$409.00 from its 2008/09 Discretionary Response Fund to the Banks Peninsula Poets and Writers Collective towards the cost of publishing “Jeanette’s Poems”, subject to copies being made available to the Akaroa School and Community Library, the Little River Library and the Coronation Library.

13. APPLICATION TO THE DISCRETIONARY RESPONSE FUND - LITTLE RIVER VOLUNTEER FIRE BRIGADE

The Board considered a report seeking funds from its Discretionary Response Fund of \$3,500 to the Little River Volunteer Fire Brigade towards the cost of 35 uniforms for participants in the Emergency Services Cadet Scheme.

The Board **resolved** to grant \$3,000 from its 2008/09 Discretionary Response Fund to the Little River Volunteer Fire Brigade towards the cost of uniforms for the Emergency Services Cadet programme.

14. AKAROAWAIREWA KEY LOCAL PROJECTS FOR 2009/10

The Board considered a report on the funding applications it wished to nominate as Key Local Projects (KLP) for 2009/10.

The Board **resolved** to nominate the Akaroa Resource Collective Trust as a Key Local Project to be considered for funding by the Metropolitan Funding Committee.

15. COMMUNITY BOARD ADVISER’S UPDATE - continued

- Submission to the Christchurch City Council LTCCP

The Board **resolved** to adopt the submission to the 2009/19 LTCCP.

- Joint Submission to the Environment Canterbury LTCCP

The Board **resolved** to adopt the submission to the 2009/19 Environment Canterbury LTCCP made jointly with the Lyttelton/Mt Herbert Community Board.

10. 6. 2009

16. RESOLUTION TO EXCLUDE THE PUBLIC

The Board **resolved** that the resolution to exclude the public, as set out in the agenda, be adopted.

The meeting concluded at 12.45pm.

CONFIRMED THIS 10TH DAY OF JUNE 2009

Stewart Miller
CHAIRMAN

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

7. RESERVE MANAGEMENT COMMITTEE MINUTES

7.1 DUVAUCHELLE RESERVE MANAGEMENT COMMITTEE - 20 APRIL 2009

**Meeting of the Duvauchelle Reserves Management Committee
Held at the Duvauchelle hall on Monday 20th April 2009 at 7.30 p.m.**

Welcome:

Chairman John Evans welcomed everyone to the meeting

Present:

Ken Bramley, Marye Miller, Jean Turner, Dawn Turner,
John Evans, Geoff Carter, Jacque McAndrew, Chris Muirhead

Apologies Bruce Thomson, Kaye Bramley and Richard Craw.

Motion:

That the apologies be accepted

Moved: Marye **Seconded:** Dawn Carried

Minutes

Dawn requested the words credit card be deleted from the last minutes.

Motion:

That with the above amendment the Minutes of the previous meeting having been circulated, be taken as read and passed as a true and correct record of the previous meeting.

Moved: Marye **Seconded:** Jean Carried

Matters arising:

1. John suggested that the paid caretaker relief situation be held over until the caretaker's house has been built.
2. John and Ken to look at the toilet sensor.
3. There has been a 12 cubic foot freezer bought through Dave Barkle for the kitchen. 12 keys will be available. Jean and Kaye to look into suitable bags for use in freezer. Dave Barkle to send invoice, and a letter of thanks to go to him or his help
4. The tennis nets are still to be looked at.

Financial Report

Dawn asked for last months financial reports to be discarded. She presented the last four months statements with no discrepancies. All reconciled. Expenses are same, however income is slightly up. Dawn went through the current monthly expenses.

We discussed the overhead costs for the electrical warrants. It is to be looked into as it was felt there is a lot of the caretakers' time taken up with this. If the campers arranged it themselves, they would see the time involved.

Due to the cost we agreed to only put a book entry in the Jasons' Guide.

Marye to contact Bruce with regard to CCC website

Motion

That the official financial statements are accepted as presented and expenditure be approved

Moved: Dawn Seconded: John Carried

Correspondence

Inward

Top of the Harbour minutes
Mark Bryan re fence quote and cabin usage.
Duncan McFarlane requesting refund to go Browns
Community Board minutes and agenda April
Mr Langdale- Hunt advising new owners purchase date.
Layne Sefton Transpacific Industries. Re transfer station.
Chris Brown, request to put down paving and a wind break. Also design of new front fence
CCC Hall usage meeting and Hall inspection check

Outward

CCC and Committee Minutes of last meeting.

Motion That the Inward correspondence be Accepted and outward approved

Moved: Marye **Seconded:** Geoff **Carried**

Correspondence Discussion

1. After discussion with regard to the front fence it was decided that we will go ahead with removing the trees and then reassess the design of the fence. Mark Bryan to do work. Ken to contact him.

Moved: John Seconded: Geoff

2. Ken to contact CCC builder advising we did not accept his quote.
3. Geoff to get council map of drains and sewers.
4. We are not able to continue having after hour access to the transfer station. Due to the weighbridge and health and safety reasons. Ken to discuss with Julian from Wasteline the cost of collecting rubbish from the camp.
5. Chris Browns request for paving and a wind break was put on hold until the new fence has been decided sorted.

Caretakers Report

1. Easter went well and was very busy.
2. People were spoken to for letting off fireworks and lighting cabbage tree leaves.
3. Whites have shifted to site 104.
4. People on waiting list with a caravan that will fit on site 74 will be offered it.
5. Winter office hours 9am-8pm
6. Marye to contact Mr Burgess to see if he still wants to sell.
7. Caretaker's uniforms look good and they are happy with them.
8. Ken would like to see the new rules and policies have a separate rule regarding push bikes etc. At present he thinks it is not obvious enough as it is at the end of the speed limit rule.

Health and safety report

- 1** No cycling signs have been erected around office area.
- 2** Bike stands are in place. Thanks to Bruce for these.

General Business

1. Bruce reported that there is not a lot of progress on the caretaker house.
2. John welcomed Chris Muirhead to the committee...
3. Easter camp meeting went well thanks to Jacque. John to look into non skid surface on disability unit ramp. Ken to contact Nick Gill regarding water pressure and temperature in showers.
4. Geoff advised there is a box of cups from the hall at CCC Akaroa.
5. Hedge by Barkles to be trimmed.
6. Kitchen floor at camp needs painting
7. Richard to level sites 58 and 59. **Moved: Jean Seconded: John carried**

10. 6. 2009

8. Spiders to be sprayed.
9. After discussion over campers gaining stay nights from casual campers it was decided that Dawn, Ken and Jean should get together and discuss wording. It was felt that if the owners advise the caretaker that friends are using their site they should be allowed to have stay nights.
10. We still need to do a hall inventory.

Meeting closed at 9.45pm

Next Meeting Duvauchelle Hall Monday May 11th 2009 at 7.30pm.

STAFF RECOMMENDATION

That the Board receive the minutes of the Duvauchelle Reserve Management Committee meeting held on 20 April 2009.

8. POLICY OF VEHICLE ENTRANCES AND FOOTPATH REVIEW

General Manager responsible:	General Manager, City Environment Group
Officer responsible:	Asset Planning & Network Manager
Author:	Weng Kei Chen, Asset Policy Engineer

PURPOSE OF REPORT

1. The purpose of this report is to seek a recommendation from the Board to the Council in relation to the review of the existing policy of vehicle entrances and footpaths.

EXECUTIVE SUMMARY

2. The Council resolved at its 13 March 2008 meeting:

15. REPORT OF THE RICcarton/WIGRAM COMMUNITY BOARD: MEETING OF 4 FEBRUARY 2008

(1) Notice of Motion

It was resolved on the motion of the Mayor, seconded by Councillor Wells, that the Council undertake a review of the existing policy of vehicle entrances and footpaths.

3. The current Council's Policy "That the Council will maintain vehicle entrances on roads with an adjacent footpath" was adopted in 25 May 2001.

The reasons for the current policy are:

- (a) Vehicle crossings adjacent to footpaths are recognised as an integral part of the footpath system and thus registered as a footpath asset.
 - (b) Vehicle crossings where there is no footpath are directly attributable to the property owner rather than to the public good.
4. The Council's Traffic Bylaws 2008 Part 4 Vehicle crossing and Section 335 of Local Government 1974 Act requires owners of properties to form vehicle crossings.
 5. A previous review of the policy was carried out in 2004 and the Council at its meeting of 23 September 2004 resolved "that the current policy be confirmed". The reports of May 2001 and September 2004 are **attached. (Attachment 1)**
 6. The issues relating to the maintenance and resurfacing of vehicle entrances, not adjacent to footpaths was raised by Riccarton/Wigram and Fendalton/Waimairi Community Boards in 2007. The key issue being "Where there is a footpath on only one side of the road the current level of service is to only resurface driveways on the footpath side of the road. The driveways on the opposite side of the road do not get resurfaced."
 7. A Council seminar on the policy was held on the 28 September 2007. The views of elected representatives on the current policy were mixed and staff did stress that any increased level of service would require additional funding. The Council requested staff to review the policy and in particular look at a potential change of level of service that applies to the flat urban part of the city only.

OPTIONS

8. The policy review has considered three potential options:
 - (i) Status quo with the current policy reconfirmed.
 - (ii) The status quo remains for the Hills and rural areas, with a change of level of service for the urban flat areas of the city.
 - (iii) Change in the level of service throughout the City Council Area.

10. 6. 2009

9. In determining the implications to a change in the level of service options the following issues have been brought to elected members' attention.
10. Status quo with the Policy reconfirmed.
 - (a) The Council will continue to receive complaints from property owners when footway resurfacing works are undertaken on a particular road or street and their driveways are not included.
 - (b) The budgets included in the draft LTCCP (Long Term Council Community Plan) support the status quo option.
11. Status quo remains for hills and rural areas, with a change in level of service for the urban flat areas of the city.
 - (a) As part of the review external consultants MWH were commissioned to report on the cost implications of changing the level of service associated with the footpath re-surfacing programme. In the review the footpath resurfacing programme 2008/09, excluding the rural area, (**Attachment 2**) was used to estimate the additional funding required to resurface driveways on the opposite side to where there are no footpaths. An estimated cost of \$250,000 was attributed to resurfacing of these vehicle crossings.
 - (b) In the urban flat area of the city there are a number of property accesses across waterways supported by existing structures e.g. pipes, culverts, or bridges that will require some maintenance works or their replacements prior to resurfacing. It is estimated that \$50,000 per annum will be required to upgrade these structures prior resurfacing works, this figure is an estimate only and could significantly increase once a detailed asset register has been compiled.
 - (c) An increase in the maintenance budget of \$100,000 will be required.
 - (d) Work will be required to clearly define the level of service to be adopted on a street/road basis.
 - (e) The option provides for differing levels of service within the Council's area, some property owners are likely to complain that this is unfair.
12. Change in the level of service throughout the Council area.
 - (a) A change in the level of service that includes resurfacing of all vehicle entrances on legal roads means there would be a need to increase the current Resurfacing budget. The current Resurfacing budget to resurface approximately 90km of footpath annually is \$4.45 million and this would need to be increased by \$400,000 per annum.
 - (b) Across the City area there are property accesses supported by retaining structures on roads. It is estimated that \$150,000 per annum will be required to upgrade these structures prior to surfacing the accesses on road. Again this is a high-level estimate only and could significantly increase once the details of the assets are known.
 - (c) For any change to the existing policy there will also be a need to review the current footpath operational repairs and maintenance budget of \$1.45 million per annum. Currently it is estimated that \$500,000 of the \$1.45 million is attributed to maintaining the vehicle crossings that formed the footpath network.
 - (d) The maintenance budget needs to be increased by \$300,000 per annum.
 - (e) Level of service is common across the Councils area.
13. Currently the stand alone vehicle entrances i.e. without footpath adjacent to them are not considered to be the Council's infrastructural assets to maintain and hence, are not included in the Council's asset register. Any change of policy will require these "new" assets to be identified. Depreciation allowances for these assets will need to be included for any increase to the current level of service.

10. 6. 2009

14. Any change of level service without any increase in funding will lead to a decreased level of service increasing the current footway resurfacing cycle from its existing 23 year cycle.
15. It must be noted that if a change of policy was agreed there will be significant change to the management of this section of the Council's asset. The safe use of the entrances over waterways and supports to driveways would become the Council's responsibility. The management of these additional assets will be complex in particular the responsibility of structural integrity of timber bridges across waterways, 'dry rock' walls supporting driveways on legal roads. There would be a need to review staff resources to manage these structures appropriately.
16. The responsibility for maintaining vehicle entrances on legal roads has always been a contentious issue and it is for this reason that the Council formally adopted the current practice as policy in 2001.
17. Any change of policy will potentially generate additional requests to maintain vehicle entrances from residents residing on roads that have no footpaths.
18. In the consultant's review it included a survey of five other Councils' policies and the findings were:
 - (a) Waimakariri, North Shore and Wellington Councils have similar policies as Christchurch's existing policy;
 - (b) Napier has a policy to maintain driveways on legal roads for visual appearance;
 - (c) Auckland City Council is replacing asphalt concrete footpaths with exposed aggregate concrete and will be replacing the old driveways to achieve uniformity.
19. It must be noted that any change of the present policy will require changes to both Operation and Capital Works budget for Footpath Resurfacing. Without appropriate budgets staff will not be able to deliver the change of level of service required.

FINANCIAL IMPLICATIONS

20. Summary of Additional Cost Implications

	Annual (\$000K)			
	Footpath resurfacing Capital Maintenance budget.	Maintenance of structures, culverts, etc.	Footpath operational, repairs and maintenance.	Total
Option 1 Status Quo	\$0	\$0	\$0	\$0
Option 2 Status quo for Hills and rural areas, change in level of service for urban flat area.	\$250	\$50	\$100	\$400
Option 3 Change in level of service Throughout Council area.	\$400	\$150	\$300	\$850

There is currently no allowance in the Draft 2009/19 LTCCP to change the policy on private driveway resurfacing.

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

21. The recommendations of the report could have an impact on the 2009/19 LTCCP budgets.

LEGAL CONSIDERATIONS

22. Sections 316, 317, and 319 of the Local Government Act 1974 confer a number of powers over roads on the Council. Specifically, section 316 (1) vests local roads in the Council, while section 317(1) provides that all roads in the district are under the control of the Council (excluding State Highways). Section 319 gives the Council power to do certain things in respect of roads (e.g. constructing and repairing roads etc). Section 319 (a) of the Local Government Act 1974 confers a power on the council "to construct, upgrade and repair all roads with such materials and in such manner as the council thinks fit." The section only confers a power to construct, upgrade and repair any road, rather than an express duty to do so.
23. These sections need to be read in light of the common law. The Courts have held that proceedings cannot be brought against a local authority for failure to maintain and repair a road even though a statute gives the Council the power to repair it. This is known as the "non-feasance rule." The rule is subject to a number of technical qualifications. But it has a long history in New Zealand and other jurisdictions. In the last few years the non-feasance rule has been the subject of criticism. It has now been rejected in Australia. In England, the rule has been abolished since 1961 and a positive repair obligation has been placed on highway authorities. However, in the opinion of the Legal Services Unit, the rule is still good law in New Zealand until a court says otherwise or the rule is changed by statute.
24. The opposite of the non-feasance rule is the misfeasance rule. Once the Council decides to reconstruct or repair a road, then it is obliged to exercise reasonable care in the performance of its self-imposed task.

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

25. Yes. The current policy that the Council will maintain vehicle entrances on roads with a footpath complies with the Local Government Act 1974 and is consistent with the non-feasance and misfeasance rules. The Council has a power to maintain and repair footpaths and vehicle entrance ways but it is not under a duty to do so. If the Council exercises its power to maintain footpaths and vehicle entrance ways it must do so with reasonable care and skill.

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

26. This review is to consider a potential change to the of level of service

Do the recommendations align with the Council's strategies?

27. N/A

CONSULTATION FULFILMENT

28. If any significant changes are to be made to the existing Policy this will effectively initiate a change in level of service and therefore appropriate consultation will be part of a future LTCCP review or Annual Plan update.

STAFF RECOMMENDATION

It is recommended that the Board recommend that the Council:

- (a) Consider the options outlined in the report.

Either:

- (b) Decide which option should be adopted, requesting changes to be made to appropriate budgets for the 2009/19 LTCCP.

Or

- (c) Identify the preferred long term policy and request staff to undertake detailed analysis of the preferred option so that it can be adopted for the 2012/22 LTCCP.

11. POLICY OF VEHICLE ENTRANCES AND FOOTPATH REVIEW

General Manager responsible:	General Manager, City Environment DDI 941-8608
Officer responsible:	Asset Planning & Network Manager
Author:	Weng Kei Chen, Asset Policy Engineer

PURPOSE OF REPORT

1. The purpose of this report is in response to the Council's resolution passed at the meeting of 13 March 2008 *"that the Council undertake a review of the existing policy of vehicle entrances and footpaths"*.

EXECUTIVE SUMMARY

2. The current Council policy "That the Council will maintain vehicle entrances on roads with a footpath" was adopted on 25 May 2001. The reasons for the policy are:
 - (a) Vehicle crossing adjacent to footpaths is recognised as an integral part of the footpath system and thus registered as a footpath asset.
 - (b) Vehicle crossing where there is no footpath is directly attributable to the property owner rather than to the public good.
3. The Council's Traffic and Parking Bylaw 2008 Part 4 Vehicle Crossing and Section 335 of the Local Government Act 1974 requires owners of properties to form vehicle crossings.
4. A review of the policy was carried out in 2004 and the Council at its meeting of 23 September 2004 resolved *"that the current policy be confirmed"*. The reports of May 2001 and September 2004 are attached.
5. The maintenance and resurfacing of vehicle entrances, not adjacent to footpaths, was raised by the Riccarton/Wigram Community Board as well as the Fendalton/Waimairi Community Board in 2007. A seminar on the policy was carried out on 28 September 2007. The views of elected representatives on the policy matters were mixed and staff did stress that any increased level of service would require additional funding.
6. As part of this review external consultant Montgomery Watson Harza (MWH) was commissioned to report on the cost implications of changing the level of service associated with the footpath re-surfacing programme. "Where there is a footpath on only one side of the road the current level of service is to only resurface driveways on the footpath side of the road. The driveways on the opposite side of the road do not get resurfaced."
7. In this review the footpath resurfacing programme 2008/09 excluding the rural area was used to estimate the additional funding required to resurface driveways on the opposite side where there are no footpaths. An estimated cost of \$250,000 was attributed to resurfacing of these vehicle crossings. No cost estimates were made for pipes, culverts, bridges and retaining walls replacements. The 2008/09 programme has no footpath resurfacing work programmed along the frontages of properties adjacent to waterways or in the older hill areas where long vehicle entrances are frequently encountered on legal roads.
8. There are a number of property accesses across waterways and the existing structures e.g. pipes, culverts, or bridges that will require some maintenance works or their replacements prior to resurfacing and likewise for hill properties' accesses with retaining structures within the road reserve. It is estimated that at least \$150,000 per annum will be required for upgrading these structures.
9. If there is a change to the existing policy that includes resurfacing of all vehicle entrances on legal roads there will be a need to increase the current resurfacing budget. The current resurfacing budget to resurface approximately 90km of footpath annually is \$4.45M and this would need to be increased by \$400,000 per annum.

10. For any change to the existing policy there will also be a need to review the current footpath operational maintenance budget of \$1.45M p.a. Currently it is estimated that \$500,000 of the \$1.45M is attributed to maintaining the vehicle crossings that formed the footpath network. If there is a change of policy to include resurfacing vehicle entrances as stated in paragraph 9 an increase of \$300,000 p.a. will be required for the maintenance budget. Currently these stand alone vehicle entrances i.e. without footpath adjacent to them are not considered to be the Council's infrastructural assets to maintain and hence are not included in the Council's asset register. Any change of policy will require these "new " assets to be identified. Depreciation cost for these assets will need to be included for any increase to the current level of service.
11. The change of service level without any increase in funding will lead to a decreased level of service increasing the current resurfacing cycle from 23 years to approximately 26 years and this option is not supported by staff.
12. The current policy has satisfied the majority of the city residents. However, from time to time staff do receive some complaints from residents, but by and large the majority of them reluctantly accept the staff's explanation of the policy.
13. It must be noted that if the change of policy was agreed there will be a significant change to the management of this section of the Council's asset. The safe use of the entrances over waterways and supports to driveways will become the Council's responsibility. The management of these new assets will be complex, in particular the responsibility of structural integrity of timber bridges across waterways, 'dry rock 'walls supporting driveways on legal roads. There will also be a need to review staff resources to manage these structures.
14. The responsibility of maintaining vehicle entrances on legal roads has always been a contentious issue and it is for this reason that the Council formally adopted its practice as policy in 2001.
15. Any change of policy will potentially generate additional requests to maintain vehicle entrances from residents residing on roads that have no footpath.
16. In the consultant's review it included a survey of five other councils' policies and the findings were:
 - (a) Waimakariri, North Shore and Wellington Councils have similar policies as Christchurch's existing policies.
 - (b) Napier has a policy to maintain driveways on legal roads for visual appearance.
 - (c) Auckland City Council is replacing asphaltic concrete footpaths with exposed aggregate concrete and will be replacing the old driveways to achieve uniformity.
17. It must be noted that any change of the present policy will require changes to both Operation and Capital Works budget for footpath resurfacing. Without appropriate budgets staff will not be able to deliver the change of level of service required.

FINANCIAL IMPLICATIONS

18. If the Council is to increase the current level of service to include resurfacing of all vehicle entrances on legal roads there will be a need to increase the annual capital budget for footpath resurfacing of \$4.45M by \$400,000 and the footpath maintenance of \$1.45M by \$300,000 and provide for additional depreciation costs of \$200,000.

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

19. The projected increased costs for the change of the current footpath resurfacing policy to include resurfacing of all vehicle entrances on legal roads have been included in the aspiration list in the LTCCP process.

LEGAL CONSIDERATIONS

20. The Council received the following legal opinion in 1975:

“The Council has no legal obligation to maintain the surface of the access track any more that it has an obligation to maintain any other part of the public highway.”

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

21. Yes.

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

22. This review is to consider the change of level of service.

Do the recommendations align with the Council's strategies?

23. Not applicable.

STAFF RECOMMENDATION

It is recommended that the Council confirm the existing Footpath Policy.

ATTACHMENT TO CLAUSE 11 COUNCIL 19.12.2008

5. RESURFACING OF VEHICLE ENTRANCES

Officer responsible Transport and City Streets Manager	Author Weng-Kei Chen, Asset Policy Engineer, DDI 941-8655
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The purpose of this report is to present information on the issues, options and additional costs of maintaining vehicle entrances as requested by the Sustainable Transport and Utilities Committee at its March 2004 meeting.

BACKGROUND

In March 2004 the Committee considered a report advising of the request from the Fendalton/Waimairi and Riccarton/Wigram Community Boards that the Committee review the current policy/practice on the maintenance of vehicle entrances.

The report advised the Committee of the recommendations passed at recent meetings of the two Community Boards and the receipt of a petition from residents in Harkness Place to the Fendalton/Waimairi Community Board in November 2003.

The report noted that this policy had been considered by the Council in May 2001 and attached a copy of the report considered by the Committee at that time. In addition it updated the costs that had been included in that report in respect to the additional budget provision required for implementing the change in the policy to reseal all vehicle entranceways and noted that these were now estimated at \$285,000 per annum for resurfacing and \$55,000 for maintenance, total \$340,000.

The Committee decided to review the current policy on the maintenance of vehicle entrances and requested that a report on the issues, options and additional costs be presented to the Committee by July 2004.

ISSUES

There are many different situations where vehicle crossings are not maintained by the Council. The common reason is that the benefit of the crossing is directly attributable to the property owner rather than to the general public. A footpath provides a public benefit so where a footpath exists the Council maintains the footpath, which in most cases includes the vehicle crossing. Situations where the Council does not maintain the crossing are as follows:

1. Private ROW's and driveways in hill suburbs, where no footpath exists or from the back of the footpath if one does exist. Note that in the hill situation the actual road boundary can be many metres back from the edge of the road and if a footpath exists then it is normally immediately behind the kerb.
2. Hill side driveways supported by retaining walls.
3. Properties along waterways where the vehicle crossing includes a bridge or structure.
4. Industrial properties, where no footpath exists.
5. Rural properties.
6. Residential areas, excluding hill areas (Living H), where there is no footpath, eg Harkness Place.

In the above situations the property owners have the advantage of being able to decide on the type of material used in the construction, that is, they can choose to use the same material as they have on their own property.

In looking at the policy the following issues come to mind:

- The maintenance of property owner installed materials. The maintenance is clearly the responsibility of the property owner, but with changes in owners, and trenching by others, this responsibility does get questioned.

Report of the Sustainable Transport and Utilities Committee to the Council meeting of 23 September 2004

- There is an inconsistency in that in situations where there is a footpath and it is not adjacent to the boundary then the section of driveway from the back of the path to the boundary is maintained by the Council when it could be considered a private benefit.

There are approximately 200 streets in residential areas with footpaths on one side, ie number 6 above where crossings are not maintained by the Council.

OPTIONS AND COSTS

A number of options exist:

1. Council to maintain all vehicle crossings from the kerb to the boundary including structures.
Estimated additional cost - \$340,000 pa plus structures maintenance.
2. Council to maintain only those crossings covered by 6 above and excluding owner installed materials.
Estimated additional cost - \$13,000 pa (\$5,000 maintenance, \$8,000 renewal).
3. Retain existing policy.
Additional cost - nil.

CONCLUSION

There are a number of situations where the Council does not maintain vehicle crossings because the benefit is solely to the property owner and it would seem unfair for ratepayers in general to fund this private benefit. For the majority of these situations, especially hill driveways with supporting structures, it is clearly accepted that the property owner is responsible for the maintenance. There are a number, though, such as the Harkness Place situation, where it is not so well understood by property owners.

In reviewing, the policy officers are of the view that in general it operates satisfactorily, is fair and equitable and consistent with private/public good balance.

Committee

Recommendation: That current policy be reconfirmed.

6. FOOTPATH RESURFACING AND MOTOR VEHICLE ACCESSWAY MAINTENANCE

Officer responsible City Streets Manager	Author Weng-Kei Chen, Asset Policy Engineer DDI 371-1655
Corporate Plan Output: Footpath Resurfacing	

The purpose of this report is to advise the Council on the present practice regarding the footpath resurfacing programme and the likely financial implications if the Council were to extend this to include all vehicle crossings on legal roads. This report is provided as requested following a presentation by Mr Ross, of the Mt Pleasant Residents' Association, to the City Services Committee in March 2001 on maintenance of vehicle entrances on streets without footpaths.

VEHICLE CROSSINGS AND THEIR MAINTENANCE

The Local Government Act and the Council's Public Places and Signs Bylaw 1992 require property owners to provide vehicle crossings across any footpath on any road, or any water channel on or adjoining any road by means of a crossing properly constructed. Vehicle crossing also includes crossings to all private right-of-ways or private roads. The issue of maintaining that part of the vehicle crossing on legal road has frequently arisen and legal opinion has indicated that "the Council has no legal obligation to maintain the surface of the access track any more than it has an obligation to maintain any other part of the public highway". The opinion was obtained in 1975 to assist the Council to make decisions not to maintain accessways to properties at the foot of St Andrews Hill Road and Rapaki Road (opposite Montgomery Terrace). These two accessways are substantially on legal roads. As recent as 1998 the residents using these accessways raised the maintenance issue with the Council again and these complaints were also subjected to investigation by the Ombudsman. The Ombudsman in both cases did not find any deficiencies or weaknesses in the Council's decisions in 1975.

In difficult hillside developments the construction of vehicle crossings often requires the construction of retaining walls on legal roads and permission is usually granted with owners entering into a Deed of Licence with the Council. One of the standard conditions is to identify that the owner "is responsible for the maintenance of retaining walls, vehicle crossings and any associated structures installed on legal road". The condition is consistent with the Council's maintenance on road. The Council's policy does permit property owners some flexibility in the installation of pavement materials on vehicle crossings where there is no formal footpath. There are also occasions where residents request the Council to maintain bridges or culverts over waterways on legal roads. These requests are declined for the reason that they don't serve the general public.

CURRENT PRACTICE FOR FOOTPATH RESURFACING

The current practice for footpath resurfacing is to resurface the footpath and area adjacent to the infrastructure which includes vehicle crossings. This practice is to enable a consistent level of service for users of footpaths and recognises that adjacent vehicle crossings are an integral part of the footpath system. The existence of vehicle crossings also provide the users with convenient access and exit to destinations. The table below provides the level of expenditure in recent years.

	<i>Expenditure</i>	<i>Length Sealed</i>	<i>Unit Rate/km</i>
1998/99	\$1.762 m	94.4 km	\$18,670
1999/00	\$2.043 m	92.5 km	\$22,090*
2000/01	\$2.450 m	93.7 km	\$26,147*

*Note the cost increase is due to historical low cost in tendering; increase costs of bitumen and labour; and installation of additional timber battens.

The upgrading cost of vehicle crossings adjacent to footpath amount to 18% of the total cost of the resurfacing programme.

ROADS WITH ONE SIDE FOOTPATH

The City Plan requires subdividers to provide footpath facilities and also linkage to existing or future pedestrian infrastructure. In new subdivisions only one footpath is required for roads in the Living Hill zone or for roads that serve less than 25 dwelling lots. In Living Zones this requirement is consistent with the Council's past practices and also implies that the majority of the existing hillside roads do have only one footpath. The Council has some single footpath roads that serve more than 25 dwelling lots and the Unit has occasional requests to construct additional footpath facilities. The funding for this additional footpath is mostly obtained from Boards' discretionary funding. It is estimated that 100 km of the urban network has one footpath only.

24.5.2001

FUNDING IMPLICATIONS

For the Council to extend its service level to include resurfacing vehicle entrances on roads without a footpath it would need to increase the funding for the footpath resurfacing programme by \$220,000. In addition footpath maintenance expenditure would need to be increased by \$50,000 p.a. In summary \$270,000 is required to increase the level of service.

Recommendation: That the current Council footpath maintenance and resurfacing practice be retained.

FOOTPATH RESURFACING 2008/09						
Footpath on one side of road only						
RAMM Rd Id	Street	From	To	Side	RAMM Length	Evaluation of Structures
NORTHERN						
361	Brockhall Ln	Kedlestone	End	North	200	<i>no structures</i>
362	Brockham St	Veitches	Glenmore	East	374	<i>no structures</i>
1195	Huntingdon Pl	Berkshire	End	North	200	<i>no structures</i>
1760	Oconnor Pl	Roydvale	End	North	270	<i>no structures</i>
2310	Strathean Ave	Withells	Avonhead	North	300	<i>no structures</i>
2370	Tavistock Pl	Apsley Dr	End	North	110	<i>no structures</i>
2640	Wiltshire Mews	Berkshire	End	West	120	<i>no structures</i>
EASTERN						
762	Drayton Dr	Mt Pleasant Rd	Assisi St	Right	560	<i>yes - retaining walls</i>
789	Dyers Rd	Ruru Rd	Maces Rd	Right	930	<i>no structures</i>
953	Glendevere Tce	Glenstrae Rd	End	Right	300	<i>yes - retaining walls</i>
964	Glenstrae Rd	Finish 2008			300	<i>yes - structures</i>
1162	Holland St	Dunarnan St	Torlesse St	Left	160	<i>no structures</i>
1470	Luxton Pl	Drayton Dr	End	Left	90	<i>no structures</i>
2780	Main Rd (access)			Right	500	<i>no structures</i>
3121	Marine Pde (Cul de Sac)	Caspian St	End	Right	79	<i>no structures</i>
1677	Mt Pleasant Rd	Billys Track	Soleres Ave	Left	670	<i>yes - retaining walls</i>
2021	Revelation Dr	Clifton Tce	End	Right	1120	<i>yes - retaining walls</i>
2261	St Andrews Hill Rd	Main Rd	Tc Awakura Tce	Right	250	<i>yes - retaining walls</i>
1847	Summervale Dr	Evans Pass Rd	End	Right	310	<i>yes - pipes</i>
3049	Waitikiri Dr	Alpine View L	Landfill Ave	Left	160	<i>no structures</i>
SOUTHERN						
2332	Sunvale Tce	Bowenvale Ave	End	Right	200	<i>no structures</i>
2594	Westfield Ave	Runnymede St	End	Left	260	<i>no structures</i>
Total length of road with footpath on one side only					7,463	<i>metres</i>
Assume typical street frontage 20m wide, and one entry per property					373	<i>vehicle entrances</i>
Standard vehicle crossing is 3.6m wide by 4.5m deep					16	<i>typical vehicle crossing area</i>
Total area of additional vehicle crossings to overlay with AC					5,968	<i>square metres</i>
Resurface vehicle crossings (including repairs)					40	<i>\$ per square metre</i>
Cost to resurface vehicle crossings					TOTAL	\$238,720
Structural Extras						
Waterways, pipe for entrance, 4.6m long + headwalls					\$3,000	<i>each</i>
Waterways, culvert/bridge for entrance, 4.6m wide + headwalls					\$12,000	<i>each</i>
Retaining Walls (assume 650 m ²)					\$20,000	<i>each</i>

9. **AKAROA DESIGN AND APPEARANCE ADVISORY COMMITTEE - 4 MAY 2009**

General Manager responsible:	Peter Mitchell, Regulation & Democracy Services
Officer responsible:	Kent Wilson, Planner, Environmental Policy and Approvals Unit
Author:	Graham Sutherland, Acting Community Board Adviser

PURPOSE OF REPORT

The purpose of this report is to submit the outcomes of the Akaroa Design and Appearance Advisory Committee meeting held on Monday 4 May 2009.

The meeting was attended by Committee members Stewart Miller (Chairman) (Chairman, Akaroa Wairewa Community Board), Victoria Andrews, Peter Beaven, John Davey, Eric Ryder and Lynda Wallace.

Also in attendance were Rod Armstrong and Kent Wilson (Planners) from 10:17am.

1. APOLOGIES

An apology was received and accepted from Dave Margetts (Historic Places Trust)

2. REPORT OF PREVIOUS MEETING

The Committee **received** the minutes of the Akaroa Design and Appearance Advisory Committee meeting held on 2 March 2009 subject to the following alteration:

Page 4, paragraph 5 - delete last sentence and replace with "Ms Andrews asked that the green area adjacent to Dalys Wharf also be assessed because the small green areas are used by members of the public for picnics."

The meeting adjourned at 10:11am and resumed at 10:17am.

3. PLANS TO CONSIDER

3.1 Bank of New Zealand, Akaroa - Replacement of an existing Sign

The proposal is to replace the existing transom sign attached to the western façade of the Bank of New Zealand, 73 Rue Lavaud, Akaroa and to remove the existing transom sign located above the main entrance on the western elevation. The panel sign attached to the street pole on the corner of Rue Lavaud and Rue Balguerie, indicating the location of the ATM is also to be removed. The proposed replacement sign will be illuminated, consistent with the existing sign. Navy background, white BNZ, smaller and more discrete.

As the building is listed in Category II under the schedule of heritage buildings, any activity involving alterations to it requires resource consent as a restricted discretionary activity.

Under the Akaroa Design Guidelines illuminated signage is strongly discouraged, however it was pointed out that each application is assessed on its own merits. Members were advised that the existing consent for signage was approved prior to the current guidelines.

Members felt it was not necessary to have illuminated signs in Akaroa and did not wish to encourage such signage. Members also felt that the sign above the door of the main entrance to the building is more in keeping with an historic building than the sign proposed.

Members **agreed** that they were not in favour of the sign being illuminated and suggested that the sign presently above the door be retained in its current form.

Staff were asked to inform the applicants of the Akaroa Design Guidelines.

3.2 **St. Patricks Church, Akaroa - Extension to Sacristy**

The Committee discussed the proposal to extend the original sacristy of St. Patricks to provide additional seating and facilities. This item had been placed on the agenda at the request of the Historic Places Trust to obtain the views of the Committee. Any comments made by the committee would be of benefit to the Historic Places Trust when it was considering the application.

The Committee was informed that St. Patricks Church is registered Category 1 with the New Zealand Historic Places Trust (NZHPT). The extension proposal is to be in the same style as the existing historic church and would turn the plan of the church into more of a stronger "L" shape with the extension to the south-west.

The Committee discussed this item fully and agreed that staff relay the following comments of the Committee to the Historic Places Trust:

- The Committee is not in favour of the additions, including the porch as proposed, for the following reasons:
 - the proposed addition is too long and undermines the proportions of the existing building.
 - the decorative barge boards on both the porch and the gable end undermine and compete with the decorative barge board on the main historic church gable.
 - the proposed entranceway similarly undermines the strength of the existing entrance to the church and could be moved to the side or back of the proposed extension.
 - the proposed extension could be shortened by moving some of the rows of seats into the areas shown on the plans as the kitchen and porch area and the kitchen and utility areas could be incorporated into a possible gable extension running parallel to the main gable of the church, but located behind the proposed extension.

The above views are the informed comments of the Committee based on the materials provided by the NZHPT. They constitute design solutions which, in the opinion of the Committee, would be preferable to the proposed design. The Committee is, however, mindful that other design solutions may be possible.

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

Nil.

5. **COMMITTEE MEMBERS EXCHANGE OF INFORMATION**

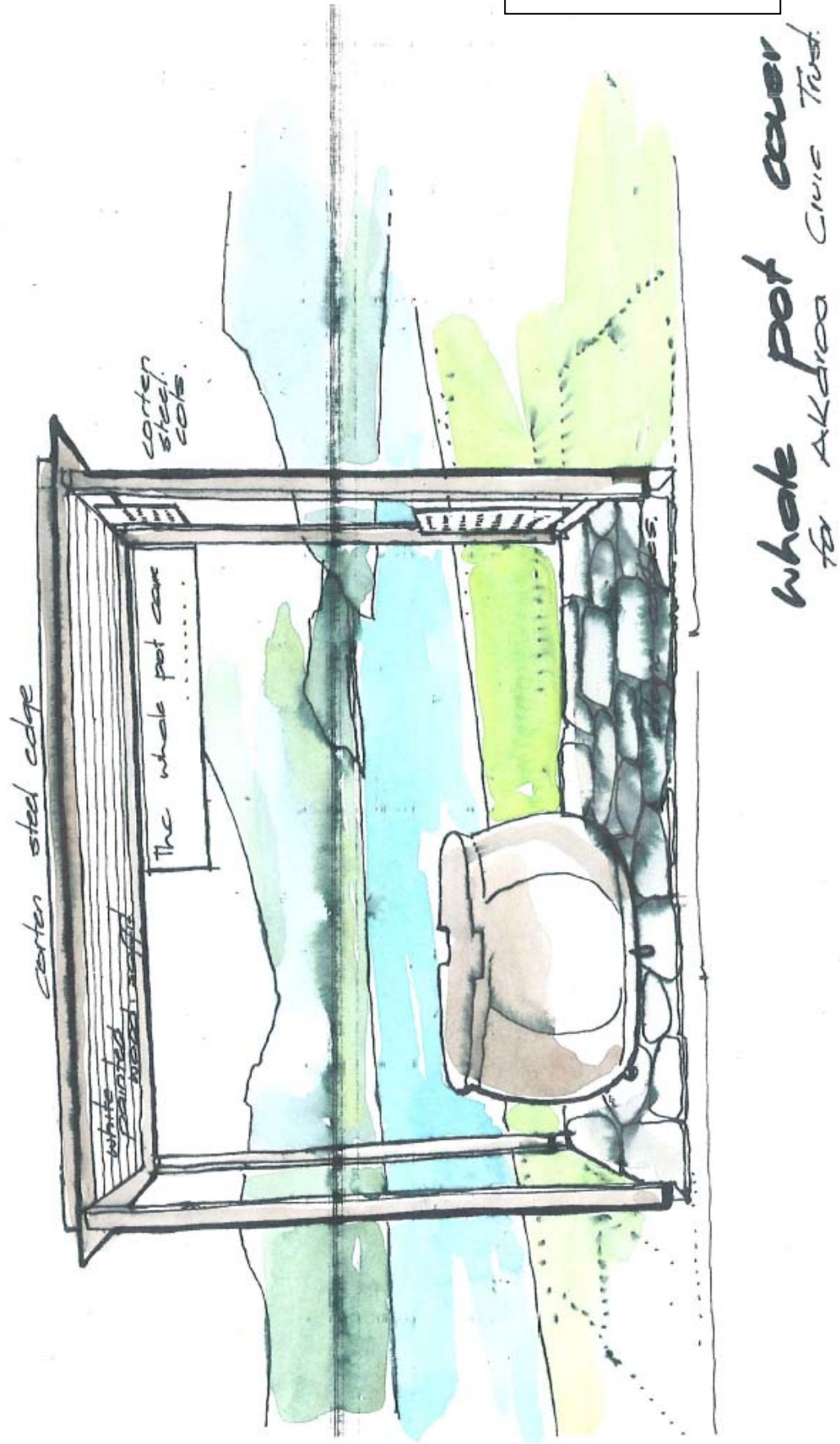
- Akaroa Beachfront Area - the Chairman updated the Committee on the proposed upgrade of the Akaroa Beach Reserve area.
- Whale Pot - Mr Beaven tabled a design for a proposed cover for the whale pot situated in the Akaroa beachfront area. He said he had suggested Corten Steel be used as this would eventually rust in keeping with the whale pot.

Members felt the design was simple and appropriate and **supported** the proposed design in principle (**attached**).

Staff were asked to investigate whether Council Public Artworks funding might be available for this project.

- Proposed Bridge, 91 Beach Road - the Planner was asked to update the Committee at its next meeting on this issue.

The meeting closed at 11:10am.



STAFF RECOMMENDATION

That the Board receive the minutes of the Akaroa Design and Appearance Advisory Committee meeting held on 4 May 2009.

10. BRIEFINGS

11. COMMUNITY BOARD ADVISERS UPDATE

11.1 BOARD FUNDING BALANCES

The following is a copy of the Board's funding balances as at 31 May for members' information.

Processed by AMA to Accounts	Project/Service/Description/Group	Allocation 2008/2009
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Akaroa/Wairewa Discretionary Response Fund		
	Budget	15,000
	<i>Allocations made</i>	
	Youth Development Scheme - Opening Balance allocation	2,000
	<i>Allocations made</i>	
23-Sep	Nathan Pryor - Australian Open Taekwondo Championships in Sydney.	350
	Georgina Power - South Island Show Jumping Team to Australia	480
	Youth Development Fund - allocated	830
23-Sep	Akaroa Boating Club (Upgrade existing launching deck and ramp)	5,000
8-Dec	Akaroa District Promotions (Ellerslie International Flower Show)	2,966
	Akaroa/Wairewa Elderly Citizens (Christmas Packs for Locals)	275
2-Mar	Project Lyttelton (Tutor costs for vegetable growing course in Little River)	520
	Trinity Community Garden (Water tanks, pipes, pump & installation)	2,000
	Banks Peninsula Poets & Writers Collective (Print poetry book - Jeanettes Poems)	409
	Little River Volunteer Fire Brigade (Uniforms for cadet scheme)	3,000
	Sub Total (allocated)	15,000
	TOTAL: Akaroa/Wairewa Discretionary Response Fund Unallocated	0
	<i>Includes Youth Development Fund Balance returned to main fund</i>	

Akaroa/Wairewa Reserves Discretionary Fund		
	Budget	20,000
	Little Akaloa Tennis (Drainage for new tennis court)	5,000
	Little River Tennis Club (Tennis Court Fencing)	11,231
	Awa-iti Domain (Lighting Upgrade)	3,769
	TOTAL: Akaroa/Wairewa Reserves Discretionary Fund Unallocated	0

12. ELECTED MEMBERS INFORMATION EXCHANGE

13. QUESTIONS UNDER STANDING ORDERS