

**BURWOOD/PEGASUS COMMUNITY BOARD
AGENDA**

MONDAY 16 MARCH 2009

AT 5PM

**IN THE BOARDROOM,
CORNER BERESFORD AND UNION STREET,
NEW BRIGHTON**

Community Board: David East (Chairperson), Nigel Dixon, Tina Lomax, Gail Sheriff, Tim Sintes, Linda Stewart, and Chrissie Williams.

Community Board Adviser
Peter Dow
Phone 941 5305 DDI
Email: peter.dow@ccc.govt.nz

PART A - MATTERS REQUIRING A COUNCIL DECISION

PART B - REPORTS FOR INFORMATION

PART C - DELEGATED DECISIONS

INDEX	PG NO		
PART C	2	1.	APOLOGIES
PART C	2	2.	CONFIRMATION OF MINUTES – 2 MARCH 2009
PART B	2	3.	DEPUTATIONS BY APPOINTMENT
		3.1	Dallington Residents' Association
PART B	2	4.	PRESENTATION OF PETITIONS
PART B	2	5.	NOTICE OF MOTION
PART B	2	6.	CORRESPONDENCE
PART B	2	7.	BRIEFINGS
PART C	5	8.	MARINE PARADE - ROADSIDE ENHANCEMENT PROJECT
PART C	8	9.	PROPOSED RIGHT-OF-WAY NAMING
PART C	11	10.	LEAVER TERRACE – PROPOSED SCHOOL BUS STOP AND REMOVAL OF MOBILITY PARKING
PART A	14	11.	ROAD STOPPING POLICY
PART C	26	12.	2008/09 DISCRETIONARY RESPONSE FUNDING - ALLOCATION
PART C	28	13.	BURWOOD/PEGASUS YOUTH DEVELOPMENT FUNDING SCHEME - APPLICATIONS
PART B	34	14.	COMMUNITY BOARD ADVISER'S UPDATE
PART B	34	15.	BOARD MEMBERS' QUESTIONS

1. **APOLOGIES**

2. **CONFIRMATION OF MEETING MINUTES – 2 MARCH 2009**

The minutes of the Board's ordinary meeting 2 March 2009 are **attached**.

3. **DEPUTATIONS BY APPOINTMENT**

3.1 **DALLINGTON RESIDENTS' ASSOCIATION**

On behalf of the Dallington Residents' Association, Mr Philip Haythornthwaite has been granted speaking rights to address the Board regarding a request that the Council fund the undergrounding of the overhead electrical power lines on the remaining sections of New Brighton Road.

A copy of the submission to be made is **attached**.

4. **PRESENTATION OF PETITIONS**

5. **NOTICES OF MOTION**

6. **CORRESPONDENCE**

7. **BRIEFINGS**

16. 3. 2009

- 3 -

ATTACHMENT TO CLAUSE 2

9. 4. 2009

**BURWOOD/PEGASUS COMMUNITY BOARD
2 MARCH 2009**

**Minutes of a meeting of the Burwood/Pegasus Community Board
held on Monday 2 March 2009 at 5pm in the Board Room,
Corner Beresford and Union Streets, New Brighton**

PRESENT: David East (Chairman), Nigel Dixon, Tina Lomax, Gail Sheriff,
Tim Sintes, Linda Stewart and Chrissie Williams.

APOLOGIES: Nil.

The Board reports that:

PART B - REPORTS FOR INFORMATION

1. DEPUTATIONS BY APPOINTMENT

Nil.

2. PRESENTATION OF PETITIONS

Nil.

3. NOTICES OF MOTION

Nil.

4. CORRESPONDENCE

The Board **received** tabled correspondence from the Aranui Community Trust (ACTIS) regarding a proposal that the Trust manage the Wainoni/Aranui Family Centre.

Staff undertook to forward the submission to the Council's Community Support Unit for consideration as part of the Burwood/Pegasus component of the Draft Community Facilities Network Vision.

5. BRIEFINGS

Nil.

6. COMMUNITY BOARD ADVISER'S UPDATE

The Board **received** information from the Community Board Adviser on forthcoming Board related activities and an update was provided on local capital projects.

Members were advised that favourable feedback had been received from several recipients of the Board's donated tickets for the Ellerslie International Flower Show. Also noted was information indicating that applications under the Strengthening Communities Fund Scheme were currently being invited until 31 March 2009.

6 Cont'd

Further, it was **agreed** that the Board's Burwood/Pegasus Artworks in Public Places Subcommittee would next meet on Thursday 23 April 2009 at 5.30pm.

Clause 9 (Part C) of these minutes records a Board decision regarding the holding of an extraordinary meeting to consider a submission on the Council's Draft LTCCP 2009-19.

7. BOARD MEMBERS' QUESTIONS

Nil.

PART C - REPORT ON DELEGATED DECISIONS TAKEN BY THE BOARD

8. CONFIRMATION OF MEETING MINUTES – 16 FEBRUARY 2009

The Board **resolved** that the minutes of its ordinary meeting held on 16 February 2009, be confirmed.

9. COMMUNITY BOARD ADVISER'S UPDATE – CONT'D

Further to clause 6 (Part B) of these minutes, the Board **resolved** that an extraordinary meeting be held on Wednesday 1 April 2009 at 5pm in the Boardroom, Corner Beresford and Union Streets, to consider the preparation of a Board submission on the Council's Draft LTCCP 2009/19.

The meeting concluded at 5.18pm.

CONFIRMED THIS 16TH DAY OF MARCH 2009

**DAVID EAST
CHAIRMAN**

Submission to the Christchurch City Council

Burwood/Pegasus Community Board

From THE DALLINGTON RESIDENTS ASSOCIATION

WE wish to be heard in support of this submission.

Submitter: Mr Philip Haythornthwaite
Address: 160a North Parade
Shirley
CHRISTCHURCH 8013

Pages: 2

Proposal: THAT THE BURWOOD/PEGASUS COMMUNITY BOARD resolve to obtain funding from the Christchurch City Council to complete the undergrounding of all remaining overhead electrical supply lines that form part of any overhead electrical supply lines on NEW BRIGHTON ROAD that are located between the Junction of North Parade/Marshland Road in Shirley, Christchurch and New Brighton, Christchurch. This includes CRESSWELL AVENUE that borders the southern edge of Burwood Park.

Reasons in support of the above proposal:

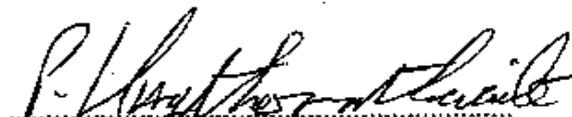
- A) The Christchurch City Council has been undergrounding overhead electric supply services to improve the way Christchurch looks by removing untidy overhead wiring and the visual impact that this has on a persons view as well as being able to improve lighting quality. However, regardless of where you drive to around the City in Christchurch it is very rare to find any road that has been 100% completed from end to end especially when this is based on a persons journey from point to point.
- a) To illustrate this presume that you are driving to New Brighton from the Junction of Cranford Street, Berwick Street intersection to New Brighton via New Brighton Road. The Journey down Berwick Street, Warrington Street and Shirley Road is on roads that look very clean and tidy with old wiring gone and all electrical supply to houses and businesses is via underground supply. It is also in the wards of the Shirley/Papanui Community Board.
- b) However, the moment you cross over the Junction at The Palms from Shirley Road onto New Brighton Road the quality and the standard of the work done drops significantly on New Brighton Road especially between The Palms Mall and ANZAC Drive and New Brighton.
- I) The part of New Brighton Road from the Palms Mall to Burwood Park is **overhead electrical supply.**
- II) The part of New Brighton Road through Burwood Park is underground electrical supply.
- III) The part of New Brighton Road from Burwood Park to Locksley Avenue is **overhead electrical supply.**

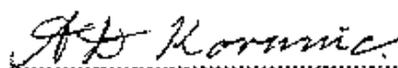
ATTACHMENT TO CLAUSE 3 Cont'd

- IV) The part of New Brighton Road at Locksley Avenue is overhead electrical supply with the area immediately around the Locksley Avenue Junction recently converted to be serviced by three street lights on underground electrical supply.
 - V) The part of New Brighton Road from Locksley Avenue to the Bassett Street/Avondale Road Roundabout is **overhead electrical supply**.
 - VI) The part of New Brighton Road from the Bassett Street/Avondale Road Roundabout to 341 New Brighton Road is **overhead electrical supply**.
 - VII) The part of New Brighton Road from 341 New Brighton Road to just past junction of New Brighton Road and Brooker Avenue is underground electrical supply.
 - VIII) The part of New Brighton Road from the junction of New Brighton Road and Brooker Avenue is returns to **overhead electrical supply for seven pole lengths**.
 - IX) The part of New Brighton Road from viii) as described above to the ANZAC Drive Roundabout is underground electrical supply.
- c) The Christchurch City Council should upgrade this section of electrical supply by converting the overhead supply lines to underground supply as it would make New Brighton Road look far smarter past a major city mall in Christchurch. All street lighting on New Brighton Road should be brought up to the same standard that of underground supply and the eastern side of Christchurch should have the same attention paid to its asset improvements as is done for other areas of the City.

B) CONCLUSION

The completion of this work would be very much appreciated as New Brighton Road is a major route for people visiting Christchurch City and the New Brighton Area. The whole length of North Parade is on underground supply, the whole length of Warrington Street and Shirley Road is on underground supply, and completion of the work done would make this part of Shirley look very tidy and all equipment used to supply and fit the lights would be of the same standard and design. Thank you for considering this submission.


Philip Haythornthwaite


Anton Korunic - Chairman

8. MARINE PARADE - ROADSIDE ENHANCEMENT PROJECT

General Manager responsible:	General Manager City Environment, 941-8608
Officer responsible:	Manager Transport and Greenspace
Author:	Kim Swarbrick, Consultation Leader Greenspace

PURPOSE OF REPORT

1. The purpose of this report is to seek the approval of the Board for the Marine Parade Roadside Enhancement Project and to proceed with detailed design and construction.

EXECUTIVE SUMMARY

2. Marine Parade is the closest road to the ocean running parallel with the coastal sand dunes. The road runs from Waimairi Beach in the north to South New Brighton in the south. Over the last five years the Coastal Area Park Ranger Team (Coast Care Programme) have been progressively working along Marine Parade to enhance this connection between the roadside and beaches. Currently there is funding available in this and the next financial year to implement an upgrade between Hood and Shackleton Streets.
3. A preliminary development plan was circulated to key stakeholders in December 2008 to obtain feedback on its design. The proposal is for sealed and formalised car parking, bollard and cable fencing alongside road edge, improved pedestrian access along the back of the sand dunes, aesthetic enhancements through additional planting, improved lawn areas, provision of new picnic tables and removal of the old crib wall opposite Rodney Street. In order to remove the crib wall, some contouring on the back slope of the sand dune is necessary. The final height and summit profile of the dune tops will meet the conditions of the existing resource consent.
4. The final plan, which is **attached** to this report, aims to reflect the views of the community and feedback received via this consultation process. In this instance support for the proposed plan was good and no changes have been made to the existing plan.

FINANCIAL IMPLICATIONS

5. The estimated cost to implement the concept plan is \$120,000. Coast Care rangers have funding of \$90,000 available in this financial year to commence the Marine Parade Roadside Enhancement Project. The remaining \$30,000 for the next financial year is subject to receiving funding in the 2009-19 LTCCP.
6. The area will continue to be monitored by Coastal Area park rangers and new amenity landscaping will be maintained by a Council maintenance contractor (City Care) and therefore the area can be expected to receive regular maintenance and management. Ongoing maintenance costs will be met by the maintenance budget.

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

7. Yes, this project is budgeted for within Coast Care funding allocations under the current LTCCP. Future year funding is subject to approval in the 2009-19 LTCCP.

LEGAL CONSIDERATIONS**Have you considered the legal implications of the issue under consideration?**

8. Yes, roadside reserve designs have been developed in conjunction with crime prevention standards and Crime Prevention Through Environmental Design (CPTED) principles. All legal requirements pertaining to roadside parking have been met so there are no adverse impacts for the community.

8. Cont'd

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

9. Alignment with LTCCP as indicated in paragraph 7 above. Yes, this activity conforms with the Activity Management Plans and as such is consistent with the:
- (a) Parks and Open Spaces Activity Management Plan
 - (b) Parks and Waterways Access Policy

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

10. Yes as indicated in paragraph 7.

ALIGNMENT WITH STRATEGIES

11. Provision of the Marine Parade Roadside Enhancement Project has primary alignment with the following Council strategies:
- (a) Recreation and Sport Strategy
 - (b) Pedestrian Strategy for Christchurch City
 - (c) Security Strategy
 - (d) Urban Renewal Programme
 - (e) Equity and Access for People with Disabilities Policy
 - (f) Environmental Design Policy

Do the recommendations align with the Council's strategies?

12. Recommendations made in this report are consistent with the Council strategies listed above. This project is the implementation of one part of the 2000-2010 Coastal Strategy.

CONSULTATION FULFILMENT

13. A seminar was held 1 December with Burwood/Pegasus Community Board seeking permission to consult with the community. A public information leaflet seeking responses on the preliminary plan was distributed to residents and key stakeholder groups early in December 2008. Residents were asked to indicate their acceptance/non acceptance of the plan and were given the option to comment. In total, 13 response forms were received from the 75 consultation packages delivered. This is a lower return rate than hoped for yet it lies within normal response ratios.

77% Accept the proposed plan (10)

23% Do not accept the proposed plan (3)

14. The 10 responses supporting the plan all made very positive comments and were delighted to have the enhancement proposed. Of the three non supporting responses received the comments were regarding issues outside of the scope of this project. For example enhancement of the seaward side of the sand dunes and lowering of the sand dunes. This is a complex issue and not appropriate for consideration under the umbrella of this project. Coastcare Rangers or the author have made direct contact with these people to inform them of the situation.
15. A reply letter acknowledging responses was issued in December. A final reply letter will be circulated to residents and stakeholder groups following the Boards' decision.

STAFF RECOMMENDATION

It is recommended that the Burwood/Pegasus Community Board approve the proposed Marine Parade Roadside Enhancement Project and staff commence with implementation of the current financial year work and continue with the project upon receiving funding in the 2009-19 LTCCP.



Images indicative of plant species and site furniture



Landscape Concept Plan

- Legend**
- Existing trees to be retained
 - Proposed native trees
 - Proposed cabbage trees
 - Proposed native shrubs
 - Low native shrubs & groundcovers
 - Maintained lawn areas
 - Existing walking track & sand tadders
 - New crushed shell path 1.5m wide &/ or maintained grass path
 - Existing road
 - New park furniture (seating, tables)
 - New timber bollards 200mm dia, with stone top and post and cable fencing

- Key Features**
1. Formalised car parking for 43 cars
 2. Improved pedestrian access along back of dune
 3. Additional tree shrub and groundcover planting
 4. Improved lawn areas with seating and tables



9. PROPOSED RIGHT-OF-WAY NAMING

General Manager responsible:	General Manager Regulation and Democracy Services, DDI 941-8462
Officer responsible:	Unit Manager Environment Policy and Approvals
Author:	Bob Pritchard

PURPOSE OF REPORT

1. The purpose of this report is to obtain the Board's approval to a new right-of-way name.

EXECUTIVE SUMMARY

2. The approval of proposed new road and right-of-way names is delegated to the Community Boards.
3. The Subdivision Officer has checked the proposed name against the Council's road name database to ensure it will not be confused with names currently in use.

RMA 92007845 Q A Villages 89 & 91 Burwood Road

This subdivision will create nine new residential allotments and three elderly persons units, to be served by a new formed and sealed right-of-way. The name "Jackmin Lane has been proposed for the right-of-way. It is understood that "Jackmin" was a landowner in the area.

The name is not unduly long, and there should be no difficulty in the name being displayed on a street map.

FINANCIAL IMPLICATIONS

4. There is no financial cost to the Council. The administration fee for road naming is included as part of the subdivision consent application fee, and the cost of name plate manufacture is charged direct to the developer.

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

5. Not applicable.

LEGAL CONSIDERATIONS

6. The Council has the authority to approve right-of-way names.

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

7. Yes. There are no legal implications.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

8. Not applicable.

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

9. Not applicable.

ALIGNMENT WITH STRATEGIES

10. Not applicable.

Do the recommendations align with the Council's strategies?

11. Not applicable.

9 Cont'd

CONSULTATION FULFILMENT

12. Where proposed road or right-of-way names have a possibility of being confused with names in use already, consultation is held with Land Information New Zealand and New Zealand Post.

STAFF RECOMMENDATION

It is recommended that the Board consider approving the proposed right-of-way name "Jackmin Lane" as submitted.

BACKGROUND (THE ISSUES)

13. There are no issues.

THE OBJECTIVES

14. Approval by the Community Board of the right-of-way name proposed in this report

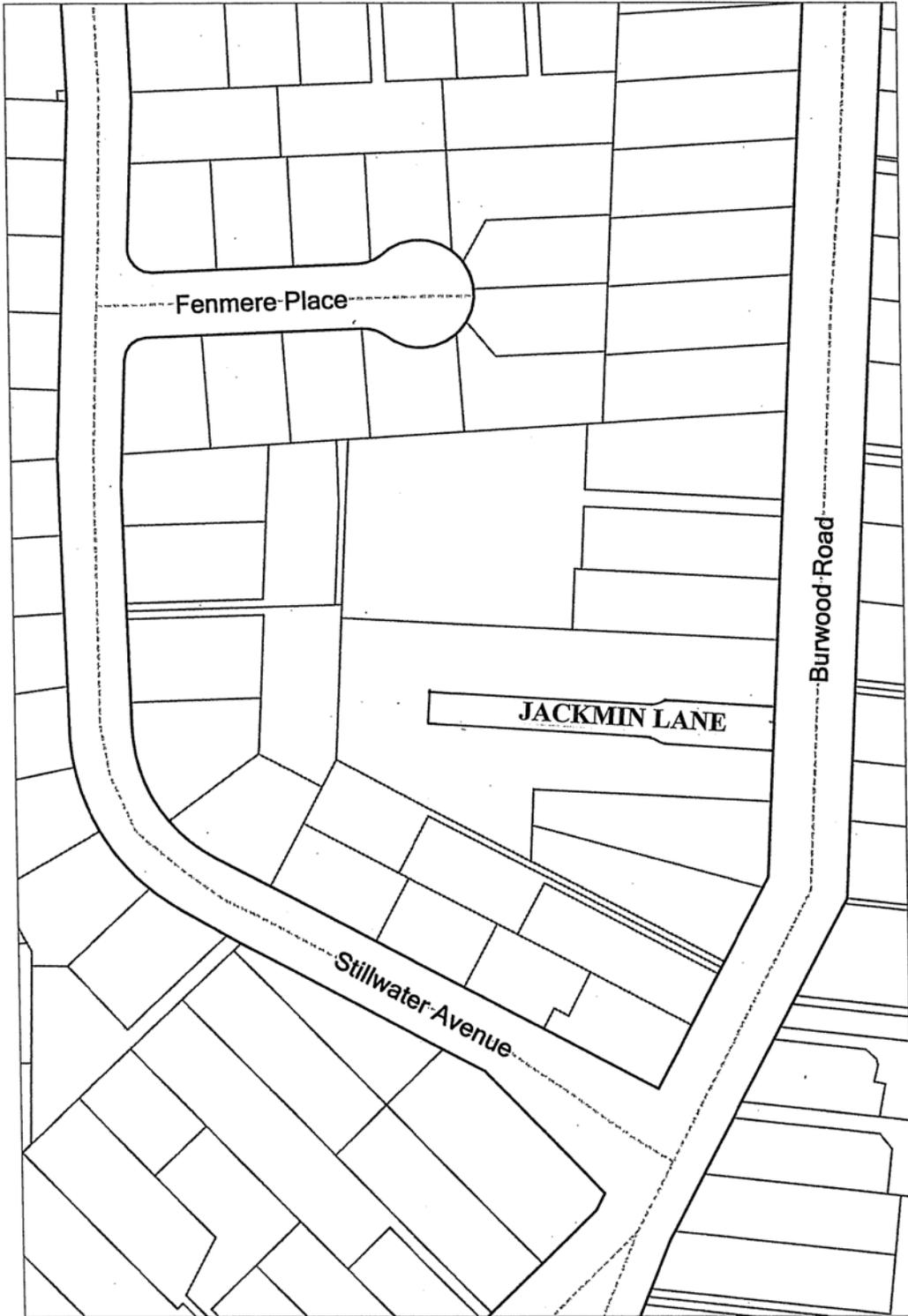
THE OPTIONS

15. Decline the proposed name and require alternative names to be supplied.

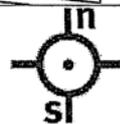
THE PREFERRED OPTION

16. Approve the name as submitted by the applicant.

89 & 91 Burwood road



Scale: 1:1500
100 metres



10. LEAVER TERRACE – PROPOSED SCHOOL BUS STOP AND REMOVAL OF MOBILITY PARKING

General Manager responsible:	General Manager City Environment, DDI 941-8608
Officer responsible:	Transport and Greenspace Manager
Authors:	Jon Ashford/Michael Thomson – Network Operations

PURPOSE OF REPORT

1. The purpose of this report is to seek the Board's approval that a School Bus Stop be installed outside North New Brighton School on the north side of Leaver Terrace and that the existing mobility parking outside North New Brighton School on the north side of Leaver Terrace be removed.

EXECUTIVE SUMMARY

2. The Council has received a letter from the Principal of North New Brighton School requesting that a school bus stop be installed. Please refer to the **attached** plan.
3. Leaver Terrace is a "no exit" local road with runs westwards from Marine Parade to approximately 100 metres west of the North New Brighton School main entrance. The only existing parking restriction in this part of Leaver Terrace is a mobility park beside the school main entrance which is to be revoked as part of this proposal.
4. The school had a special needs unit and the mobility parking was installed beside the school main entrance to service this. As the special needs unit is no longer attached to the school and the school are able provide on-site parking for disabled persons when required, the mobility park is not required. The school would like to replace this mobility park beside the main entrance with a school bus stop.
5. Staff met with the school Principal, on site, to discuss the issue and advise that the location of the existing mobility parking is inappropriate for a bus stop, as there is no appropriate bus turning facility at the west end of Leaver Terrace. The tight manoeuvres required to turn a bus would result in damage to the carriageway.
6. Staff have identified a location on Leaver Terrace, east of Grantley Street, along the school frontage that will allow access to the bus stop from Grantley Street and an exit further along Leaver Terrace without the need to turn around. As this location is in front of the school grounds, no residential properties are affected by the school bus stop.
7. This proposal will provide the school with a school bus stop in an appropriate location and remove the mobility parking restriction which is no longer required. North New Brighton School support this proposal. The North New Brighton Residents Association have been informed of this proposal.

FINANCIAL IMPLICATIONS

8. The estimated cost of this proposal is approximately \$300.

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

9. The installation of road markings and signs is within the LTCCP Streets and Transport Operational Budgets.

LEGAL CONSIDERATIONS

10. Part 1, Clause 5 of the Christchurch City Council Traffic and Parking Bylaw 2008 provides Council with the authority to install parking restrictions by resolution.

10 Cont'd

11. The Community Boards have delegated authority from the Council to exercise the delegations as set out in the Register of Delegations dated April 2008. The list of delegations for the Community Boards includes the resolutions of parking restrictions.
12. The installation of any parking restriction signs and/ or markings must comply with the Land Transport Rule: Traffic Control Devices 2004.

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

13. As above.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

14. Aligns with the Streets and Transport activities by contributing to the Council's Community outcomes – Safety and Community.

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. The recommendations align with the with Council Strategies including the Parking Strategy 2003, Pedestrian Strategy 2001, Road Safety Strategy 2004 and the Safer Christchurch Strategy 2005.

Do the recommendations align with the Council's strategies?

17. As above.

CONSULTATION FULFILMENT

18. North New Brighton School support this proposal.
19. The North New Brighton Residents Association have been informed of this proposal.
20. The officer in Charge - Parking Enforcement agrees with this recommendation.

STAFF RECOMMENDATION

It is recommended that the Burwood/Pegasus Community Board approve:

- (a) That the parking of vehicles currently reserved for disabled persons displaying the appropriate permit in their vehicle on the north side of Leaver Terrace, commencing at a point 56 metres west of its intersection with Grantley Street and extending in a westerly direction for a distance of 20 metres, be revoked.
- (b) That the parking of vehicles is limited to school buses only between the hours of 8.30am to 9.30am, and 2.30pm and 3.30pm Monday to Friday on school days, on the north side of Leaver Terrace, commencing at a point 122 metres west of its intersection with Sea Eagles Place and extending in a westerly direction for a distance of 18 metres.
- (c) That the parking of vehicles currently reserved for disabled persons displaying the appropriate permit in their vehicle on the north side of Leaver Terrace, commencing at a point 56 metres west of its intersection with Grantley Street and extending in a westerly direction for a distance of 20 metres, be revoked.



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LEAVER TERRACE
 Proposed School Bus Stop and Removal of Mobility Park
For Board Approval

Original Plan Size: A4
 ISSUE. 1 15.12.08
 RAH

ViaStrada file location - R:\PROJECTS\001 TO 200\001 TO 025\01 CSR CONTRACTED WARDS\LEAVER TCE - BUS STOP\LEAVER TCE.DWG

11. ROAD STOPPING POLICY

General Manager responsible:	General Manager City Environment, DDI 941-8608
Officer responsible:	Unit Manager, Corporate Support
Author:	Angus Smith, Manager Property Consultancy

PURPOSE OF REPORT

1. The purpose of this report is to seek the Burwood/Pegasus Community Board's recommendation that the Council adopt a formal policy in relation to the stopping of legal road.

EXECUTIVE SUMMARY

2. The Council at its meeting on 14 August 2008 passed the following resolution in response to a report concerning a proposed stopping of legal road adjacent to the property at 10 Waiwetu Street:

"It was resolved that the Council leave this matter to lie on the table at Council until the Council has resolved its policy position on these matters, as highlighted by the report on the disposal of surplus road land outside 173 Clyde Road, which was deferred by the Council at its meeting on 12 June 2008."

3. A report recommending the adoption of policy and delegations for road stopping was subsequently considered by the Council on the 25 September 2008 which resulted in the following resolution:

*"It was **resolved** on the motion of Councillor Wall, seconded by Councillor Buck, that this report be forwarded to Community Boards for their comment and a subsequent amended report to be brought back to the Council."*

4. This report, amended from the original to incorporate comments/issues arising from the Council debate, seeks to attend to this resolution.
5. Every year the Council stops a number of roads, or parts of road(s), either to meet Council policies or strategies, or in direct response to a road stopping application by a third party. Most of these are straight-forward applications involving small non-complying land parcels held by the council along the road frontage of properties no longer required for roading purposes. The decisions taken on these straight-forward applications are generally governed by infrastructure needs at an asset planning and management level. Accordingly, allowing these minor decisions to be undertaken at a management level, rather than at a governance level, would enable such applications to be processed more quickly, more efficiently and with less cost and would have remove unnecessary administrative issues from the Council's meeting agenda. However, some road stopping applications are more strategic in nature and involve significant parcels of land that should be considered by elected members.
6. At the moment individual road stopping decisions are made in isolation without reference to a policy document or statement of Council objectives. Accordingly staff have prepared a draft 'Road Stopping Policy' for consideration by the Council.
7. In summary, this report proposes:
 - (a) That the Council:
 - approves and adopts the attached Road Stopping Policy
 - approves the delegations set out in the staff recommendations to this report that delegate the decision making for minor road stopping decisions to Council staff and the delegation for all other road stopping decisions to Community Boards.
 - (b) That Community Boards may:
 - approve or decline any road-stopping applications received in relation to any legal road situated in their Wards where such decision making is consistent with the Council's Road Stopping Policy and is **not** subject to a staff delegation.

- (c) That the Corporate Support Manager under delegated authority may:
- approve or decline road-stopping applications only where:
 - The area of road to be stopped is not a complying lot under the City Plan on its own; and
 - It will be necessary for the stopped road to be amalgamated with the title to the adjoining property; and
 - The adjoining owner is the logical purchaser of the stopped road; and
 - The proposed road-stopping complies with the Council's Road Stopping Policy.
 - where his delegated authority applies, determine which statutory road-stopping process is to be used and implement the necessary statutory and other procedures required to effect the road stopping in accordance with the Road Stopping Policy.
8. The Council has the legal ability to stop roads either under the Local Government Act 1974 (LGA), or the Public Works Act 1981 (PWA). The major difference between the two procedures is that under the LGA process there is a requirement for public notification and the ability of members of the public to object, whereas, with the consent of all adjoining land owners, there is no such general consultation requirement and objection process under the PWA.
9. Currently the Christchurch City Council does not have a Road Stopping Policy. The development of such a policy will ensure that the Council's decision-making and application processes are clear and consistent. Consistency is required in terms of determining under which Act a road will be stopped, as well as the assessment and evaluation criteria to be utilised.
10. The recommended Policy has been developed by the Property Consultancy Team in consultation with the Asset and Network Planning Unit, the Legal Services Unit and the Survey Team.

FINANCIAL IMPLICATIONS

11. The Policy is based on the principle of full cost recovery from third party applicants and recommendations will be made through the Annual Plan and LTCCP processes to support this. It is proposed that purchasers of land will reimburse the Council for the costs (including Council Staff time) and disbursements incurred by the Council to complete the transaction.

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

12. Yes.

LEGAL CONSIDERATIONS

13. Under the Local Government Act 2002, the Council is permitted to adopt a policy to provide guidelines as to the criteria and process to be adopted by the Council when considering and implementing any decision to stop any legal road.
14. The Council has the ability to stop road, or parts of a road, either by using the process under the PWA or the process under the LGA. The procedures that are required to be followed by the Council when using the LGA process are set out in the Tenth Schedule to the LGA, and include the public notification of the proposed road stopping and for the hearing of any objections received. Conversely, the PWA process does not require public notification, however the Council and any adjoining landowner(s) must consent to the proposal.
15. The relevant sections of each Act are summarised below.

11 Cont'd

Local Government Act 1974*Section 319 (h) – General powers of councils in respect of roads-*

This Section gives local authorities the general power to stop any road or part thereof in accordance with the Act.

Section 342 (1) (a) – Stopping of roads-

Confers on the Council the ability to declare a road to be formally stopped.

Section 345 – Disposal of land not required for road-

In relation to stopped road that is no longer required by the local authority, this Section provides that the Council may sell or lease that part of the stopped road to the owner(s) of any adjoining land.

This Section goes on further to provide that the price or rent for the stopped road is to be fixed by a competent valuer appointed by the Council. If the owner(s) is not prepared to pay the fixed price or rent, the Council may sell the land by public auction or private tender.

Section 345 (2) – Amalgamation of stopped road with adjoining land-

This Section enables the Council to require the amalgamation of stopped road with adjoining land if deemed appropriate.

Section 345 (3) – Stopped road to vest as Esplanade Reserve

Where any road along the mark of a mean high water springs of the sea, or along the bank of any river within an average width of 3 meters or more, or the margin of any lake with an area of 8 hectares or more is stopped, this Section requires an area of road to vest in the Council as an esplanade reserve for the purposes specified in Section 229 of the Resource Management Act 1991.

Tenth Schedule – Conditions as to Stopping of Roads

Outlines the procedure to be undertaken in order to stop a road. The following table summarises the various steps:

1.	The Council prepares: (a) a survey plan of the road proposed to be stopped; and (b) an explanation as to why the road is to be stopped and the purpose or purposes to which the stopped road will be put. And lodges the plan at LINZ for approval.
2.	Once LINZ has approved the plan, the plan is made available to the public with a view to receiving objections to the proposal(s). The Council must: (a) at least twice, at intervals of not less than 7 days, give public notice of the proposal(s); (b) serve the same notice on the occupiers of all land adjoining the road; The Plan is open for public objection for a minimum period of 40 days from the date of the first publication of the public notice.
3.	A notice of the proposed stopping is fixed in a conspicuous place at each end of the road proposed to be stopped for the duration of the public notification period.
4.	If no objections are received, the Council may by public notice declare that the road is stopped.
5.	If objections are received, the Council shall, unless it decides to allow the objections, send the objections together with the plans and a full description of the proposed alterations to the Environment Court.

11 Cont'd

6.	The Environment Court will make a final and conclusive decision.
7.	If the Environment Court reverses the decision of the Council, no proceedings shall be entered by the Court for stopping the road for 2 years thereafter.
8.	If the Environment Court confirms the decision of the Council, the Council may declare by public notice that the road is stopped.
9.	The notice and survey plan will be lodged with LINZ for record.

Public Works Act 1981*Section 116 – Stopping Roads-*

This Section provides that, subject to the consent of the territorial authority and the owner(s) of the land adjoining the road in writing to the stopping, then the road can be declared formally stopped by notice in the Gazette.

Section 117 – Dealing with stopped roads-

This Section enables the Council to deal with the stopped road in the same manner as if the road had been stopped pursuant to the Local Government Act 1974.

Section 118 – Application of other Acts to stopped roads-

Where any road or any portion of a road along the mark of a mean high water springs of the sea, or along the bank of any river, or the margin of any lake (as the case may be) is stopped under Section 116 of this Act, then Section 345(3) of the Local Government Act 1974 (relating to esplanade reserves) shall apply to the stopped road.

Section 120 – Registration-

This Section provides for the road stopping to be noted by the District Land Registrar and if deemed appropriate by the Council for it to be amalgamated with the adjoining land.

The road stopping procedure pursuant to this Act is summarised in the table below:

1.	The owners of any land adjoining the road to be stopped must consent in writing to the stopping.
2.	The Council must consent to the road stopping proposal.
3.	The Council prepares a survey plan of the road proposed to be stopped and lodges the plan at LINZ for approval.
4.	The land is declared stopped by proclamation and publication of that proclamation in the New Zealand Gazette. A copy of the entry in the Gazette is then registered at LINZ.

Determining which statutory process to follow

16. Neither the LGA nor the PWA gives specific guidance as to which statutory procedure should be used. Currently, Council staff make this assessment on a case by case basis having due regard to the effect of the road-stopping on the public and parties other than the applicant and the likelihood of the proposal succeeding. Council staff have operated on the basis that best practice has dictated that if in doubt, the LGA procedure should apply. Guidelines about which Act to follow are set out in the proposed Road Stopping Policy document below.

DELEGATIONS

17. Pursuant to paragraph 32 of the 7th Schedule of the Local Government Act 2002 the Council has the legal ability to delegate its road-stopping powers under both the LGA and the PWA.

11 Cont'd

18. Currently, the only road-stopping power that the Council has delegated is a delegation to Community Boards to stop "access ways". Section 315(1) of the Local Government Act 1974 defines "access way" as:

"any passage way, laid out or constructed by the authority of the council or the Minister of Works and Development [or, on or after the 1st day of April 1988, the Minister of Lands] for the purposes of providing the public with a convenient route for pedestrians from any road, service lane, or reserve to another, or to any public place or to any railway station, or from one public place to another public place, or from one part of any road, service lane, or reserve to another part of that same road, service lane, or reserve".

It is proposed not to alter this delegation.

The Council has delegated the power to hear objections to road stopping procedures pursuant to the Tenth Schedule of the Local Government Act 1974 to Council Hearings Panels. It is not proposed to alter this.

19. The Council has not delegated any other part of its road-stopping powers. The practical effect of this is that all road-stopping applications, whether from Council staff, implementing Council agreed policies and strategies, or from third parties, require a formal Council resolution.
20. When the Council initially considered this report on 25 September 2008, Councillors raised concerns in the debate about unformed legal (paper) roads (particularly in relation to Banks Peninsula) and issues around scale and size of road-stoppings. With respect to Banks Peninsula, the retention of appropriate legal but unformed roads will be considered and evaluated as part of the development of the open space strategy being prepared by Strategy and Planning. The intention being to provide and retain appropriate access to reserves, bays and foreshores and to provide linkages and connections throughout the Peninsula. Before any action was taken to stop a road these matters would first have to be considered before any decision to proceed was recommended.
21. The Council may delegate authority to proceed with a road stopping application to either Council staff or to community boards. In addressing these two issues, whilst endeavouring to maintain the necessary balance to enable the delivery of an efficient and effective service, the following is proposed:
- (a) Staff are delegated the authority to process and make decisions, in accordance with the attached policy, on applications relating to non complying lots / strips of land adjacent to properties which are required to be amalgamated into the adjoining neighbouring title.
 - (b) That decisions on applications for complying lots in their own right and the stopping of unformed legal (paper) roads or other significant parcels be delegated to the relevant community board.
22. There are compelling reasons why the Council may consider delegating to Council staff the power to deal with minor road-stopping applications, as follows:
- On the adoption of a formal Road Stopping Policy, the Council will have established, in its governance role, the rules or guidelines to be implemented when road stopping decisions are considered. It would therefore be logical that the 'management' decision of implementing the Policy be delegated to Staff
 - In financial terms road-stopping issues are often relatively insignificant.
 - There are generally no associated significant strategic issues.
 - Consistency in decision-making across the city.
 - Both the LGA and the PWA provide for consultation according to the statutory process used.

11 Cont'd

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

23. Yes, see above.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

24. Not applicable.

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

25. Not applicable.

ALIGNMENT WITH STRATEGIES

26. Not applicable.

Do the recommendations align with the Council's strategies?

27. Not applicable.

CONSULTATION FULFILMENT

28. There is no mandatory obligation on the Council to consult before it makes a decision on the proposed Road Stopping Policy.

29. The proposal is not significant in terms of the Council's Significance Policy.

30. The Policy is intended to establish a transparent and consistent platform on which future decisions can be based. This is for the benefit of both Council staff and people who intend entering into negotiations for the purchase of land previously vested in the Council as legal road. It is expected that they will prefer this approach to the ad hoc manner in which road-stopping has been undertaken to date. It is also fair that prospective purchasers meet the Council's reasonable costs (including Council staff time) of carrying out the process required to enable transactions to be concluded.

31. This report is being presented at each Community Board for a formal recommendation to the Council. Recommendations made by individual boards will be compiled by staff into a final report which staff will present to the Council.

STAFF RECOMMENDATION

It is recommended that the Burwood/Pegasus Community Board recommends that the Council resolves:

(a) That the Council adopts the 'Christchurch City Council Road Stopping Policy' in the form attached to this report.

(b) That the Council's power to accept or decline an application from either a Council Business Unit or from any other person to stop legal road be delegated to the Corporate Support Unit Manager PROVIDED THAT such application shall meet the following criteria:

- The area of road to be stopped will not constitute a complying lot under the City Plan on its own account; and
- It will be necessary for the stopped road to be amalgamated with the certificate of title to the adjoining property; and
- The owner of the adjoining property is the logical purchaser of the stopped road; and
- That the proposed road-stopping complies with the Council's Road Stopping Policy.

11 Cont'd

- (c) That where the Corporate Support Manager's delegated authority under paragraph (b) of this resolution shall apply:
- (i) that the Council's powers under sections 116, 117 and 120 of the Public Works Act 1981 and Sections 319(h), 342(1)(a) and 345 of the Local Government Act 1974 (excluding the power to hear objections and recommend to the Council whether the Council should allow or otherwise any objections received to road stopping procedures pursuant to the Tenth Schedule of the Local Government Act 1974 and the Council's powers under paragraph 5 of the Tenth Schedule) in relation to road stopping and the disposal of land that was previously stopped road be delegated to the Corporate Support Unit Manager.
 - (ii) that the power to determine (in compliance with the Council's Road Stopping Policy) which statutory procedure should be employed to undertake a particular road stopping (either under the Local Government Act 1974 or under the Public Works Act 1981) be delegated to the Corporate Support Unit Manager.
- (d) That the Council's power to accept or decline an application from either by a Council Business Unit or from any other person to stop legal road which does not fall within the delegation given to the Corporate Support Unit Manager under paragraph (b) of this resolution shall be delegated to the Community Board for the Ward within which the legal road proposed to be stopped is situated.
- (e) That where the Community Board's delegated authority under paragraph (d) of this resolution shall apply:
- (i) that the Council's powers under sections 116, 117 and 120 of the Public Works Act 1981 and Sections 319(h), 342(1)(a) and 345 of the Local Government Act 1974 (excluding the power to hear objections and recommend to the Council whether the Council should allow or otherwise any objections received to road stopping procedures pursuant to the Tenth Schedule of the Local Government Act 1974 and the Council's powers under paragraph 5 of the Tenth Schedule) in relation to road stopping and the disposal of land that was previously stopped road be delegated to the Community Board for the Ward within which the proposed legal road is situated and to be exercised in accordance with the Council's Road Stopping Policy.
 - (ii) that the power to determine (in compliance with the Council's Road Stopping Policy) which statutory procedure should be employed to undertake a particular road stopping (either under the Local Government Act 1974 or under the Public Works Act 1981) be delegated to the Community Board for the Ward within which the proposed legal road is situated and to be exercised in accordance with the Council's Road Stopping Policy.

BACKGROUND (THE ISSUES)

32. This report seeks to:

- present the legislative and statutory provisions governing the stopping of roads;
- provide a basis of assessment to determine whether an application to stop a road should proceed or not;
- outline the statutory process to be followed under the respective legislation;
- consider delegations;
- formulate a policy for adoption by the Council.

11 Cont'd

PROPOSED CHRISTCHURCH CITY COUNCIL ROAD STOPPING POLICY 2009**NAME OF POLICY**

1. This policy shall be known as the Christchurch City Council Road Stopping Policy 2009

APPLICATION OF POLICY

2. This policy shall apply to all road stoppings undertaken or proposed to be undertaken by the Council following the date of adoption by the Council of this Policy.

INTERPRETATION

3. For the purposes of this Policy the following meanings shall apply:
 - (a) "Council" means the Christchurch City Council and shall include any delegate acting under delegated authority of the Christchurch City Council.
 - (b) "road" means that part of a legal road the subject of a road stopping application to the Council.

EVALUATION CRITERIA

4. In considering an application for road stopping the Council must firstly consider whether the stopping should be initiated or not. The rules to govern this decision are outlined in the chart below.

City Plan	Is the road shown to be stopped in the operative City Plan or does the stopping have any adverse impact on adjoining properties under the City Plan i.e. set backs/site coverage or the neighbourhood in general.
Current Level of Use	Is the road the sole or most convenient means of access to any existing lots or amenity features e.g. a river or coast.
	Is the road used by members of the public.
Future Use	Will the road be needed to service future residential, commercial, industrial or agricultural developments.
	Will the road be needed in the future to connect existing roads.
	Will the road be needed to provide a future or alternative inter-district link.
Alternative Uses	Does the road have potential to be utilised by the Council for any other public work either now or potentially in the future.
	Does the road have current or potential value for amenity or conservation functions e.g. walkway, utilities corridor, esplanade strip, protected trees etc.
Road adjoining any water body	If so, there is a need to consider Section 345 LGA, which requires that after road stopping, such land becomes vested in Council as an esplanade reserve.
Encumbrances	Is the road encumbered by any services and infrastructure and can they be protected by easements
Traffic Safety	Does access and egress of motor vehicles on the section of the road constitute a danger or hazard to the road users.
Infrastructure	Does the road currently contain infrastructure, or will it in the future, that is better protected and managed through ownership.

11 Cont'd

5. An application for road stopping will not proceed if the Council shall in its discretion determine that:
- (a) the road has been identified as providing a future road corridor; or
 - (b) the road has the potential to provide a future or alternative inter-district link; or
 - (c) the road is required, or may be required at any time in the future, for any roading or associated purpose.
 - (d) the road is required, or may be required at any time in the future, for any public work by the Council or any other agency.
 - (e) the stopping of the road will result in any land becoming landlocked; or
 - (f) the road provides access from a public road or reserve to a watercourse or coastal marine area, unless there are sound management or ecological reasons for doing otherwise; or
 - (g) the road provides primary access to an esplanade reserve, reserve or park, unless there are sound management or ecological reasons for doing otherwise; or
 - (h) the stopping of the road will adversely affect the viability of any commercial activity or operation; or
 - (i) objections are received from any electricity or telecommunications service provider and those objections are not able to be resolved by agreement between the Council and that provider; or
 - (j) any infrastructure or utilities situated on the road would be better protected and managed through continued Council ownership; or
 - (k) the road stopping could injuriously affect or have a negative or adverse impact on any other property; or
 - (l) the road stopping could have an impact on a public work to be undertaken by any other agency including the Crown
 - (m) any other relevant circumstances apply.

MARKET VALUATIONS TO BE USED

6. All dealings with stopped road will be at the current market value as determined by an independent registered valuer commissioned by the Council and in accordance with the relevant legislation.

AGREEMENT FOR SALE AND PURCHASE TO BE ENTERED INTO

7. Where a road stopping has been initiated by a third party and the application is accepted by the Council then it will only be processed subject to the following requirements first being accepted by the applicant:
- (a) That the proposed terms of sale of the road once stopped be recorded in a formal Agreement for Sale and Purchase prepared by the Council's solicitors and signed by both the applicant as purchaser and the Council as vendor prior to the Council taking any further steps. Such agreement to be conditional to the approval of the Minister of Lands to the stopping, if applicable, and compliance with the all relevant statutes.
 - (b) That the Agreement require the purchaser to meet all the costs incurred by Council in relation to the proposed road stopping, including but not limited to the following costs: staff time, hearing costs, consent costs, LINZ costs relative to any proclamation required

11 Cont'd

to be made and published in the NZ Gazette, LINZ registration fees, professional fees (valuers, accredited agents), court costs, advertising, legal and survey costs.

- (c) That the purchaser will pay a deposit on execution of the Agreement sufficient to cover the Council's estimate of all the Council's costs. The Agreement will provide that in the event of the road stopping being discontinued for any reason the deposit will be refundable to the applicant less the actual costs incurred by the Council in processing the application to that point, as determined by the Council.
- (d) That when a road stopping is initiated by an adjoining landowner to the road proposed to be stopped, and the process determined to be used shall be the Local Government Act 1974 process, the Agreement will provide as appropriate that:
 - (i) if any objection is received and is allowed by the Council, the Agreement will be automatically deemed to be cancelled and the deposit paid (if any) refunded to the applicant less any costs incurred by the Council to that date; and
 - (ii) if any objection is received and is not allowed by Council, and the objector wishes the matter to be referred to the Environment Court, the applicant may at that point elect to cancel the Agreement Provided that all costs incurred in relation to the application by the council to that date shall be deducted from the deposit; or
 - (iii) if the applicant does not elect to cancel the agreement in the circumstances described in paragraph (ii) and the objection is referred to the Environment Court for determination, the applicant shall pay on demand to the Council all costs incurred by the Council in referring the matter to the Environment Court and in relation to the hearing by that Court.
- (e) That if the Agreement for Sale and Purchase is cancelled for any reason the applicant will meet all costs incurred by the Council.

WHICH STATUTORY PROCESS TO USE

- 8. The following criteria have been established to ensure that the appropriate statutory procedure is consistently adopted by the Council, and to avoid, as much as practicable, such decisions being successfully contested by any party.
- 9. The Local Government Act 1974 road-stopping procedure shall be adopted if one or more of the following circumstances shall apply:
 - (a) Where any public right of access to any public space could be removed or materially limited or extinguished as a result of the road being stopped; or
 - (b) The road stopping could injuriously affect or have a negative or adverse impact on any other property; or
 - (c) The road stopping is, in the judgment of the Council, likely to be controversial; or
 - (d) If there is any doubt or uncertainty as to which procedure should be used to stop the road.
- 10. The Public Works Act 1981 road stopping procedure may be adopted if **all** of the following circumstances shall apply:
 - (a) Where there is only one property adjoining the road proposed to be stopped; and
 - (b) Where the written consent to the proposed road stopping of all landowners affected by proposed road-stopping is obtained; and
 - (c) Where the use of the Public Works Act 1981 procedure is approved (where necessary) by the relevant Government department or Minister ; and

11 Cont'd

- (d) Where no other persons, including the public generally, are considered by the Council in its judgment to be adversely affected by the proposed road stopping; and
- (e) Where the road is to be amalgamated with the adjoining property; and
- (f) Where other reasonable access exists or will be provided to replace the access previously provided by the stopped road (i.e. by the construction of a new road).

PROVIDED THAT If any one of the above circumstances shall not apply, then the Local Government Act 1974 procedure shall be used.

PROPOSED ROAD STOPPING COSTS AND FEES (SUBJECT TO ADOPTION BY THE COUNCIL IN ITS ANNUAL PLAN)

- 11. Where a road stopping is initiated by the Council, the costs and expenses associated with such road stopping (including Council staff time) are to be funded from the Business Unit initiating the road stopping.
- 12. Where any other person applies to stop a road, then that person shall be responsible for meeting all costs and expenses associated with the road stopping process as determined by the Council (including Council staff time) PROVIDED THAT where it is determined by the Council, in its discretion, that there is an element of public benefit to the proposed road stopping, the Council may agree that the costs associated with the road stopping should be shared between the applicant and the Council in such proportions as the Council shall in its discretion determine.
- 13. The Council shall not commence any road stopping procedure unless it obtains a written agreement in advance from the applicant to pay such costs and expenses.
- 14. The costs and expenses associated with the road stopping process will include:
 - (a) **Application Fee**
An application fee of \$500 (GST inclusive) shall accompany a road stopping application to the Council (unless the application is made by a Council Business Unit). The purpose of this fee is cover the administration and staff costs incurred by the Council as a result of evaluating the application in accordance with this Policy. This fee is already included in the Council's Annual Plan.
 - (b) **Processing Fee**
If the applicant wishes to proceed with the road stopping application after evaluation by Council staff of the application and the preparation and presentation of the first report to the relevant Community Board or the Corporate Support Manager (as applicable), then a further non-refundable fee of \$1,000 (GST inclusive) will become due and payable to the Council to cover the staff time in processing the application from that point.
 - (c) **Other Costs**
Other costs and expenses that an applicant will be liable to meet should a road stopping application proceed, include (but are not limited to):
 - Survey Costs*
Includes identification and investigations of the site and professional fees associated with the compilation of a survey office plan.
 - Cost of Consents*
Any costs associated with obtaining consent to the proposal including, but not necessarily limited to, the Minister of Lands.
 - Public Advertising*
Includes the cost of public notification required under the Local Government Act 1974.

11 Cont'd

Accredited Agent Fees

Includes professional and other fees incurred as a result of any gazettal actions required.

Land Information New Zealand (LINZ) Fees

Includes lodgement fees associated with survey office plan approval, registration of gazette notice, easement instrument or any other dealing, and raising of new certificate(s) of title.

Legal Fees

The applicant will be responsible to meet their own legal costs, as well as those incurred by the Council including, but not limited to, the preparation of an Agreement for Sale and Purchase and the settlement of the transaction.

Valuation Costs

The costs to obtain an independent registered valuation of the proposed stopped road, including any additional costs that may be incurred by any ensuing discussions with the valuer as a result of the applicant querying the valuation.

Cost of Court and Hearing Proceedings

Pursuant to the Tenth Schedule LGA, if any objections is received to a road stopping application, and the application is referred to the Environment Court for a decision, then the applicant shall meet all of the Council's legal and other costs associated with the conduct of the legal proceedings in that Court.

Market Value of the Road

In addition to the administrative and staff costs associated with a road stopping costs the applicant shall pay to the Council the current market value of the stopped road as determined by a registered valuer appointed by the Council, or if the land is to be leased a rent as determined by a registered valuer appointed by the Council .

12. BURWOOD/PEGASUS COMMUNITY BOARD'S 2008/09 DISCRETIONARY RESPONSE FUND - ALLOCATION

General Manager responsible:	General Manager Community Services, DDI 941-8607
Officer responsible:	Recreation and Sports Unit Manager
Author:	Sarah Benton, Community Recreation Adviser

PURPOSE OF REPORT

1. The purpose of this report is to request that the Board considers allocating funds from its 2008/09 Discretionary Response Fund to 'top up' the 2008/09 Youth Development Fund.

EXECUTIVE SUMMARY

2. The Youth Development Fund Scheme provides small grants to eligible individuals and not-for-profit groups. The purpose of the scheme is to celebrate and support young people living positively in the local community by providing financial assistance for their development. Applications to the fund will be considered in the following categories:
 - (c) Educational Studies
 - (d) Cultural Studies
 - (e) Representation at Events
 - (f) Recreational Development
 - (g) Capacity Building
3. Over the next few months we can expect youth to be seeking support for summer sport national events such as, the National Athletics Championships at the end of March, overseas summer recreational/cultural exchanges and winter sports tournaments in New Zealand and Oceania.
4. The balance of funds available for allocation from the Youth Development Fund is currently \$500 and there are five applications awaiting processing.
5. The criteria established for the 2008/09 Youth Development Fund included, a *subsidy of up to \$500 per application/project is available.*
6. Based on applications processed between March to June during the past two years, it could be expected that around eight applications will be made before the end of the funding year (including the five waiting to be processed). In 2007/08, the Burwood/Pegasus Community Board approved 15 Youth Development Fund applications of which four were during the period March to June. In 2006/07, the Board approved 24 Youth Development Fund applications of which ten were during the period March to June. These were all for amounts ranging from \$100 to 500.
7. In the funding year to date, there have been 18 successful applications for funding ranging from \$150 to 500 each. There are currently five applications waiting to be processed and they are requesting from \$300 to \$500 each.
8. Staff expect to have to process no more than two applications before the end of the June funding year.

FINANCIAL IMPLICATIONS

9. This proposal transfers funds from the Board's Discretionary Response Fund into the Youth Development Fund.
10. The Burwood/Pegasus 2008/09 Youth Development Fund's opening balance was \$6,000.
11. The fund has a current balance of \$500 available for allocation.

12 Cont'd

12. The Burwood/Pegasus 2008/09 Discretionary Response Fund has a current balance of \$33,989 available for allocation.

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

13. Yes see page 175, regarding Board funding.

LEGAL CONSIDERATIONS

14. There are no legal issues to be considered.

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

15. Yes.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

16. Yes.

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

17. Yes see page 175, regarding Board funding.

ALIGNMENT WITH STRATEGIES

Do the recommendations align with the Council's strategies?

18. Yes in alignment with the Youth and Strengthening Communities Strategies.

CONSULTATION FULFILMENT

19. Not Applicable

STAFF RECOMMENDATION

That the Board considers allocating up to \$2,000 from the Burwood/Pegasus 2008/09 Discretionary Response Fund to 'top up' the Burwood/Pegasus 2008/09 Youth Development Fund.

13. BURWOOD/PEGASUS YOUTH DEVELOPMENT FUNDING SCHEME - APPLICATIONS

General Manager responsible:	General Manager Community Services, DDI 941-8607
Officer responsible:	Recreation and Sports Unit Manager
Author:	Sarah Benton, Community Recreation Adviser

PURPOSE OF REPORT

1. The purpose of this report is to present for the Board's consideration, three applications for funding assistance from the 2008/09 Youth Development Fund.

EXECUTIVE SUMMARY

2. Funding is being sought by Darnay Read and Harry Roberts both 12 years old of North New Brighton, and Jamieson Taylor 13 years old of New Brighton, to represent the North Beach Surf Life Saving Club at the New Zealand Under 14 Ocean Athlete Championships to be held at Mount Maunganui on 27 February to 1 March 2009.
3. This is the first time the applicants have approached the Board for funding support.

FINANCIAL IMPLICATIONS

4. The following table details the event expenses and funding requested from the applicants:

EXPENSES (EACH)	Cost (NZ \$)
Flights	\$156
Accommodation, free as staying with sister club (4 Nights)	\$0
Food (\$20 per day)	\$100
Car Hire	\$65
Total Cost – includes above expenses	\$321
Amount requested from the Board for Darnay Read, Harry Roberts and Jamieson Taylor	\$321 each

A balance of **\$500** remains available to be allocated from the fund.

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

5. Yes

LEGAL CONSIDERATIONS

6. There are no legal issues to be considered.

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

7. Not applicable.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

8. Yes, relates to 2008-09 Community Board Funding Allocations.

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

9. Yes, as mentioned above.

ALIGNMENT WITH STRATEGIES

10. Physical Recreation and Sport Strategy.

13 Cont'd

Do the recommendations align with the Council's strategies?

11. Yes.

CONSULTATION FULFILMENT

12. Not applicable.

STAFF RECOMMENDATION

13. It is recommended that the Board consider allocating Darnay Read, Harry Roberts and Jamieson Taylor \$100 each to represent North Beach Surf Life Saving Club at the New Zealand Under 14 Ocean Athlete Championships to be held at Mount Maunganui from 27 February to 1 March 2009.

13 Cont'd

BACKGROUND OF APPLICANTS

14. Darnay, Harry and Jamieson are the three children selected by North Beach Surf Life Saving Club to represent the club at the New Zealand Under 14 Ocean Athlete Championships at Mount Maunganui. Their selection required them to meet certain club criteria including attending 80% of the training sessions, participating in all regional junior competitions and participating in the Rookie Lifeguard programme.
15. The Ocean Athletes concept was developed nine years ago by Sensor Promotions in Tauranga. Since then the event has grown into one of Surf Life Saving New Zealand's most successful surf sport events. With close to 700 athletes attending every year it makes it one of the larger children's events in the country. This year there are 38 clubs and 722 athletes competing.
16. The underlying principle of this event is that all attendees are winners, but those who win are champions. In nine years there have been 10 New Zealand representatives who developed their Surf Competitive Careers at Ocean Athletes.
17. The North Beach club have developed a relationship with the Mount Maunganui Surf Life Saving club and have negotiated free accommodation for the three athletes and management during the event. The club has also run sausage sizzles and participated in National Jandal Day in order to raise funds for the event. This has covered the cost of the athletes entry fees and transport of their boards to the North Island.

Darnay Read

18. Darnay Read attends Chisnallwood Intermediate where she was a pupil in the Year 7 Gifted and Talented class last year. She has been involved in surf lifesaving since she was 7 years old. She recently achieved second place in the Twilight Series, a competition held specifically to prepare the Canterbury athletes for the New Zealand Ocean Athlete Championships. Darnay enjoys belonging to the club to meet other people, keep fit and continue to learn new skills.
19. Darnay puts a great deal of effort into her training and shows particular skill in water events of surf swimming and board paddling. She has put extra work in this season to develop other areas of the sport and the Ocean Athlete championships has provided the focus. Darnay hopes to be very competitive at the event and bring home some medals. She sees this as an opportunity to see where the rest of New Zealand athletes are with their skills and times.
20. Darnay lives at home with her family. The whole family is hugely involved in surf lifesaving. Her mum is a coach and organises a lot of the events for the club. As a Rookie Life Guard she now spends weekends helping patrol the beach. Darnay helped the club raise funds for her trip by dressing up as a giant jandal to collect money for National Jandal Day. She also helps with sausage sizzles at the surf events.
21. Her long term goal is to represent New Zealand in the Surf Life Saving World Championships. She also wants to get her full qualifications as a lifeguard and patrol the beaches of the world as she travels.

Harry Roberts

22. Harry Roberts has been involved in surf life saving since he was 5 years old. Harry is particularly talented at the beach events and his coach Lydia Bras says he has "*...excellent speed and reaction time on the sand.*" He is developing his board skills and is determined to complete water events in big surf which, according to his coach, "*...is very challenging for a light weight competitor like Harry.*" By competing at the Under 14 Ocean Athlete Championships this will give him the experience of a National competition in order to build his confidence.
23. Harry lives at home with his family. His father is a surf life guard at North Beach. Harry spends weekends helping patrol the beach as a Rookie Life Guard and he hopes that the competition will help him become a better lifeguard. Harry assists with sausage sizzles to help raise funds for the trip and the Junior club costs.

13 Cont'd

24. Harry is looking forward to competing at a huge national event and what it will be like at a different beach such as Mount Maunganui.

Jamieson Taylor

25. Jamieson started St Bede's College this year and has been part of the Junior Surf team at North Beach for 4 years. He is a strong swimmer and his coach Lydia Bras points out he is a talented surf swimmer, rescue racer and board rider. Lydia has been impressed with his self motivation over the summer to lift his fitness and skill level to meet the national standard required to compete at the Under 14 Ocean Athlete Championships.
26. Jamieson lives at home with his family. Jamieson and his family helped raise funds for the trip by collecting money for National Jandal Day at Northlands Mall. Over the summer he started his Rookie Life Guard training which he says is fun and challenging.
27. Jamieson likes Surf Life Saving because it involves many different skills including his favourite, swimming. He is looking forward to becoming a full life guard and being able to save and help people.

14. COMMUNITY BOARD ADVISER'S UPDATE

15. BOARD MEMBERS' QUESTIONS