

SPREYDON/HEATHCOTE COMMUNITY BOARD AGENDA

TUESDAY 5 FEBRUARY 2013

AT 5PM

**IN THE BOARDROOM, BECKENHAM SERVICE CENTRE,
66 COLOMBO STREET, BECKENHAM**

Community Board: Phil Clearwater (Chairperson), Barry Corbett, Helene Mautner, Paul McMahon, Karolin Potter, Tim Scandrett, and Sue Wells

Community Board Adviser

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PART A - MATTERS REQUIRING A COUNCIL DECISION

PART B - REPORTS FOR INFORMATION

PART C - DELEGATED DECISIONS

INDEX	PG NO
PART C 1. APOLOGIES	2
PART C 2. CONFIRMATION OF MINUTES – 14 DECEMBER 2012	2
PART B 3. DEPUTATIONS BY APPOINTMENT	2
3.1 Ritchie Wilson – Beckenham Neighbourhood Association	
PART B 4. PETITIONS	2
PART B 5. NOTICES OF MOTION	2
PART B 6. CORRESPONDENCE	2
PART B 7. BRIEFINGS	2
PART B 8. EARTHQUAKE RECOVERY DESIGN AND CAPABILITY	2
PART A 9. WIGRAM-MAGDALA LINK	10
AND PART C	
PART C 10. SPREYDON/HEATHCOTE 2012/13 YOUTH ACHIEVEMENT FUNDING APPLICATION –CHRISTOPHER EDWARD JARDEN	41
PART C 11. NEW ZEALAND LOCAL BOARDS AND COMMUNITY BOARDS CONFERENCE 2013 – BOARD MEMBERS ATTENDANCE	44
PART B 12. COMMUNITY BOARD ADVISER’S UPDATE	49
• Ward Earthquake Review	
• Manuka Cottage	
PART B 13. ELECTED MEMBERS’ INFORMATION EXCHANGE	49
PART B 14. BOARD MEMBERS’ QUESTIONS UNDER STANDING ORDERS	49

1. APOLOGIES

2. CONFIRMATION OF MEETING MINUTES – 14 DECEMBER 2013

The report of the Board's ordinary meeting of 14 December 2013 is **attached**.

CHAIRPERSON'S RECOMMENDATION

That the report of the Board's ordinary meeting be confirmed.

3. DEPUTATIONS BY APPOINTMENT

3.1 RITCHIE WILSON – BECKENHAM NEIGHBOURHOOD ASSOCIATION

Ritchie Wilson from Beckenham Neighbourhood Association will speak to the Board regarding the plan for a linear park along the banks of the Heathcote River.

4. PETITIONS

5. NOTICES OF MOTION

6. CORRESPONDENCE

7. BRIEFINGS

8. EARTHQUAKE DESIGN AND CAPABILITY

14. 2. 2013

**SPREYDON/HEATHCOTE COMMUNITY BOARD
14.12 2012**

**Minutes of a meeting of the Spreydon/Heathcote Community Board
held on 14 December 2012 at 8am in the Board Room,
Pioneer Stadium, 75 Lyttelton Street**

PRESENT: Phil Clearwater (Chairperson), Barry Corbett, Paul McMahon,
Helene Mautner, Karolin Potter and Tim Scandrett.

APOLOGIES: Apologies for absence were received and accepted from Sue Wells.

An apology for lateness was received and accepted from
Karolin Potter who arrived at 8.03am and was absent for clause 11.

The Board reports that:

PART A - MATTERS REQUIRING A COUNCIL DECISION

1. BRADFORD PARK DEEDS LAND

The Board considered a report seeking its recommendation to the Council for deeds land adjacent to Bradford Park.

STAFF RECOMMENDATION

It is recommended that the Spreydon/Heathcote Community Board recommend that the Council:

- (a) Maintain the Status Quo in relation to ownership of the deeds land adjacent to Bradford Park; and does not actively pursue purchase of either portions of the deeds land, but be open to negotiation to secure an interest in the 'Parcel 1' portion if, and only if, at some future point in time a legal owner is made known to the Council.
- (b) Instruct Council staff to ensure Council records correctly state the land is not Council owned.

BOARD CONSIDERATION

Given that the Board has received many complaints regarding storage of personal property in a disorderly fashion and ongoing problems with the maintenance of the strip of deeds land, the Board considered it necessary to request further information regarding the implementation of the Environment Courts enforcement order and inclusion of the strip in the regular maintenance plan.

BOARD RECOMMENDATION:

The Community Board **decided** to recommend that the Council:

- (a) Maintain the Status Quo in relation to ownership of the deeds land adjacent to Bradford Park; and does not actively pursue purchase of either portions of the deeds land, but be open to negotiation to secure an interest in the 'Parcel 1' portion if, and only if, at some future point in time a legal owner is made known to the Council.
- (b) Instruct Council staff to ensure Council records correctly state the land is not Council owned.
- (c) Request staff to provide a memorandum review of the implementation of the Environment Courts Enforcement order of the Forbes Street property and the unsightly storage of property available to the Community Board within six months.

1 Cont'd

- (d) Request the City Environment group to maintain the grass area on the deeds land as part of the regular maintenance plan for Bradford Park deeds Land.

2. NOTICES OF MOTION

The following Notice of Motion was submitted by Karolin Potter.

That the Spreydon/Heathcote Community Board **requests the Council to request staff to report on the Council** initiating changes to the City Plan requiring that all new **public** buildings be fully disability accessible.

Further that in the interim recommendations to developers by the Council planners emphasise that Christchurch's rebuild will be universally designed.

In particular no building higher than one storey will be built without a lift or accessible toilets and compliance with other principles in support of equitable access and use by disabled people.

Explanatory Note:

The notice of motion is intended to have the Christchurch City Council in its City Plan emphasize compliance with New Zealand Standards (NZS) 4121 which is currently not mandatory in terms of accessible public buildings. There are a number of public buildings where access to the second story is not possible and public spaces are only available via steps. These buildings meet the Council's consent processes for reasons that are difficult to understand.

It is useful to refer to the Better Design and Buildings for Everyone: Disabled People's Rights and the Built Environment Human Rights Commission October 2012 as follows:

The main issues about access to the built environment are:

- Seemingly inconsistent application by the local authorities of the Building Code and building access standards to new and modified buildings,
- No clear mechanisms for a) bringing access issues in existing facilities and infrastructure to the attention of local authorities and b) getting something done about such issues and;
- The Building Act 2004 is a regulatory framework, a licensing regime and a set of standards for building in New Zealand. NZS 4121: 2001 is New Zealand's accessibility standard on public buildings. It outlines what is required to make sure buildings open to the public are accessible to disabled people. It is not mandatory.

The Human Rights Commission recommends that: inter alia

- a) priority is given to ensuring accessibility (in accordance with NZS 4121: 2001) and the principles of universal design are applied to the reconstruction of Christchurch
- b) the Ministerial Committee on Disability Issues instigates a review of all design standards that relate to the built environment. This review should consider the following: strengthening minimum accessibility requirements either by amending the Building Code or making compliance with NZS 4121: 2001 mandatory, extending NZS 4121: 2001 to residential housing and include stronger specifications for vision and hearing impaired people.

2 Cont'd

Universal design as it applies to buildings means that a building from the onset is designed and built to be accessible with ease of use for all people at all stages of life including for children, people carrying or pushing unwieldy objects (prams and ladders), adults, disabled people and the older person. Broadly speaking it means benches that easily alterable, toilets that are accessible, that all levels of the house are accessible with ease, the doorways are wider and the entrance ways smooth, that all fittings are accessible and operable (windows, door handles, ovens, curtains, equipment and benches etc) and that where fitting such as benches are installed dwangs etc are also fitted to make heights etc changeable.

The notice of motion was **altered** by Karolin Potter with the consent of the meeting, with the inclusion of the words in bold above.

The Notice of Motion was seconded by Tim Scandrett and being put to the meeting was declared **carried**.

PART B - REPORTS FOR INFORMATION

3. DEPUTATIONS BY APPOINTMENT

3.1 COMMUNITY SERVICE AWARD

The Board presented Peter Tuffley with a Community Service Award for work undertaken in the ward. Peter was unable to attend the presentation ceremony held on 3 December 2012.

Barry Corbett read the citation acknowledging Peter Tuffley's contribution to the community which noted in particular his three decades of work with the Beckenham Neighbourhood Association.

The Board Chairperson thanked Peter Tuffley for his work in the Spreydon/Heathcote ward.

3.2 SYDENHAM HERITAGE TRUST

Neil Roberts, Dorothy Hayward, Barbara Reay and Mike Jones from the Sydenham Heritage Trust addressed the Board about current problems facing the Trust with the removal and storage of the demolished Sydenham church. The Trust requested the payment of insurance moneys to assist the Trust with the cost of removing and storing the stone from the demolished church. Further the Trust indicated that it needed financial assistance immediately in order to commence the removal work which will be contributed to in part by volunteer labour.

The Board Chairperson thanked the Trust members for attending the meeting.

Given that the Board has supported the work of the Trust since its commencement and that it recently conducted a workshop with Trust members and staff the Board considered it had sufficient understanding of the Trust's need to receive the insurance money in order to remove the stones from the site and move forward with future plans therefore the Board decided to provide support for the Trust.

The Board **decided** to request a staff report on considerations in regard to the immediate payment of the insurance money to the Sydenham Heritage Trust to facilitate clearance of the site. The report was requested to be provided to the Board at the 5th of February 2013 meeting.

Clause 12 (Part C) of these minutes records a decision in relation to this matter.

3 Cont'd

3.3 ADDINGTON ACTION

Mike Peters and Elaine Mayo addressed the Board about current problems facing Addington Action in relation to the establishment of a workshop on the Garlands Road property. Their main area of concern is the probable time delay and cost involved in the granting of approvals for the erection of buildings on the site.

The Board expressed support for the work of Addington Action and the Chairperson thanked Mike Peters and Elaine Mayo for attending the meeting.

The Board **decided** to:

- (a) Request a report on the waiving of all consent fees for NGOs (Non Government Organisations) for earthquake related builds.
- (b) Request that the consent fees for Addington Action at Garlands Road be waived.

3.4 OPAWA/ST MARTINS TOY LIBRARY

Brian Pratt (President) and Sheena Sherratt from Opawa/St Martins Toy Library told the Board they are having to move premises for the fourth time since their building on Sandwich Road was closed after it's DEE (Detailed Engineering Evaluation).

The Board **decided** to:

- (a) Request a report on the use of the Distribution Centre opposite the Beckenham Service Centre as a location for multiple NGOs given the difficulty of finding suitable sites in the ward following the earthquake. Consideration could be given to hiring a commercial warehouse for the Distribution Centre in another location. Previous reports on this matter should be revisited.
- (b) Request staff to provide a memorandum giving urgent consideration to either moving the present portable building at Beckenham to another part of the South Library site or leaving it where it is to be used by Spreydon/Heathcote ward NGOs.

3.5 OPAWA MENS SHED PROPOSAL

Evelyn Weyd, Keith Jenkin and Martin Cox addressed the Board and explained the need for a Men's Shed in Opawa.

The Board expressed support for the establishment of a Men's Shed in the Opawa area. The Board suggested that one option with regard to a suitable site for location of the Men's Shed project would be for the Men's Shed project to discuss the possibility of working together with Addington Action at the Garlands Road site.

3.6 SAM MINNELL – PARKING ON MEREDITH STREET

The scheduled deputation did not attend.

3.7 CHARMAYNE FORRESTER – REMOVAL OF OAK TREE

Charmayne Forrester attended the meeting and advised the Board of her reasons for wanting the Oak tree removed from outside her property

The Board **decided** to request a memo from staff regarding the Oak Tree outside number 37 Hawford Street, Opawa.

4. PETITIONS

Nil.

5. CORRESPONDENCE

5.1 REMOVAL OF OAK TREE AT 37 HAWFORD ROAD

A letter from Charmayne Forrester requesting removal of an Oak tree outside 37 Hawford Road was **received** by the Board.

5.2 BECKENHAM NEIGHBOURHOOD ASSOCIATION

The Board **received** a letter and an application from Peter Tuffley requesting \$150 from its Discretionary Response Fund for the cost of its end of year function.

Clause 13 (Part C) of these minutes records a decision in relation to this matter.

6. BRIEFINGS

Nil.

7. EARTHQUAKE DESIGN AND CAPABILITY

Nil.

8. COMMUNITY BOARD ADVISER'S UPDATE

The Board received information on the following:

- Sydenham Heritage Church
- Manuka Cottage – update regarding new premises

The Board has a long history of providing support for the valuable community development work undertaken at the cottage in the Addington area. The Board has been working with Manuka Cottage to find a new building for its work since it was required to move from its building in Dickens Street due to earthquake related problems.

The Board **decided** to apply to the Capital Endowment Fund – Special One-off Scheme 2012/2013 for the sum of \$450,000 to fund the purchase of a community building for Manuka Cottage to be located within the Addington community.

9. BOARD MEMBER'S INFORMATION EXCHANGE

Nil.

10. BOARD MEMBERS QUESTIONS UNDER STANDING ORDERS

Nil.

PART C - REPORT ON DELEGATED DECISIONS TAKEN BY THE BOARD

11. CONFIRMATION OF MINUTES – 23 NOVEMBER 2012

The Board **resolved** that the minutes of the Board's ordinary meeting of 23 November 2012 be confirmed.

12. DEPUTATIONS BY APPOINTMENT 3.2 CONT'D

SYDENHAM HERITAGE TRUST

The Board **resolved** to grant \$5,000 from the Boards 2012/2013 Discretionary Response Fund to the Sydenham Heritage Trust as an interim measure towards the cost of removing the demolished church stone and storage.

13. BECKENHAM NEIGHBOURHOOD ASSOCIATION 5.2 CONT'D

The Board considered it had sufficient information regarding the late application from the Beckenham Neighbourhood Association requesting funding for its annual end of the year networking function.

The Board **resolved** to grant \$150 from its 2012/2013 Discretionary Response Fund to the Beckenham Neighbourhood Association for the cost of its end of year function.

14. MALDON STREET PROPOSED NO STOPPING RESTRICTION

The Board considered a report seeking their approval that the stopping of vehicles be prohibited at any time at the cul-de-sac end of Maldon Street.

The Board **resolved** to approve the no stopping restrictions as follows:

- (a) That the stopping of vehicles be prohibited at any time commencing at a point 94 metres from the northern kerblines intersection with Hawdon Street and extending around the cul-de-sac heading in a clockwise direction to a point 94 metres from the southern kerblines intersection with Hawdon Street.

15. SPREYDON/HEATHCOTE 2012/13 YOUTH ACHIEVEMENT FUNDING APPLICATION – ISAIAH ALBERT VAUGHAN MCLEOD

The Board considered an application for funding assistance from the Spreydon/Heathcote 2012/13 Youth Achievement Scheme fund from Isaiah Albert Vaughan McLeod to take part in the St Thomas of Canterbury Under 15 European Rugby Tour from 19 April-14 May 2013.

STAFF RECOMMENDATION:

It is recommended that the Board grant Isaiah McLeod \$350 from the 2012/13 Youth Achievement Scheme fund to take part in the St Thomas of Canterbury Under 15 European Rugby Tour from 19 April – 14 May 2013.

16. SPREYDON/HEATHCOTE 2012/13 YOUTH ACHIEVEMENT FUNDING APPLICATION – ISAIAH ALBERT VAUGHAN MCLEOD

The Board considered an application for funding assistance from the Spreydon/Heathcote 2012/13 Youth Achievement Scheme fund from Isaiah Albert Vaughan McLeod to take part in the St Thomas of Canterbury Under 15 European Rugby Tour from 19 April-14 May 2013.

STAFF RECOMMENDATION:

It is recommended that the Board grant Isaiah McLeod \$350 from the 2012/13 Youth Achievement Scheme fund to take part in the St Thomas of Canterbury Under 15 European Rugby Tour from 19 April – 14 May 2013.

16 Cont'd

BOARD CONSIDERATION

The Board decided to not fund the applicant from the Youth Achievement Fund as it does not have sufficient funds to sponsor entire school or class trips. The Board emphasised that individual selection is based on merit selection and a wider representative role to participate in the activity. However given the applicants past representative selection it decided to fund him from the 2012/2013 Discretionary Response Fund on a one off basis.

BOARD DECISION:

The Board **resolved** to grant Isaiah Albert Vaughan McLeod \$350 from its 2012/2013 Discretionary Response Fund to take part in the St Thomas of Canterbury Under 15 European Rugby Tour from 19 April – 14 May 2013 on a one-off basis because he has been recognised as a representative of the region four times.

The meeting concluded at 9.35am.

CONFIRMED THIS 14TH DAY OF FEBRUARY 2013

**PHIL CLEARWATER
CHAIRPERSON**

9. WIGRAM-MAGDALA LINK SCHEME

General Manager responsible:	General Manager, City Environment Group, DDI 941-8608
Officer responsible:	Unit Manager, Asset and Network Planning
Author:	John Edmonds, Project Manager

PURPOSE OF REPORT

1. The purpose of this report is to seek the Boards:
 - (a) Approval for the removal of trees to make way for the new link outlined in **Attachment 1**.
 - (b) Support the proposed scheme design for the Wigram-Magdala Link outlined in **Attachments 1 and 2** and as described in this report to enable the project to progress to construction

EXECUTIVE SUMMARY

2. The Greater Christchurch Urban Development Strategy (UDS) has identified south west Christchurch as a major urban growth area and this is accelerating since the earthquakes.
3. The Christchurch to Rolleston and Environs Transportation Strategy (CRETS) and the South West Area Plan Transport Assessment (SWAPTA) identified Wigram Road is one of the new arterial corridors linking the south west with more central part of the city.
4. The Wigram-Magdala Link was included in the 2009-2019 LTCCP and was programmed for implementation from 2010/11 to 2012/13. The redirection of resources following the major earthquakes, has resulted in reprogramming of the project and then updated in the 2012/13 annual plan and will be included in the draft 2013/22 LTP.
5. The Christchurch Transport Strategic Plan, 2012, confirms this link as a new minor arterial between the south west and more central parts of the city.
6. The objectives of the project are:
 - (a) To provide a link between Wigram Road and Birmingham Drive by a bridge over Curletts Road, connecting to Birmingham Drive via Magdala Place; and
 - (b) To provide for linkage of the Christchurch Southern Motorway Stage 1 (CSM1) cycle paths either side of the Curletts Road interchange.
7. The location of the link is shown in relation to the Christchurch Southern Motorway (shaded tan) in Figure 1.

9 Cont'd

Figure 1. Wigram-Magdala Link (solid yellow line)

8. A study of the impacts of the Wigram-Magdala Link on Birmingham Drive, Annex Road, Wrights Road and Matipo Street, was completed in February 2011. This has since been reviewed. A further project is planned for inclusion in the 2013/22 LTP to manage those impacts. This project is planned to be completed to align with the Wigram-Magdala link.
9. Options for the link were considered during the SWAPTA study in 2008. A Scheme Assessment Report (SAR) Stage 1 was developed for the preferred option in 2009. This was taken to a more detailed level with the SAR Stage 2 in 2010.
10. With initiation of the project in 2010/11, and following the major earthquakes, an update to the SAR Stage 2 was completed in September 2011. This identified an increase in costs of approximately \$12.5M over the previous cost estimates.
11. An economic evaluation using the latest cost estimates, and assessed under New Zealand Transport Agency (NZTA) criteria, results in a Benefit Cost Ratio (BCR) of 2.3. That is, the value of the transport benefits are more than twice the cost of the project. As a result, the project is expected to attract a subsidy from NZTA.
12. The Scheme planning stage has now been completed, and the results are the subject of this report. Following approval of the Scheme Plan, land designations for the new link road, detailed design and construction would follow in the period 2012/13 to 2015/16.
13. The key elements of the scheme consist of:
 - (a) The extension of Wigram Road by a realignment some 20 metres south near the intersection with Treffers Road.
 - (b) A three span bridge approximately 100 metres in length and 16.2 metres wide, across Curletts Road.
 - (c) The extended Wigram Road running parallel to Magdala Place for approximately 300 metres, and rejoining (what was) Magdala Place approximately 150 metres before the Birmingham Road / Annex Road intersection. This closes off Magdala Place from the extended Wigram Road.
 - (d) Signalisation of the Birmingham / Annex / Wigram intersection.
 - (e) A shared pathway on south side of the bridge which can be connected to the CSM1 shared pathways, providing a link across Curletts Road (not provided by CSM1).

9 Cont'd

14. The Scheme Plan Drawing showing the road and bridge alignment, and landscaping, can be seen in **Attachment 1**.
15. Cross sections of the bridge and off bridge roadway, are shown in Figures 2 and 3 below. The speed restriction to be applied is 50 kilometres per hour.

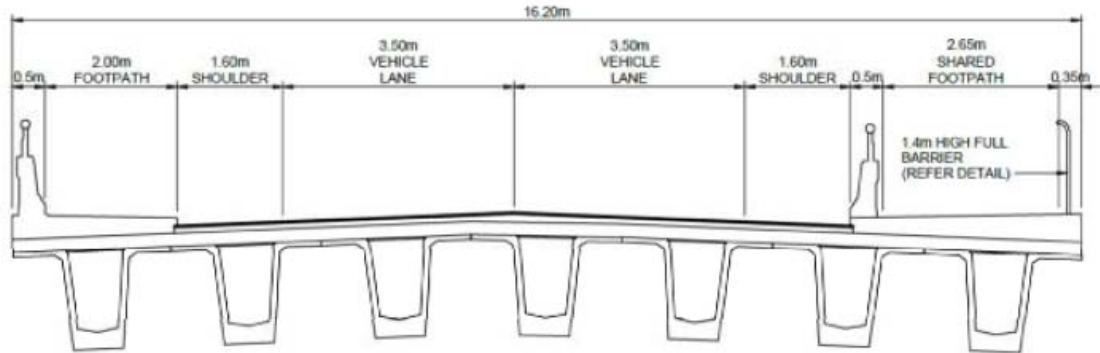


Figure 2. Bridge Cross Section

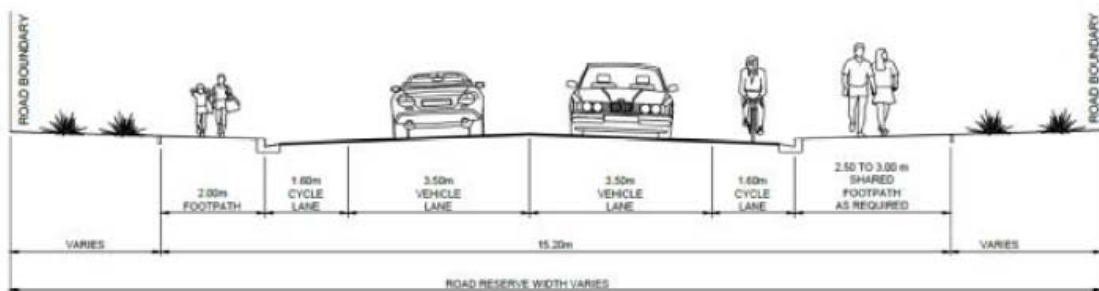


Figure 3. Off Bridge Cross Section

16. Further details of the off-bridge cross sections at various grades, showing landscaping, embankments and retaining walls, can be seen in **Attachment 2**.
17. A requirement of the project was that it be coordinated with the programme for the NZTA project to design and construct the Christchurch Southern Motorway Stage 1 (CSM1). The motorway has a major interchange at Curletts Road. The Wigram-Magdala bridge requires pier foundations to be located within the interchange, as shown in Figure 4 below.

9 Cont'd

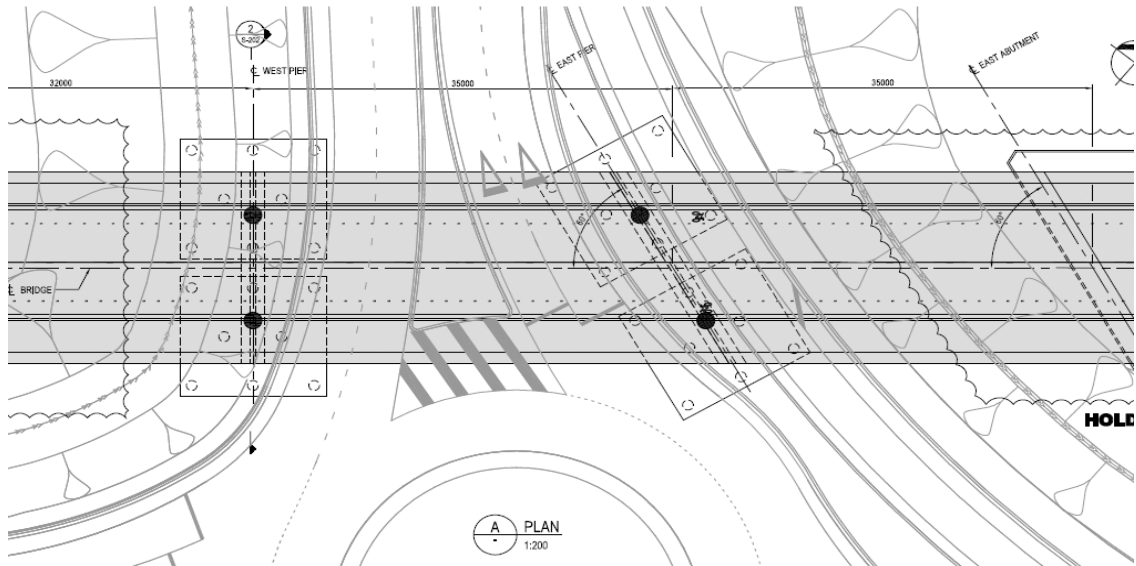


Figure 4. Bridge Pier Locations within the Curletts Interchange

18. In order to maintain the programme for CSM1, and to avoid major traffic disruption after the opening on the motorway (in December 2012), 32 piles for the bridge piers were constructed by the CSM1 contractor in the third quarter of 2011. These piles extend some 26 metres down into the Riccarton gravels, (Refer Figure 5).

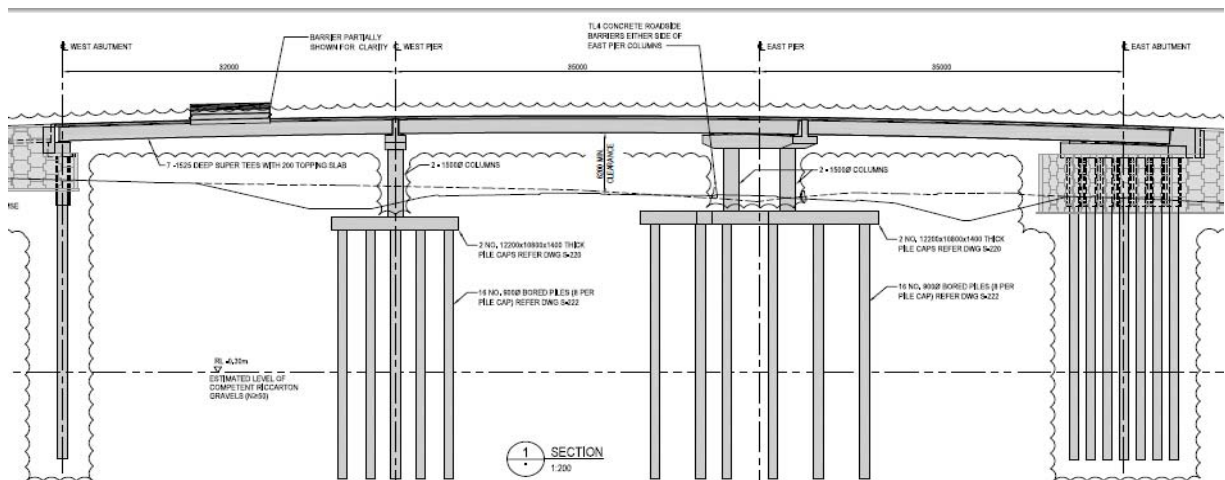


Figure 5. Bridge Pier & Abutment Piles

19. The new link road requires the further purchase of approximately 1,285 square metres of land from Bayer Ltd along the north side of the western approach to the bridge, and from Bridgestone on the south east corner of the Birmingham Road / Annex Road intersection. These sections of land are shown in **Attachment 2**.
20. Forty responses were received as a result of public consultation. The majority of respondents (70 per cent) were in support of the proposal. Key concerns raised were related to property access, increased traffic volumes, the impact of traffic noise, loss of parking and network connections. Some Scheme Plan changes have been made to accommodate some of the concerns, while some others will be addressed by the Downstream Impacts project.
21. Safety Audits resulted in further refinements. At the Birmingham Road / Annex Road / Wigram Road intersection and approaches these consisted of:
- (a) Realignment of intersection crossings to provide better visibility for pedestrians.

9 Cont'd

- (b) A cycle lane between a dedicated left turn lane and shared ahead / right turn lane on the Annex Road approach.
- (c) The addition of a right turn lane from Wigram Road into Annex Road South, and removal of the island in the associated flush median.
- (d) A refuge for cyclists turning right from Birmingham Drive into Annex Road.
- (e) A single left turn, ahead, and right turn lane on Annex Road South.

22. Further safety audit refinements are shown below:

- The flush median on Birmingham Drive has been widened and extended to assist right turning traffic into Vulcan Place and Print Place.
- A right turn bay and traffic island have been included in the plans for Treffers Road at the intersection with Wigram Road.
- The entrance to the Wigram Road service lane, for properties west of Treffers Road, has been widened.
- Cycle lanes will be painted green at critical locations such as crossing points.
- No stopping lines have been added in the vicinity of the signalised intersection.

23. The final layouts of this intersection, and the Treffers Road / Wigram Road intersection, are shown in the Layout Plans in **Attachment 1**, (but not in the Landscape Plans).

24. The Council's Transport and Greenspace Arborist Team agree the tree removals proposed in the scheme plan are appropriate given the requirements to provide an improved transport corridor along Wigram Road. However eight Italian Alder trees along the Bayer site boundary, which need to be removed for construction, are to be replanted if possible, otherwise replaced.

25. Key milestones planned for the remaining stages of the project are shown below:

Stage	Completion Date
Detailed Design	Sep 2013
Tenders	Dec 2013
Notice of Requirements & Designation	Jan 2014
Construction	Jan 2016

FINANCIAL IMPLICATIONS

26. The project budget is \$29,964,364. However, \$15,201,476 is subject to 2013/22 Long Term Plan (LTP) approval. Project actual costs to date are \$8.8M and are within budget up to 2012/13 of \$14.7M. The major cost items to date are:

- Land purchase from NZTA \$4.2M
- Construction of the bridge pier foundations before NZTA's completion of the CSM1 Curletts interchange \$3.8M
- Update Scheme Assessment Report, & pier foundation design \$0.4M

27. An economic evaluation using NZTA criteria, results in a Benefit Cost Ratio (BCR) of 2.3. This estimates the value of the transport benefits to be more than twice the cost of the project. The transport benefits are determined from the Net Present Value (NPV) of reductions in: travel time, congestion, vehicle operating costs, accidents, CO2 emissions, and increase in trip reliability.

28. To date the project has attracted a subsidy from NZTA. This is expected to continue to apply to the remaining stages of the project.

9 Cont'd

Do the Recommendations of this Report Align with 2009-19 LTCCP Budgets?

29. The 2009-2019 LTCCP provides \$12,593,000 for the project. This compares to the following chronology of cost estimates prepared by Beca Ltd:

SWAPTA Study, 2008	\$13.9M
Scheme Assessment Report Stage 1, 2009	\$15.3M
Scheme Assessment Report Stage 2, 2010	\$15.3M
Scheme Assessment Report Stage 2 Update, 2011 ¹	\$28.0M

30. The principal items contributing to the sizeable increase in the latest cost estimates above (since the earthquakes) is made up of the below:

New seismic design standards, conservative pier foundation design, CSM1 de-risk ²	\$3,729,000
Increased understanding of ground conditions discovered during construction of the Christchurch Southern Motorway Stage 1	\$2,789,000
Increase in Preliminary & General estimates	\$1,837,000
Additional \$1.1M for New Zealand Transport Agency (NZTA) land purchase. Additional lanes for Annex-Birmingham intersection due to location of SCIRT offices & updated traffic model post the earthquakes	\$1,383,000
NZTA's changes to the design of the Curletts interchange requiring additional use of retaining walls	\$1,133,000
Increase in Investigation, Design & Construction Fees	\$1,044,000
Increase in Landscaping costs	\$423,000
	\$12,338,000

31. A further approximately \$2M (7 per cent) has been allowed to the estimates for rising construction rates over the next three years before completion of the bridge. This results in a draft 2013/22 LTP provision of \$29.9M.

LEGAL CONSIDERATIONS

32. The principal land purchases from NZTA have been completed. Further purchases are required of approximately 1,285 square metres of land from Bayer Ltd along the north side of the western approach to the bridge, and from Bridgestone on the south east corner of the Birmingham Road / Annex Road intersection. These sections of land are shown in **Attachment 2**.
33. Land designations are required from the Council to form a Special Purpose (Road) Zone for the new link road and bridge. This process will commence with the lodgement of a Notice of Requirement, followed by public notification, recommendation and decision-making process before it becomes a designation.
34. Although the requiring authority (Christchurch City Council) is not required to seek approval from NZTA prior to giving notice of its requirement for a designation, the Council would need to consider alternative sites, routes, or methods of undertaking the work and provide this information within its Notice of Requirement.

¹ Plus costs to date and estimated CCC fees totalling approximately \$500K.

² \$710K for temporary diversion road and permanent pile casings

9 Cont'd

35. The Council designation for the bridge will be over the NZTA State Highway designation for Curletts Road below. As such, the Council will need to gain the written consent of the NZTA to undertake any works that will occur within this earlier designation.
36. A Council resource consent will be needed due to the bridge and approach roads being narrower than the City Plan requirements for a minor urban arterial, and because of the exclusion of car-parking.
37. Resource consents are likely to be required from Environment Canterbury (Ecan), under the Canterbury Natural Resources Regional Plan (NRRP) and Transitional Regional Plan (TRP), for the following activities:
 - Discharge of storm water (to land or water) may be required depending on the outcome of Christchurch City Council's current global discharge application (CRC091721);
 - Disturbance or deposition of soil within a riparian zone may be required depending on the distance of the proposed activity from the Heathcote River and the dominant slope of the land;
 - Excavation of land over an unconfined or semi-confined aquifer;
 - Deposition of material over an unconfined or semi-confined aquifer; and
 - Works on potentially contaminated land.
38. Although there is no indication from either the Christchurch City Plan, the NRRP or the TRP maps that the site or surrounding land is contaminated, ECan are able to identify contaminated land through their GIS system. If contaminated land is found nearby, the above mentioned consents relating to contaminated land may be required.
39. The above resource consents may be processed on a notified (ie including public notification, submissions and a hearing) or non-notified basis (ie without public notification), and this decision will be made by Environment Canterbury upon receipt of an application.
40. Installation of any parking restriction signs and / or markings must comply with the Land Transport Rule: Traffic Control devices 2004.
41. Part 1, Clause 5 of the Christchurch City Council Traffic and Parking Bylaw 2008 provides the Council with the authority to install traffic and parking restrictions by resolution.
42. The Community Boards have delegated authority from the Council to exercise the delegations as set out in the Register of Delegations dated 13 December 2007. The list of delegations for the Community Boards includes the resolution of parking restrictions and Traffic Control devices.
43. No parking and other resolutions will be the subject of a separate report to the Community Boards once a further detailed topographical survey has been carried out since the major earthquakes.

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

44. As above.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

45. The project is identified in the Planned Capital Programme of the 2009/19 LTCCP, and re-phasing and additional costs allocation is being requested in the 2013/22 LTP update.
46. It also aligns with the Council's community outcomes for safety and community – a safe city; a city of inclusive and diverse communities; a city of people who value and protect the natural environment; a well governed city; a prosperous city; a healthy city; a city for recreation, fun and creativity; an attractive well-designed city.

9 Cont'd

Do the recommendations of this report support a level of service or project in the 2009-19 LTCCP?

47. As above.

ALIGNMENT WITH STRATEGIES

48. The proposal is also aligned with the following strategies:

- (a) Urban Development Strategy (UDS).
- (b) Christchurch Rolleston Environs Transport Strategy (CRETS) 2007.
- (c) South West Area Plan Transport Assessment (SWAPTA) 2008
- (d) Christchurch Transport Strategic Plan (CTSP) 2012
- (e) New Zealand Land Transport Strategy.

49. The proposal is not fully consistent with the requirements for arterial roads as defined within the City Plan, because of the bridge and approach road widths, and the exclusion of parking.

Do the recommendations align with the Council's strategies?

50. Yes.

CONSULTATION FULFILMENT

- 51. A briefing for the Wigram-Magdala Link was given to the Riccarton/Wigram Community Board on 31 May 2011, and was sent to the Spreydon/Heathcote Community Board on 15 June 2011. The concept plan for public consultation was presented to the Riccarton/Wigram Community Board on 18 October 2011.
- 52. The Community consultation was undertaken during the period from late July 2012 to 20 August 2012.
- 53. Meetings were held with landowners immediately affected by the proposed scheme during late July 2012 in advance of the wider community consultation. The affected parties include landowners adjacent to the new Annex Road/Birmingham Drive/Magdala Place intersection and the landowner affected by the creation of the new Treffers Road intersection with the Link Road. The specific issues resulting from this meeting and the design outcomes have been summarised in **Table 2.2**.
- 54. A Public Information Leaflet (PIL) was provided to landowners and occupiers of properties along the route of the new Link Road. This included the businesses in Magdala Place, Nazareth Avenue and Birmingham Drive.
- 55. The PIL was delivered to the occupiers of 323 properties. A further 286 copies were posted to absentee owners, and a further 272 were distributed to various stakeholders, including Community Board and Council representatives, community organisations, and relevant Council departments. In total, 881 copies of the PIL were distributed prior to the drop-in day.
- 56. A public drop in session was also held on Monday, 13 August 2012 over a four-hour period. A feedback form was included in the PIL sent to landowners and occupiers, as well as being available at the drop-in session.
- 57. In addition, the project was included on the "Have Your Say" section of the Christchurch City Council's website.

9 Cont'd

58. A total of 40 responses were received, with 70 per cent generally in support of the proposal. The table below provides a summary of the responses.

Support	Number of Responses	% of Total Responses
Full Support	23	57.5%
General Support (with suggestion)	5	12.5%
Does Not Support	12	30%
Total	40	100%

Access to Properties

59. The principal concern expressed in the feedback was limitations on, or changes to, access to properties.
60. Access to six and eight Magdala Place will be able to be made by left turning off the new link road. Right turn access or extension of the service lane was requested. The flush median leading to the signalised intersection along Magdala Place will be widened to 2.5 metres wide, providing a waiting bay for right turning vehicles to the above properties. There is insufficient room to extend the service lane (without taking land off existing owners), and would create a junction with the new arterial at an unsafe distance from the Birmingham/Annex intersection.
61. Significant delays would be created, and there would be safety concerns, for vehicles (including b-train truck and trailer units) using the existing access to the Bayer site, immediately adjacent to the proposed intersection of Treffers Road with the extended Wigram Road. Provisional agreement has been reached that will enable a new access at the north end of the Bayer site.
62. To provide safe access for truck and trailer units to the Bayer warehouse, a short section of retaining wall will be needed to prevent the bridge embankment encroaching onto the Bayer driveway.
63. The business on the south side of Birmingham Drive near the intersection with Annex Road, was concerned about on-going access to their property. Two westbound lanes on Birmingham Drive are likely to provide better access to and from the property. A construction management plan will be put in place that will ensure access is retained to properties during the construction period.
64. A request was made for connection of Magdala Place to the new link road. The respondent pointed out that the loss of this connection was not made sufficiently clear in the publicity material, and considered that without this connection, there would be congestion and safety issues for heavy vehicles to access Magdala Place from Nazareth Avenue.
65. The project team consider this connection would be too close to the Wigram /Annex/Birmingham intersection. Improvements will be made to Nazareth Avenue for heavy vehicles as part of the Downstream Impacts project. This is likely to include the removal of parking on the bend, and upgrade of the Nazareth/Annex intersection.
66. There was concern that the new road does not provide access into the SCIRT site. This access is to be relocated to Annex Road South. Additional modelling has been undertaken to assess the demand for right turning movements from the new road into Annex Road South.

9 Cont'd

Increase in Traffic Flows

67. Concern was expressed that increased traffic flows (on the link, downstream and at intersections) would create more congestion problems. There was also concern that modelling of these was not up to date. A traffic count was undertaken to understand the SCIRT traffic movements and the modelling was updated. A project is being initiated to manage the downstream effects in Birmingham Drive, Annex Road and Wrights Road. If approved in the LTP this will be timed to coincide with the completion of the Wigram-Magdala Link.

Noise

68. Several respondents raised concerns about an increase in road noise from the project. A detailed noise assessment carried out by consultants in November 2011, indicates there should be no discernable increase in noise above that generated by CSM1. None the less, noise mitigation measures such as road surfacing and plantings will be considered in the detailed design.

Parking

69. There is loss of on street parking, with a request to add parking in the Annex Road cul-de-sac. Parking will be added to the Annex cul de sac as part of the Downstream Impacts project. Significant parking in Magdala Place is currently informal. The scheme has been amended so that it does not extend to Nazareth Avenue, allowing informal parking to continue until the downstream effects scheme has been agreed.

Cycleways

70. A number of respondents requested that cycle-ways be extended, and that they be separated from traffic lanes. Appropriate provision is made for cycle-ways and the safety of cyclists, including a barrier separated shared cycle path on the bridge. Connection to the CSM1 cycle-ways will be made.

Network Links

71. It was pointed out no allowance is made for the new road to link in with the Christchurch Southern Motorway. Access to CSM is an NZTA issue. However, traffic wishing to access the southern motorway can use Lunns Road and the Curletts interchange.
72. A question was asked if Annex Road could be extended through to Lincoln Road. This would require crossing the Southern Motorway, and there is now no opportunity to address this.
73. Submitters who made comments and provided contact addresses will be sent a copy of the plan for Community Boards approval and a letter outlining the project team's responses to their suggestions and concerns. They will also be advised of the Community Boards meeting date and times and how to contact the Board Advisers if they wish to seek speaking rights.

STAFF RECOMMENDATION

It is recommended that the Spreydon/Heathcote Community Board:

- (a) Approve the removal of trees to make way for the new link as shown in **Attachment 1**.
- (b) Confirm that the Boards support the proposed scheme design for the Wigram-Magdala Link outlined in **Attachments 1 and 2** and as described in this report to enable the project to progress to construction.

CHAIRPERSONS RECOMMENDATION

For discussion.

9 Cont'd

BACKGROUND (THE ISSUES)

74. The Greater Christchurch Urban Development Strategy (UDS) has identified south west Christchurch as a major urban growth area. The UDS identifies some 10,000 households to be accommodated within the area by 2041. This development is accelerating due to loss of living area in other parts of the city, caused by the earthquake.
75. The Christchurch to Rolleston and Environs Transportation Strategy (CRETS) identified the Wigram Road corridor and the Wigram-Magdala Link as one of the new arterial routes that will service the south-western area and the adjoining growth areas in the Selwyn District.
76. South West Area Plan Transport Assessment (SWAPTA) identified the transport networks required to service south west Christchurch and provided traffic network modelling. SWAPTA encompassed scheme assessments (which included the Wigram-Magdala Link) and two plan change transport assessments (Wigram and Awatea). The Wigram-Magdala Link was projected to attract significant volumes of traffic, thereby providing some relief to otherwise congested alternative routes.
77. The Wigram-Magdala link project was included in the 2009-2019 LTCCP and was programmed for implementation from 2010/11 to 2012/13. An update of project costs, and redirection of resources following the major earthquakes, has resulted in reprogramming of the project in the 2013/22 update to the LTP.
78. The Christchurch Transport Strategic Plan 2012 confirms this link as a new arterial between the south west and more central parts of the city.
79. The proposed scheme meets project objectives because it:
 - (a) is the first stage towards completing the detailed design for the link;
 - (b) identifies the land to be acquired and designated;
 - (c) provides high level requirements for construction of the Wigram Magdala link, including provision for cycle facilities to link with the CSM;
 - (d) creates a scheme for the development of a direct link between Wigram Road and Magdala Place crossing over Curletts Road;
 - (e) provides a concept design, including landscaping, which is integrated with the CSM Curletts interchange to create an efficient design that respects the surrounding visual amenity.

THE OPTIONS

80. Three options were considered by the Council's consultants, Beca Ltd, as part of the SWAPTA. Option A was selected as the preferred option, and further refined by the Scheme Assessments Stages 1 and 2, and Stage 2 update post the earthquakes. This then formed the basis of the plan taken to the community for consultation.

Option A

81. Option A is a new road alignment positioned 20 metres offset to the southeast of the existing Wigram Road and Magdala Place alignment. Figure six shows the horizontal alignment of this route option. It should be noted that CSM1 Curletts Interchange shown in each option's route alignment, was changed from the single roundabout to two smaller joined roundabouts (a 'dog-bone' layout) as shown in **Attachment 2**. This change impacted the Scheme Assessment Stage 2 update.

9 Cont'd

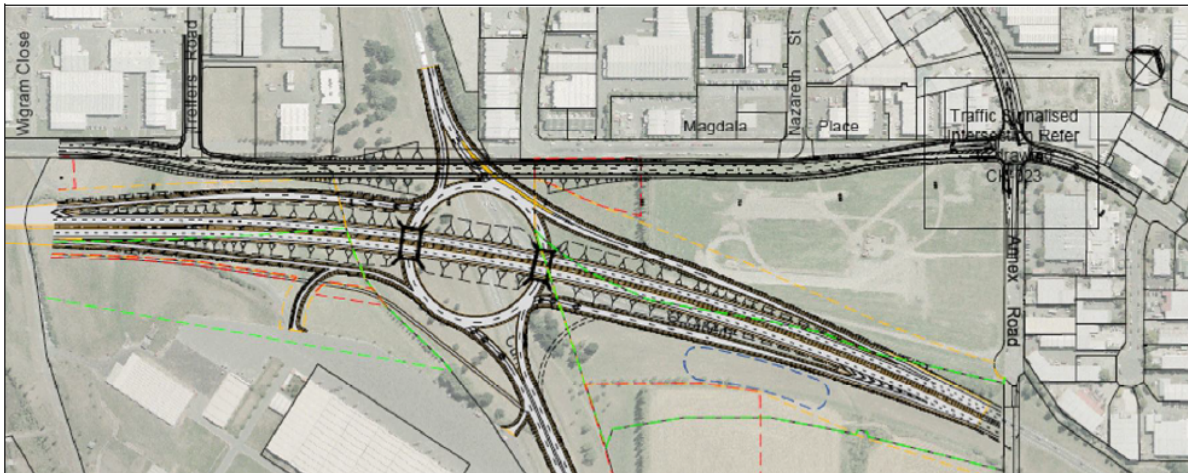
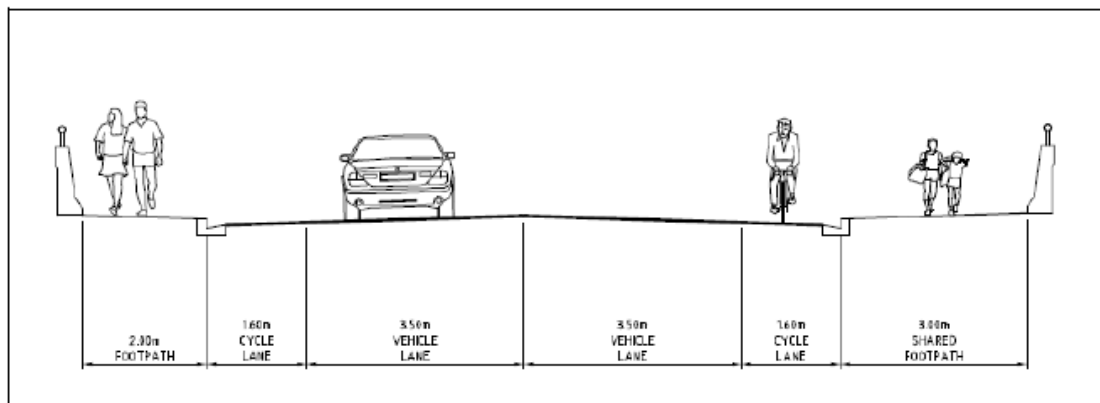


Figure 6. Option A Route Alignment

82. To the southwest of Curletts Road, immediately northeast of the intersection of Wigram Close with Wigram Road, the new road will divert south of the Bayer New Zealand Limited premises, but will maintain connectivity with Treffers Road via a realigned priority intersection. Thereafter, the alignment runs parallel to Wigram Road Road towards Curletts Road.
83. Bayer New Zealand premises on the Treffers Road corner is home to a chemical company a potential safety risk is foreseen in locating the overbridge and minor arterial road in close proximity to hazardous chemicals.
84. The alignment passes over Curletts Road and grades down as it runs parallel to Magdala Place joining into the existing alignment after the Nazareth Avenue intersection. It is expected the bridge will be a 'Super Tee' type structure with three 30 metre spans. A retaining wall of approximately 150 metres in length is required due to the close proximity of Magdala Place to the proposed alignment. The current intersection of Nazareth Avenue and Magdala Place would revert to a road bend, the eastern arm of the current intersection being 'stopped-up'.
85. Signals are considered the appropriate form at the Birmingham/Annex intersection (over a roundabout) due to the needs to facilitate cyclist and pedestrian movements and also in terms of the physical constraints that the adjacent buildings would place on accommodating a roundabout to an appropriate design.
86. The cross-section of the road will vary along the alignment, reducing at the overbridge to achieve a balance between benefits to users and costs of the infrastructure. Furthermore, as the new road would parallel sections of existing local roads, parking lanes and medians would not be required for the majority of the route (on the off-line alignment between Wigram Close and Nazareth Street). The cross-section for the section between Wigram Place and Nazareth Street is illustrated in below.

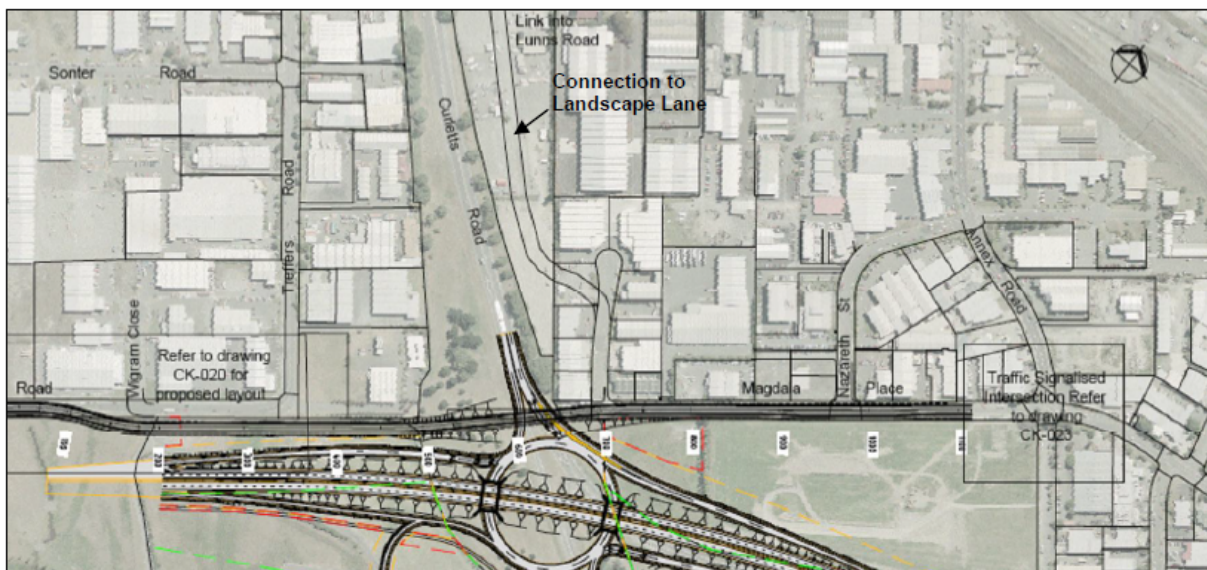


9 Cont'd

87. It is assumed that parking will be retained on the north side of Magdala Place only. This option allows the new parallel alignment to be located closer to the existing alignment of Magdala Place, thereby requiring less land-take for the new alignment. Parking on the north side only for the length of Magdala Place provides a continuity of treatment, allowing limited parking to serve the adjacent area, without the need for traversing the road, and locates the parking away from the proposed shared-use cycle facility on the south side of the arterial between Nazareth Avenue and Annex Road.
88. Pedestrian facilities are to be provided on both sides of the new section of road, with an off-road cycle path provided for within the shared footpath width. This shared footpath is to be positioned on the south side of the road, to ensure logical and reasonable continuity of the CSM route. Connectivity to the CSM cycleway will be provided to the west of Curletts Road via a link between the CSM and Wigram Road in the vicinity of Haytons Road and to the east of Curletts Road via Magdala Place and Annex Road.
89. The cross-section proposed for this new section of road does not comply with the City Plan road hierarchy road width ranges that identify a minimum roadway width (kerb to kerb) of 14 metres for Urban Minor Arterial Roads. However, the recommended roadway width at 10 metres caters for general traffic and cyclists on a predominantly elevated section of road with no demand for turning traffic. Additional width is considered to be an unnecessary expense, contributes to greater surface water run-off, would be less visually appealing and would serve to encourage greater traffic speeds.
90. Separation of vehicle headlights between Magdala Place and the new alignment is important for driver safety. Landscaping of the strip of land between these two roads with trees and shrubbery will shield vehicles and their drivers from light pollution emitted from the adjacent road.

Option B

91. Option B differs from Option A in that to the east of Curletts Road, the alignment veers back onto the existing Magdala Place alignment. The Magdala Place cul-de-sac is then connected ultimately through to Lunns Road via a new connection through to Landscape Lane. The horizontal alignment of this route option is shown below.



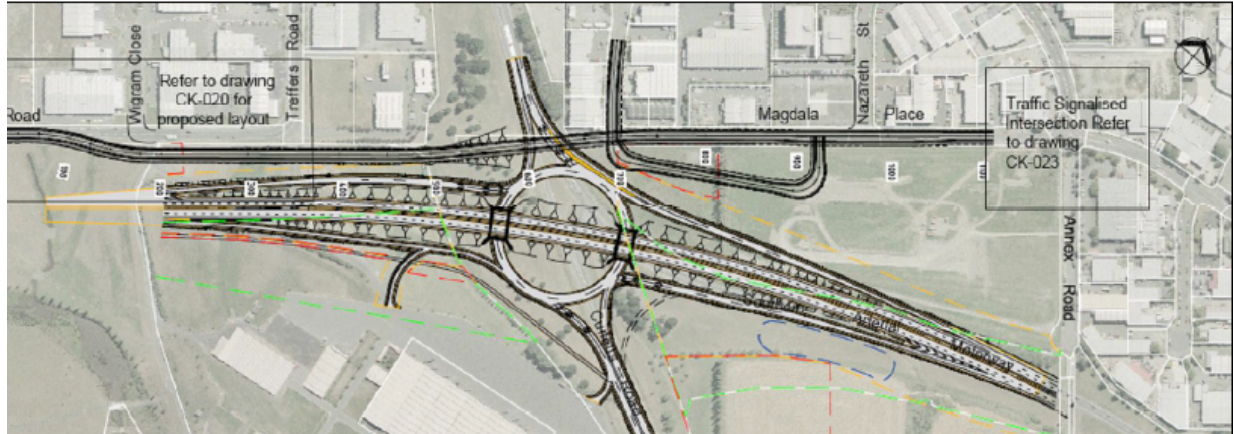
92. To the west of Curletts Road the alignment is the same as Option A. It is expected the bridge will be a 'Super Tee' type structure with three 30 metre spans.

9 Cont'd

93. As the overbridge comes down into Magdala Place, existing access points into McDowell Ltd and Downer Engineering will become inaccessible, as substantial lengths of retaining wall will be necessary due to the close proximity of the buildings and property boundaries. For McDowell Ltd, new access will need to be provided, and this may be possible through the vacant section on the corner of Nazareth Avenue and Magdala Place. However, internal truck movements may also be inhibited by these alternative access arrangements. Downer Engineering currently have two access points, only the western access is expected to be removed with the overbridge tying in to the existing at-grade alignment at the eastern access.
94. The Magdala Place cul-de-sac becomes cut-off with the new link, the cul-de-sac being served by a connection to Landscape Lane via the Magdala Place turning head, providing access through to Lunns Road. The end of Magdala Place, adjacent to the new road, could be reshaped into a turning circle, which will give access to Pro Kiwi at 55 Magdala Place, and FTL NZ, Substrate Assessment (SANZ) and Mycon Electronic at 50 Magdala Place.

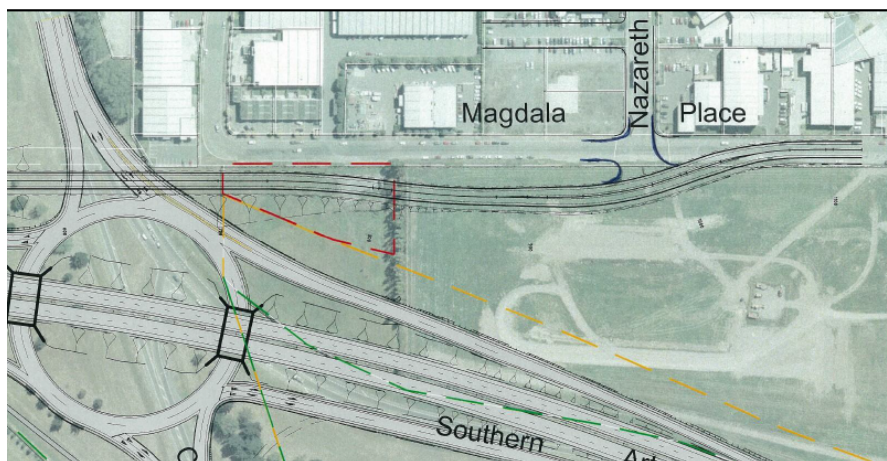
Option C

95. Option C has a similar horizontal alignment as Option B. However, the overbridge would span not only Curletts Road, but also Magdala Place. Magdala Place is extended southwards under the overbridge and then loops around eastwards to tie back into Magdala Place approximately 50 metres west of the Nazareth Avenue intersection. Under this Option, the existing section of road between number 50 Magdala Place and Nazareth Avenue would be built-over by the elevated new road alignment. As well as a longer structure than the other options, substantial lengths of retaining wall will be necessary due to the close proximity of the buildings and property boundaries. It is expected the bridge will be a 'Super Tee' type structure with four 30 metre spans. The horizontal alignment of this route option and Magdala Loop, are shown below.

**Disgarded Option D**

96. The alignment of Option D is similar to the other options however veers further south away from Magdala Place to allow for a "T" intersection to be included with Magdala Place and Nazareth Avenue. However once tracking paths were undertaken and visibility requirements taken into consideration, the intersection needs to be located close to the Nazareth Avenue intersection. This results in some complex turning manoeuvres and it was considered very little benefit was gained with this layout when compared to the other three options. The horizontal alignment of this route option is shown below.

9 Cont'd



Options Evaluation

97. The BCRs for each option are shown in the table below.

Option	PV Benefits	PV Costs	BCR
A	\$48,845,128	\$8,453,680	5.8
B	\$50,438,547	\$8,335,307	6.1
C	\$47,680,717	\$10,620,901	4.5

98. An evaluation of the options was also carried out under the Land Transport Management Act (LTMA) framework. The results are shown below.

LTMA Objective	Option A	Option B	Option C
Economic Development	1.6	1.6	1.6
Safety & Personal Security	0.5	0.5	0.5
Access & Mobility	1.5	1.3	1.3
Public Health	1.7	1.7	1.7
Environment	0.6	0.4	0.4
TOTAL (Out of 10)	5.8	5.4	5.4
% Score	58%	54%	54%

Conclusion

99. The consultants' recommendations were as follows. These were adopted.

100. Appraisal of the three options against the LTMA criteria indicates that Option A is the preferable option. In terms of the Benefit Cost Ratio, there is relatively little difference in benefit between two of the options appraised. Option B has a marginally greater Benefit Cost Ratio than Option A (6.1 and 5.8 respectively).

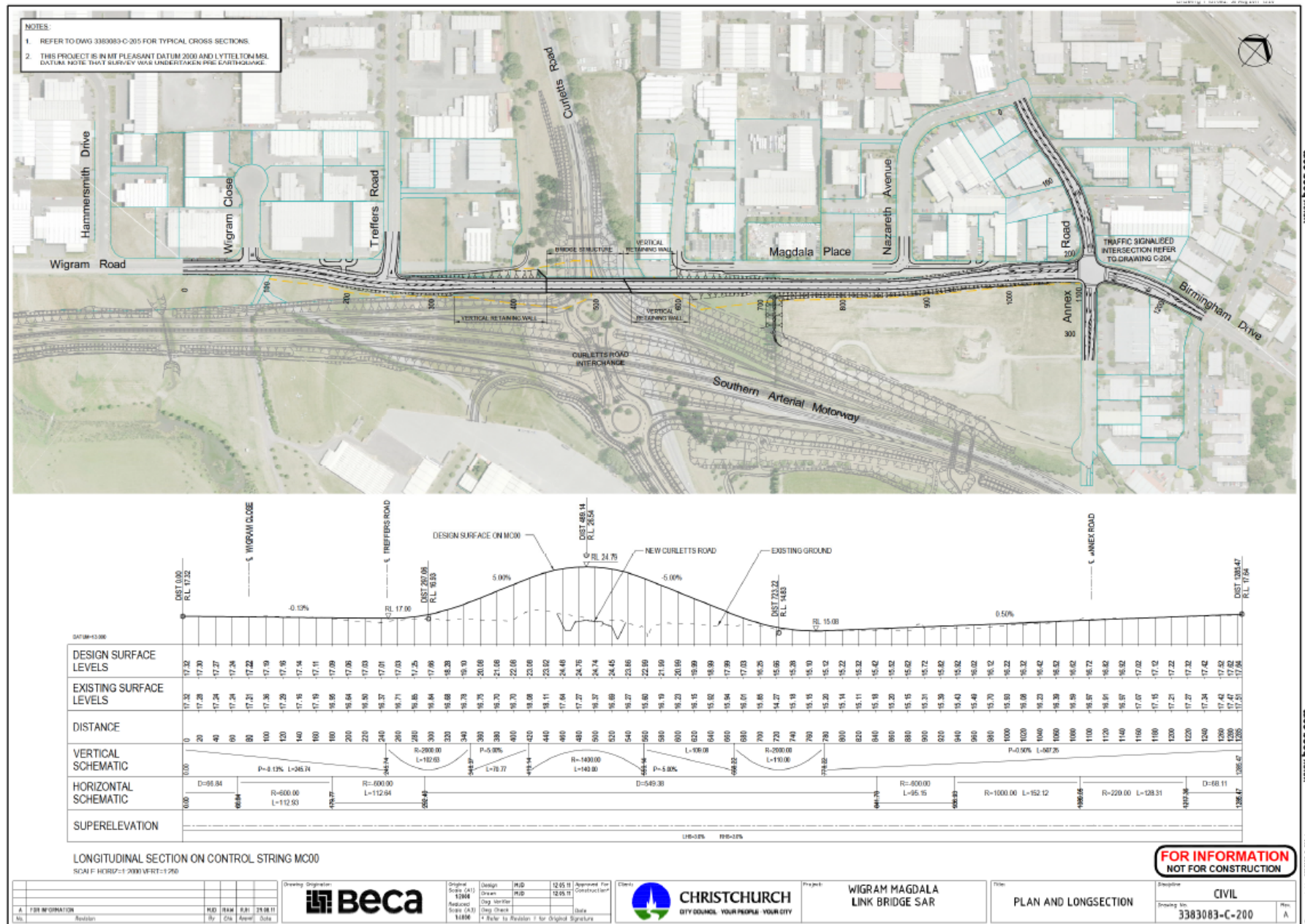
101. At this stage option A provides the least detrimental effect to landowners and road users.

102. In conclusion we recommend:

- (a) Option A be taken forward to Scheme Assessment (Stage 1) as it has a good benefit cost ratio and least impact on landowners and stakeholders. If possible, undertake some preliminary consultation with affected landowners to determine access requirements and internal vehicle movements".

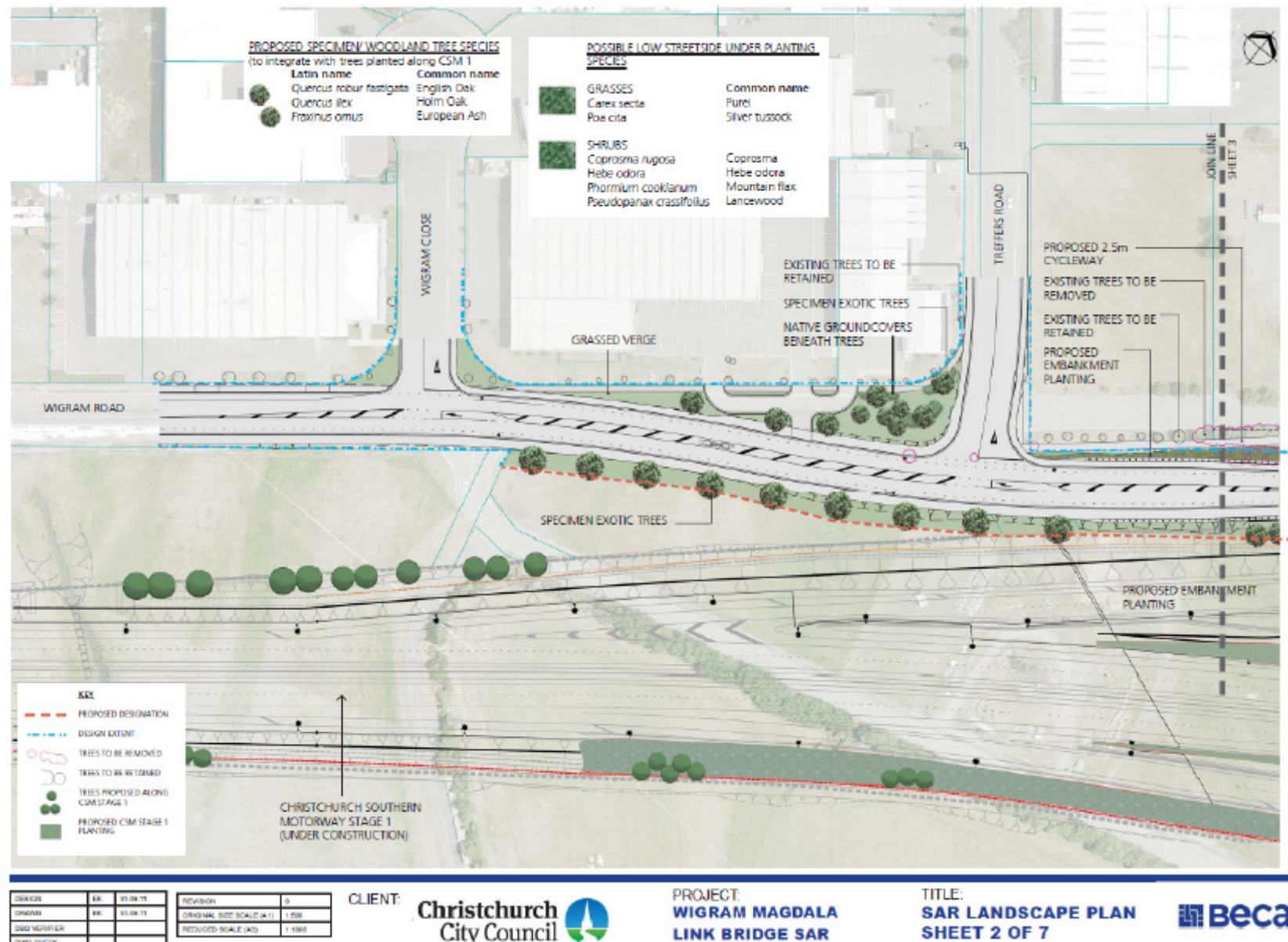
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103. Since the selection of the preferred option, the three refinements by Scheme Assessments Stages 1, 2 and Stage 2 Update, have resulted in the BCR reducing to 2.3 (because of increased costs) and an LTMA Assessment of 63 per cent.



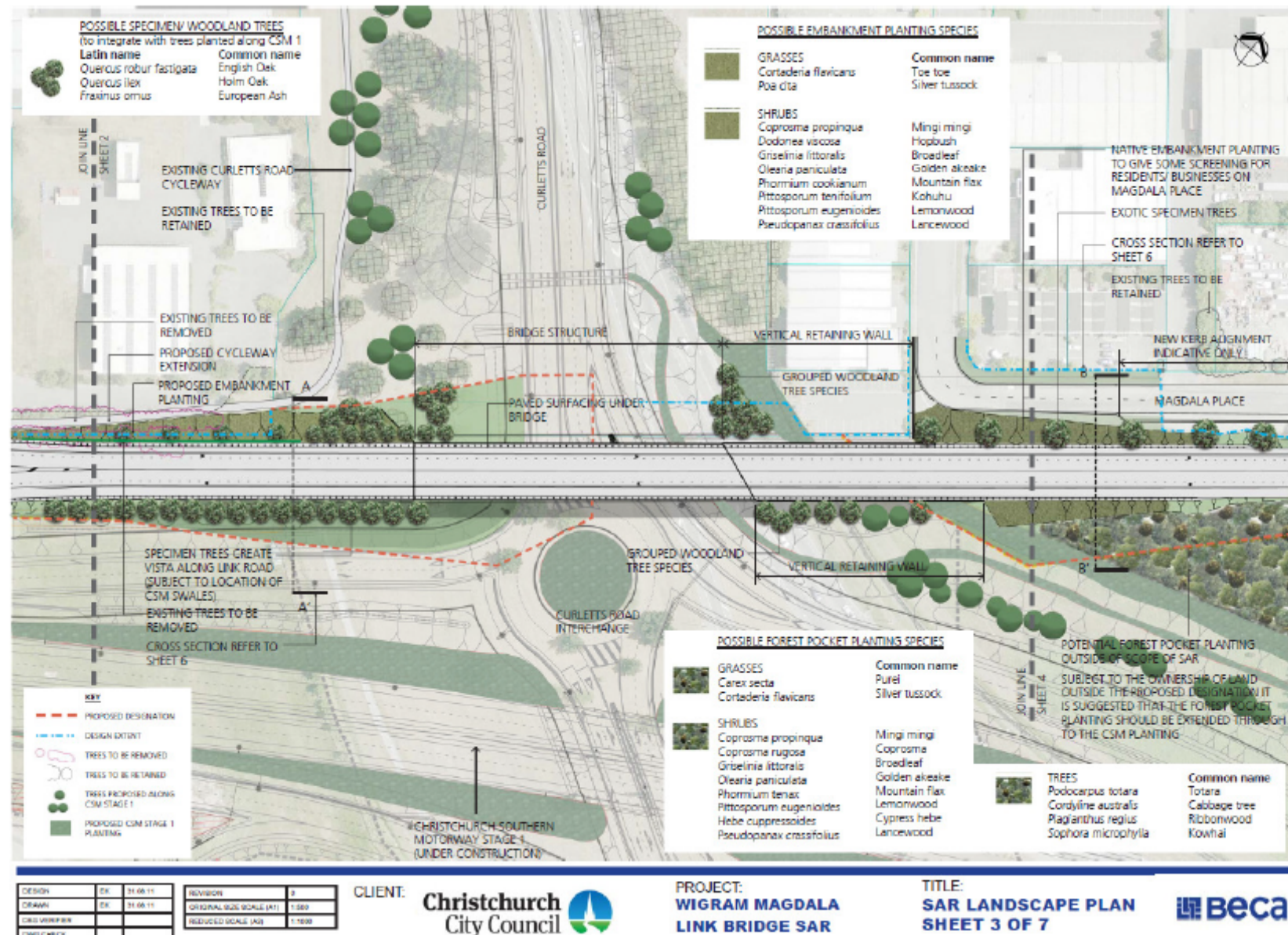
Wigram-Magdala Link Draft Scheme Plan

August 2012



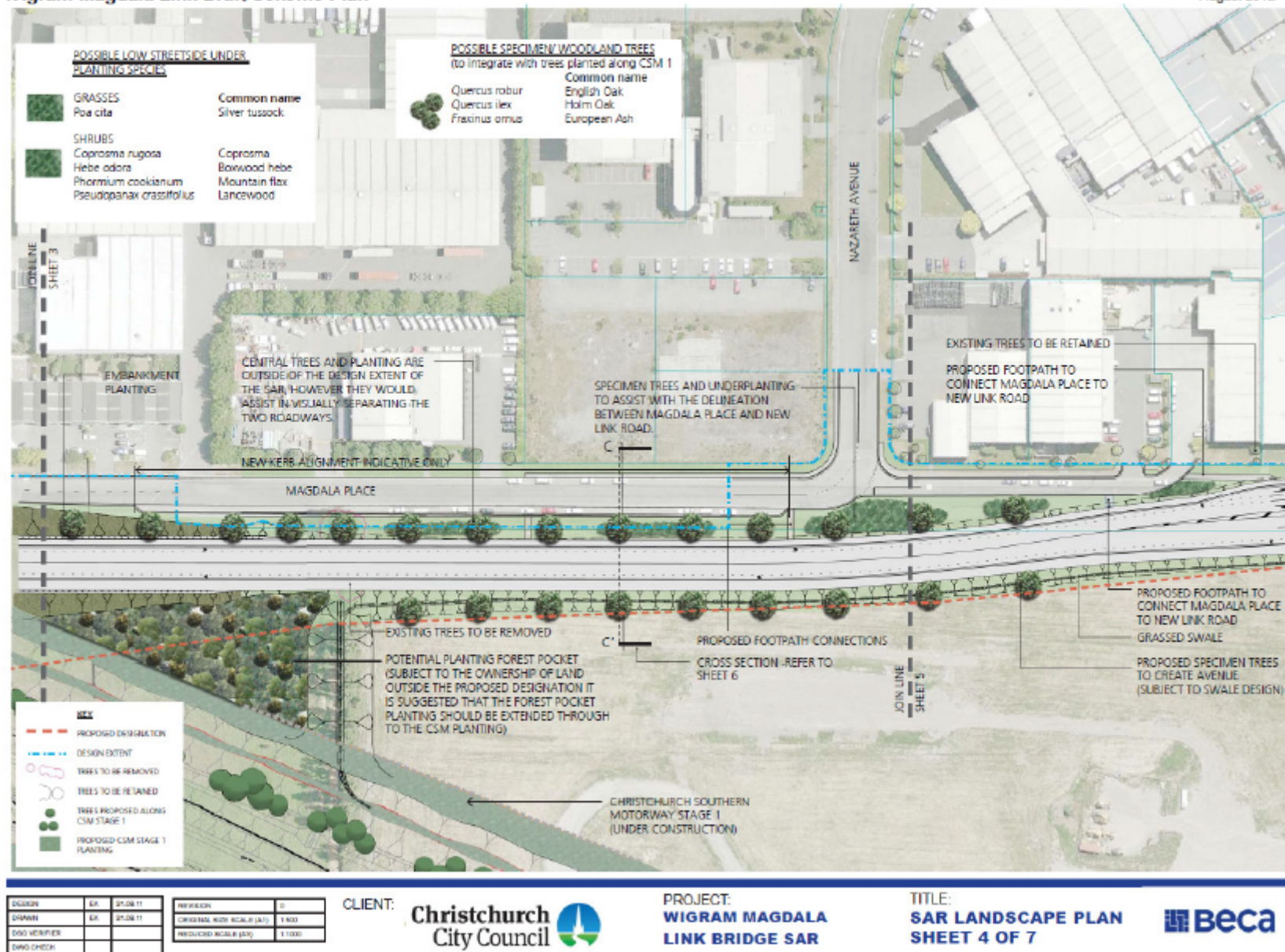
Wigram-Magdala Link Draft Scheme Plan

August 2012



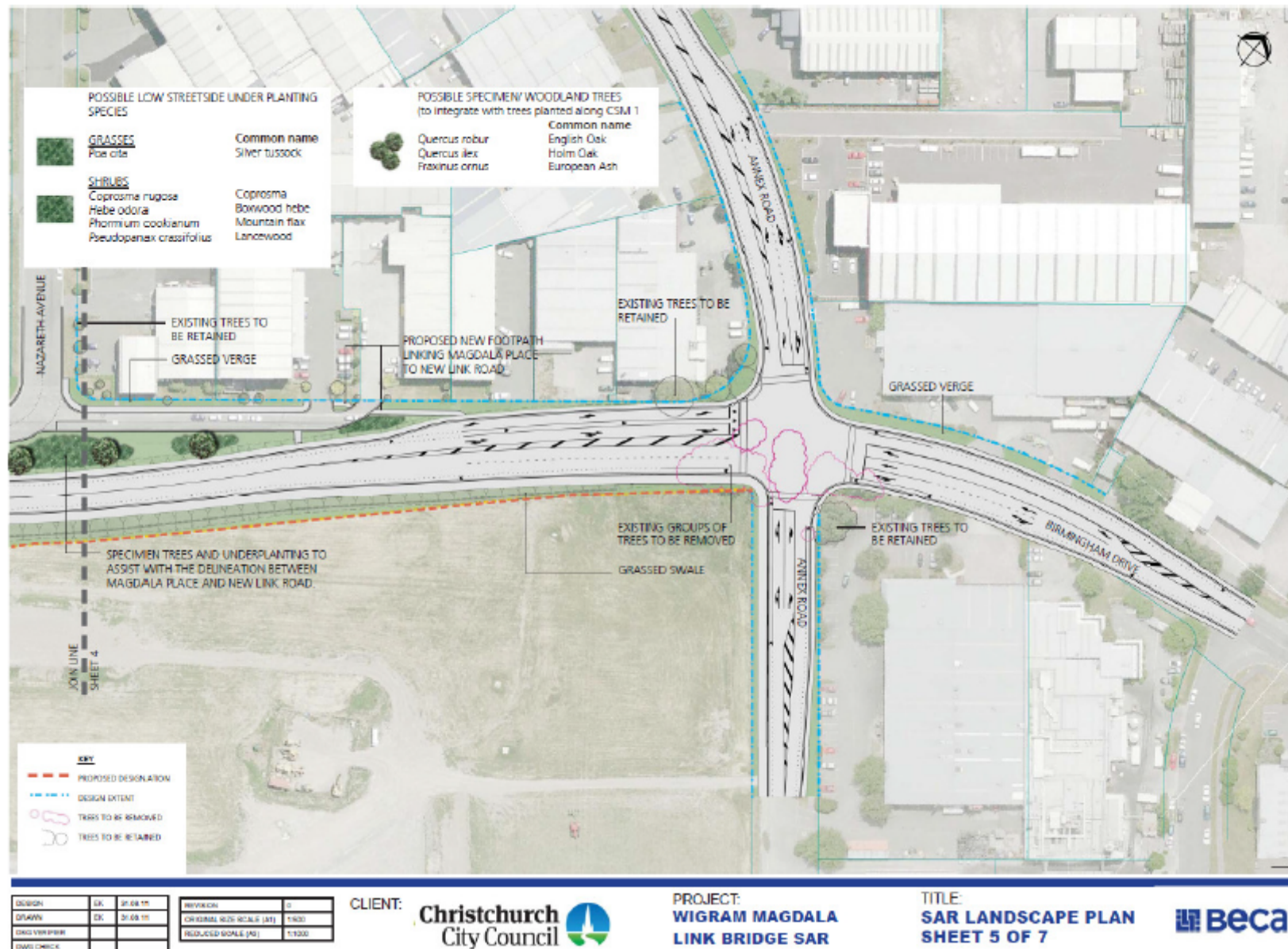
Wigram-Magdala Link Draft Scheme Plan

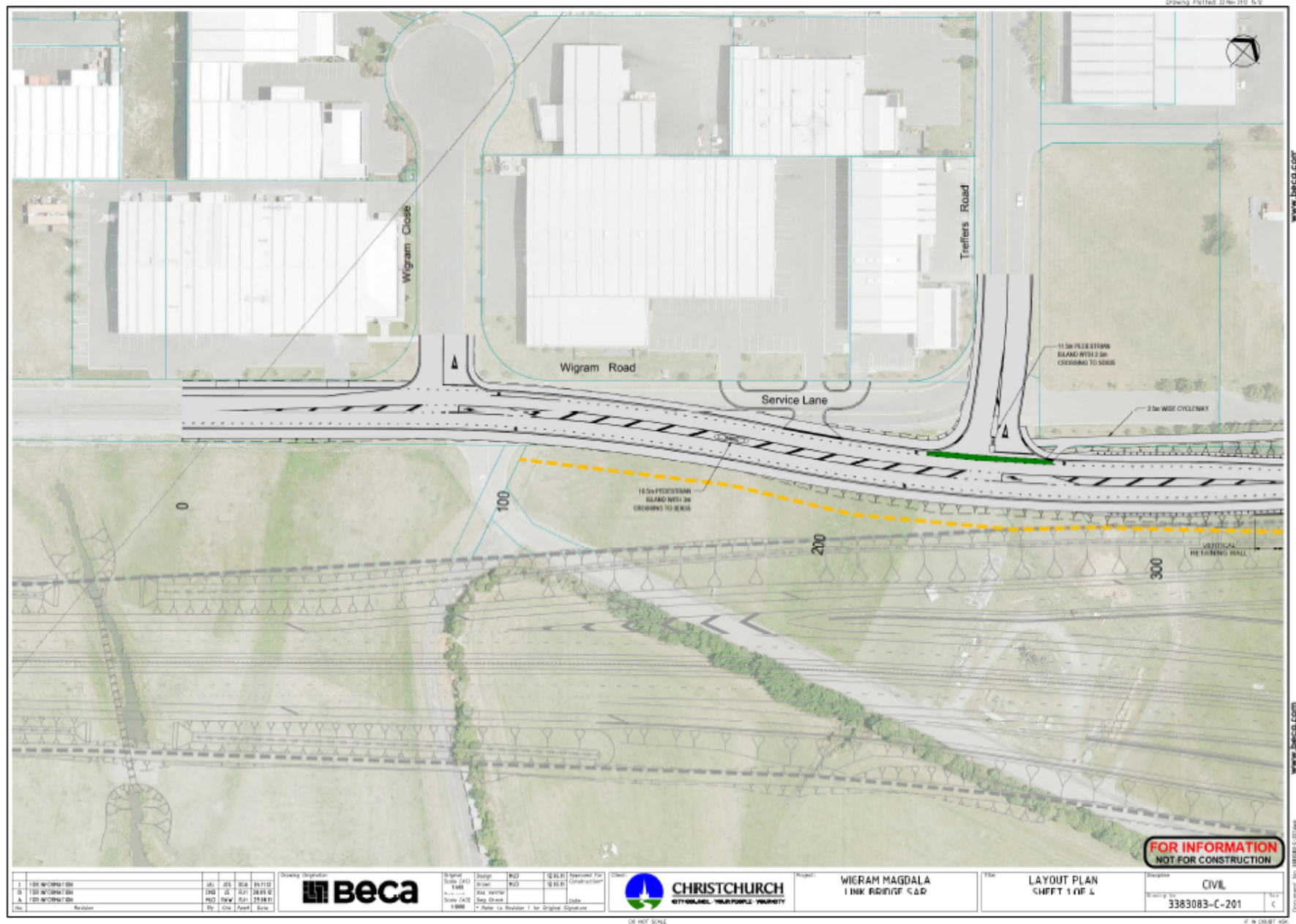
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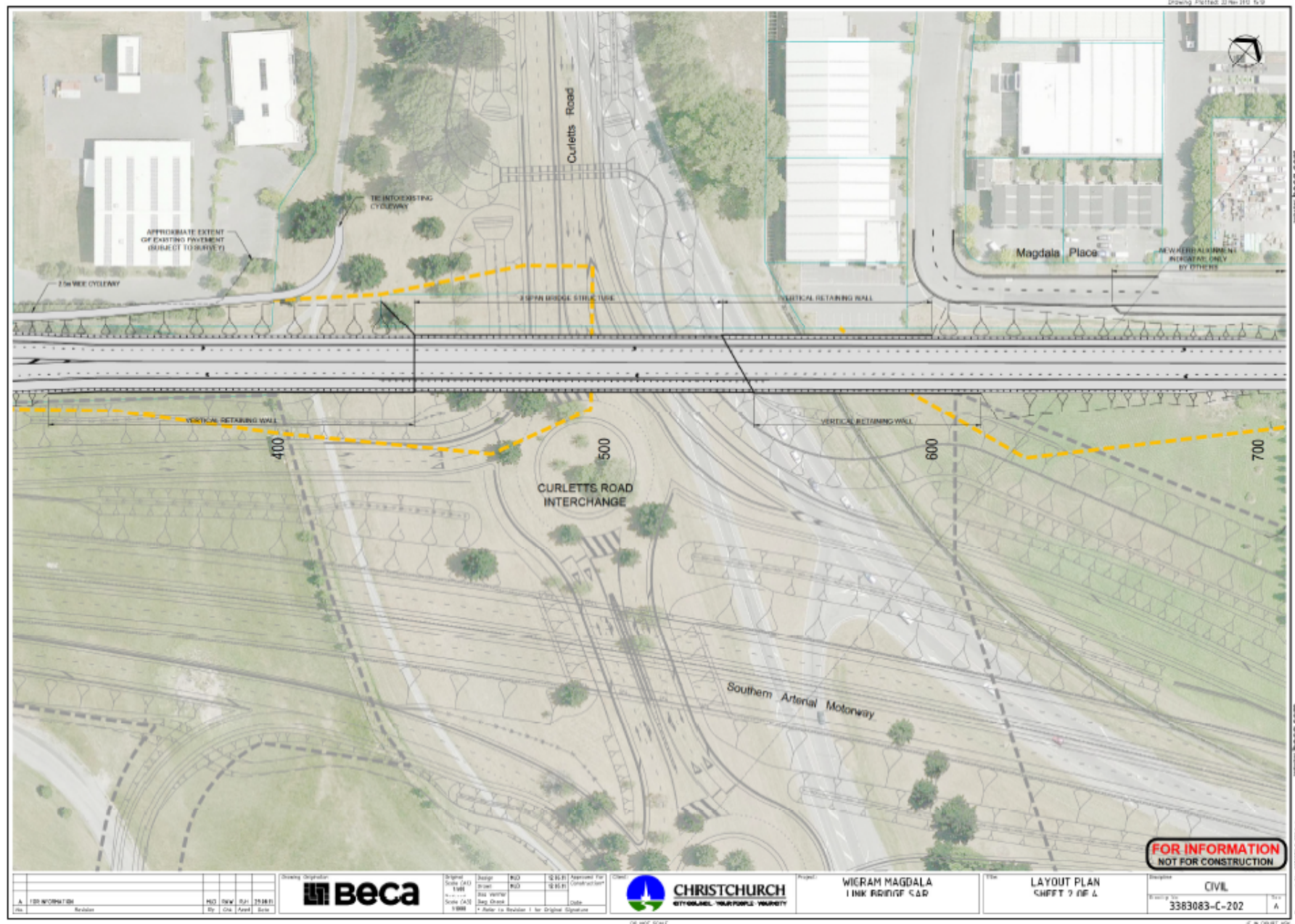


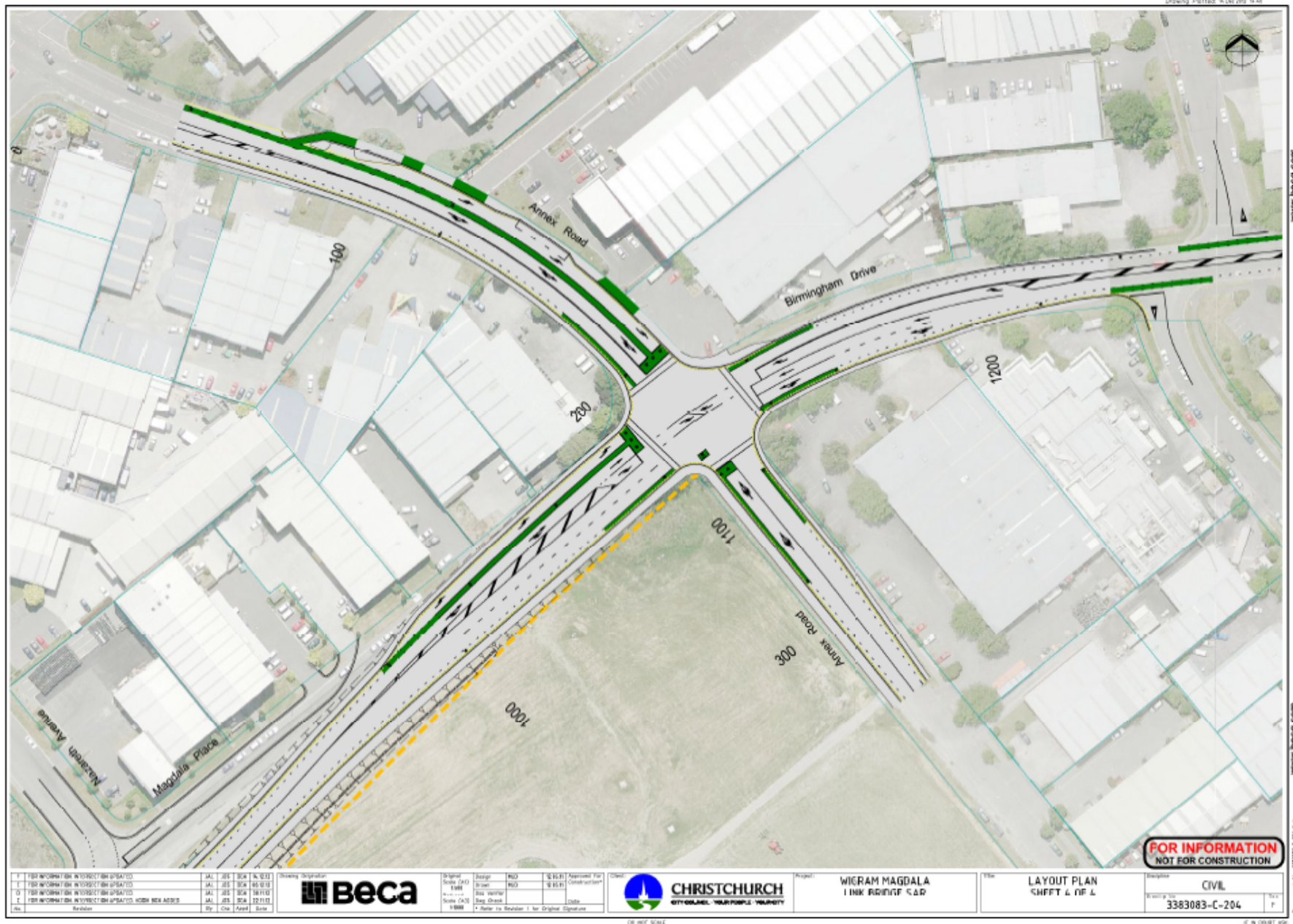
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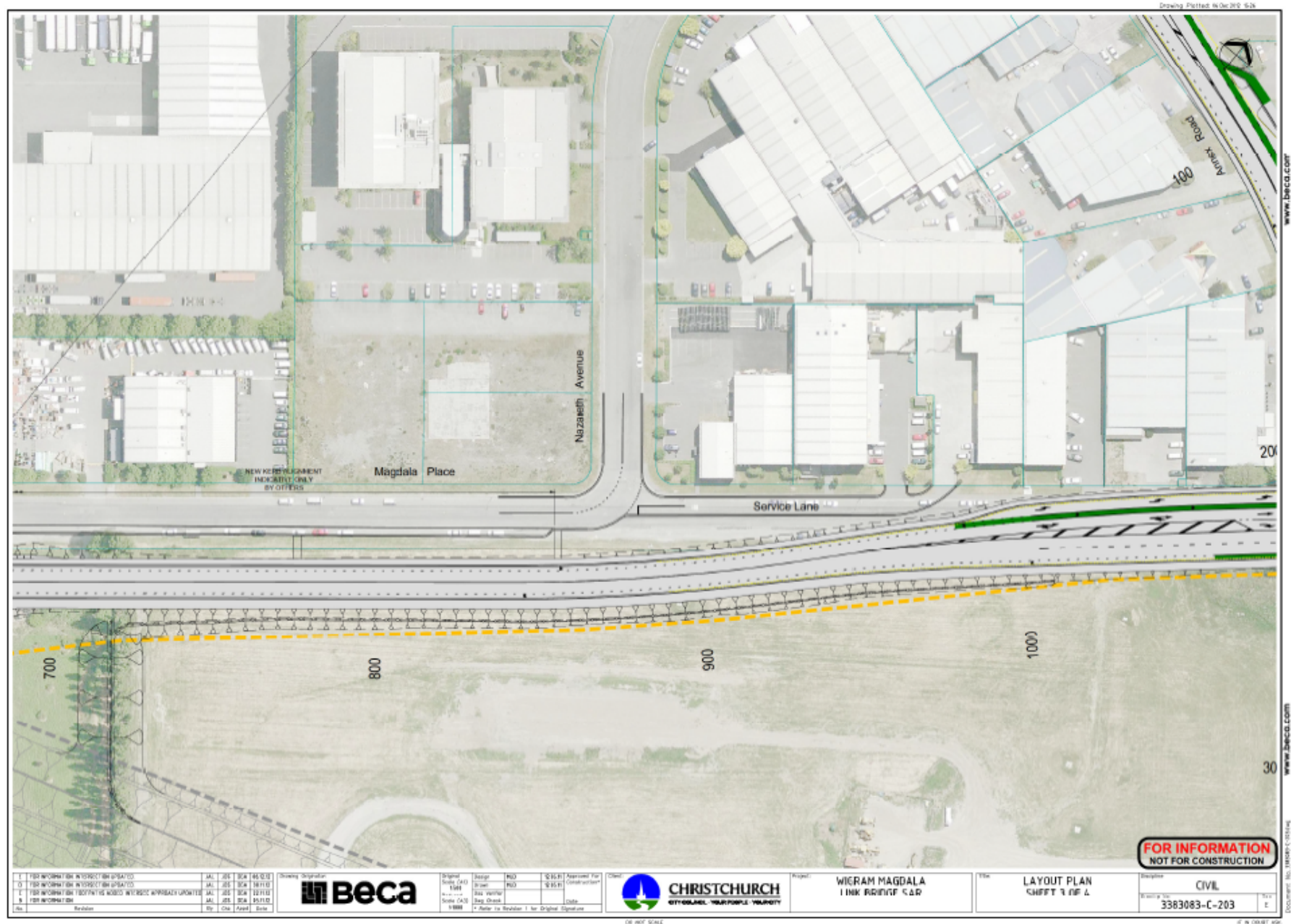
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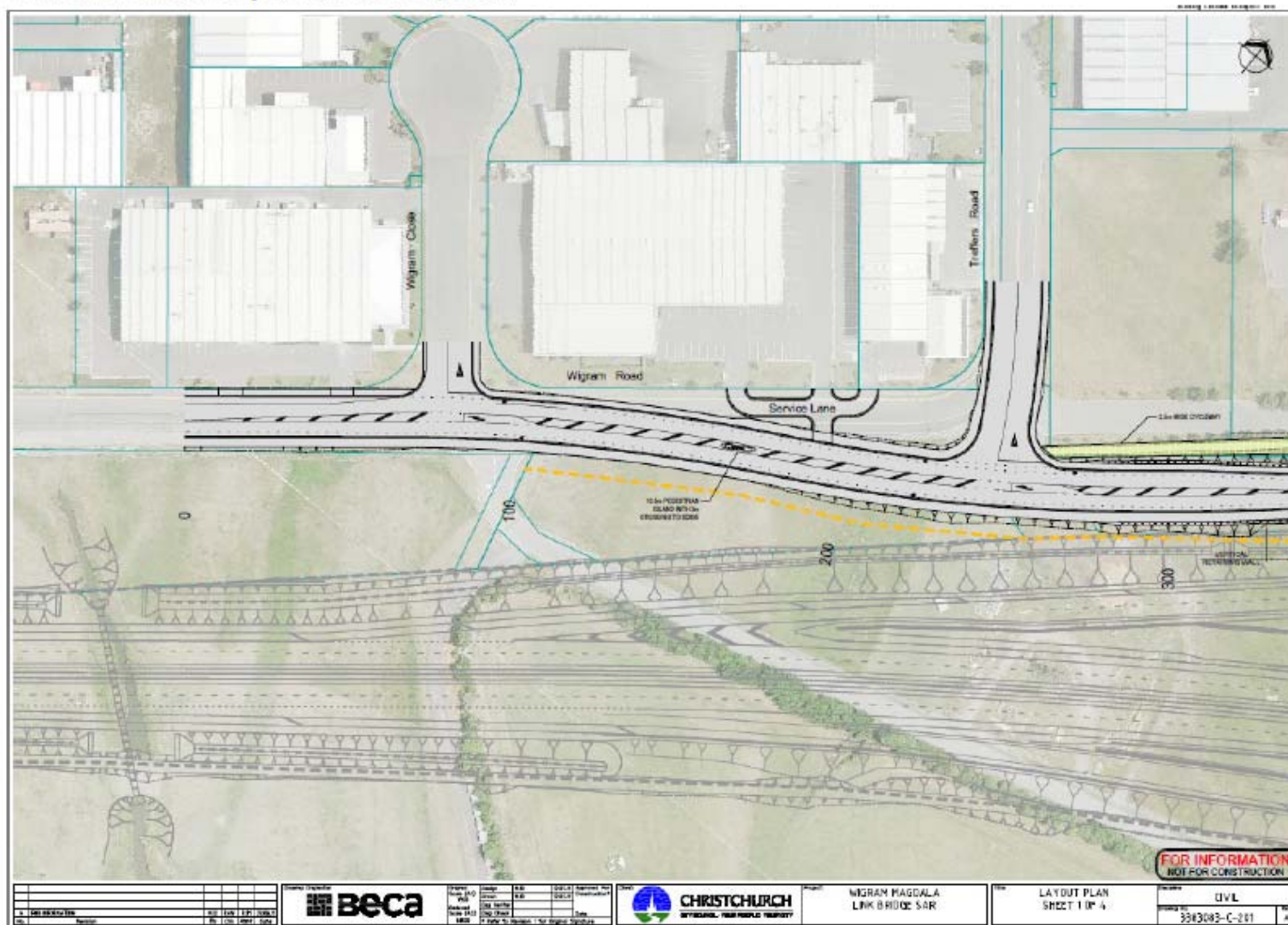




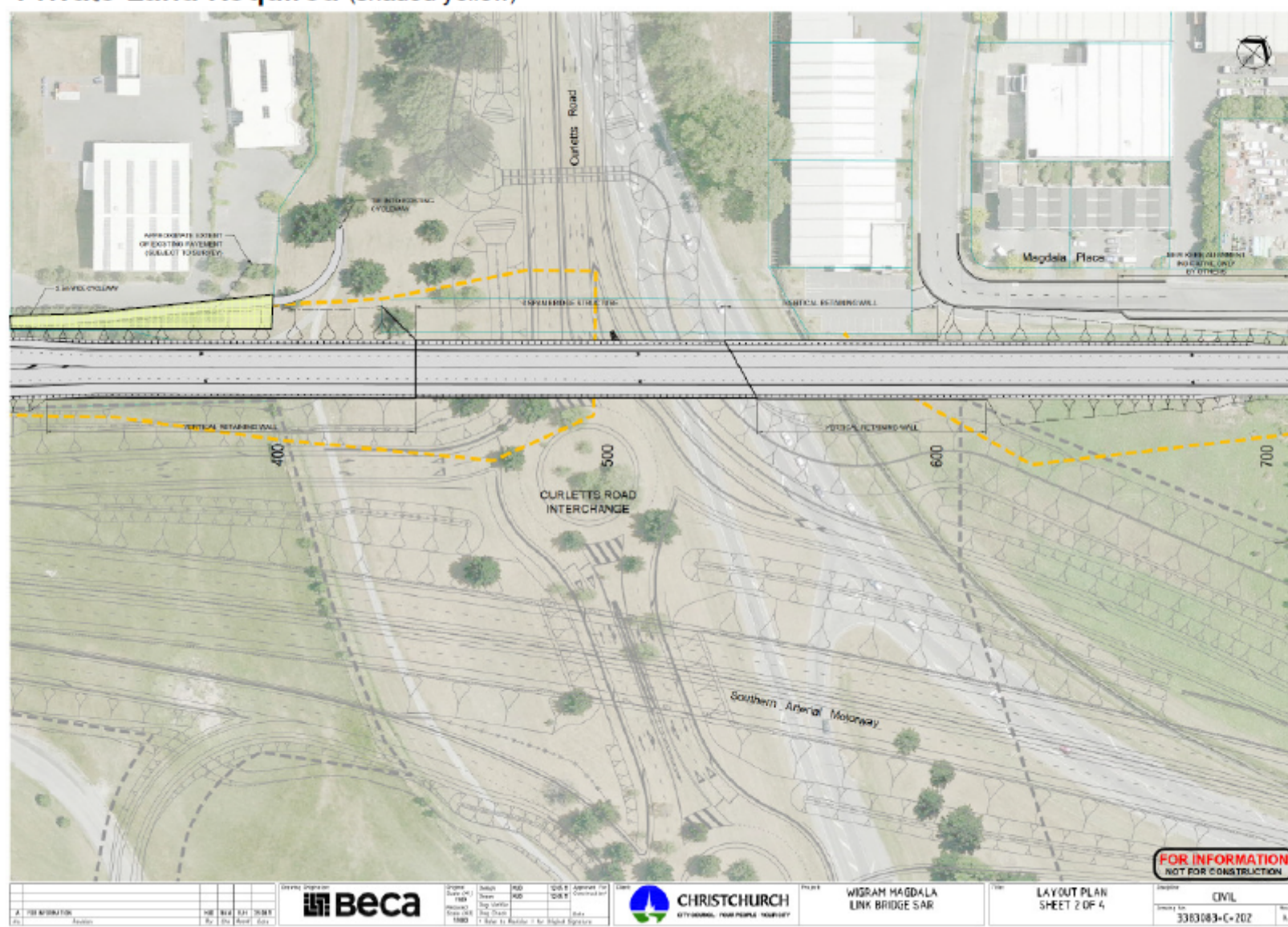


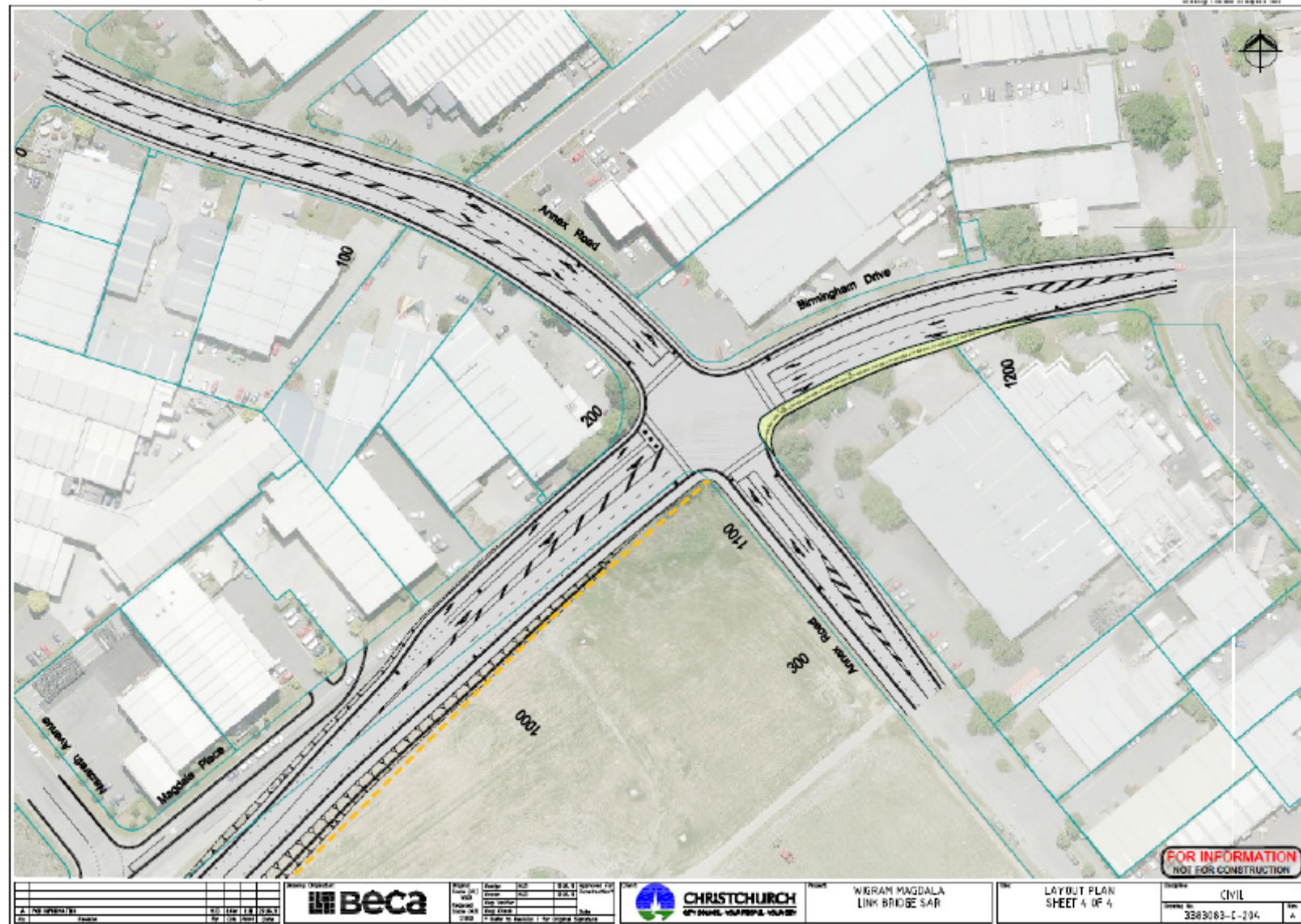
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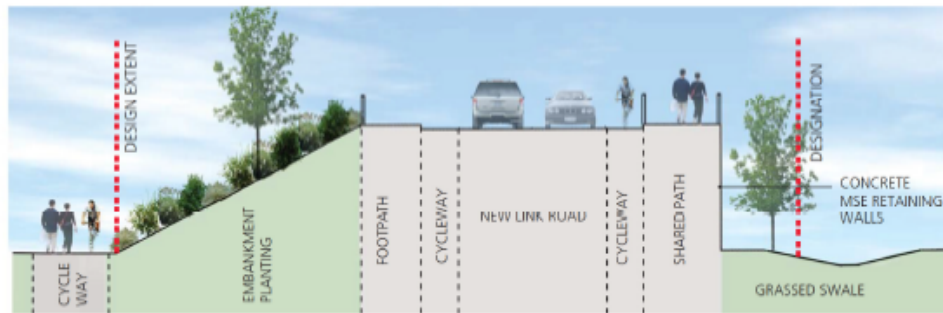
Wigram-Magdala Link Project
Private Land Required (shaded yellow)



Private Land Required (shaded yellow)



*Wigram-Magdala Link Project***Private Land Required** (shaded yellow)



CROSS SECTION A - A'

SECTION SHOWS THE RAISED LINK ROAD WITH PROPOSED CYCLEWAY/ FOOTPATH RUNNING ALONG THE BASE OF THE STRUCTURE

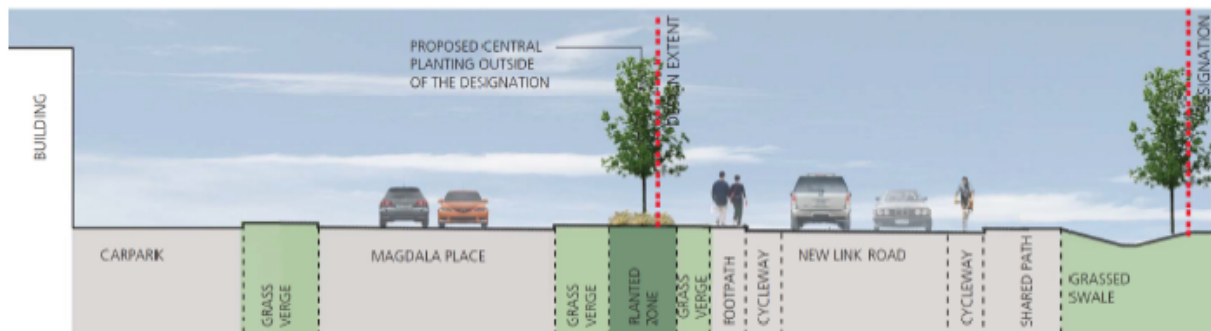


MSE RETAINING WALL DESIGN
(PROPOSE TO MATCH WITH EXISTING CSM
DESIGN - SUBJECT TO AGREEMENT WITH
NZTA AND FULTON HOGAN)



CROSS SECTION B - B'

THIS SECTION DEMONSTRATES THE NEW LINK ROAD WITH THE PROPOSED LANDSCAPE TREATMENT. EMBANKMENT PLANTING SEPARATES THE TWO ROADS AND PROVIDES VISUAL SCREENING FOR RESIDENTS AND BUSINESSES ON MAGDALA PLACE



CROSS SECTION C - C'

PROPOSED PLANTING TO BE USED TO DELINEATE THE NEW LINK ROAD FROM MAGDALA PLACE

DESIGN

BY

31.08.11

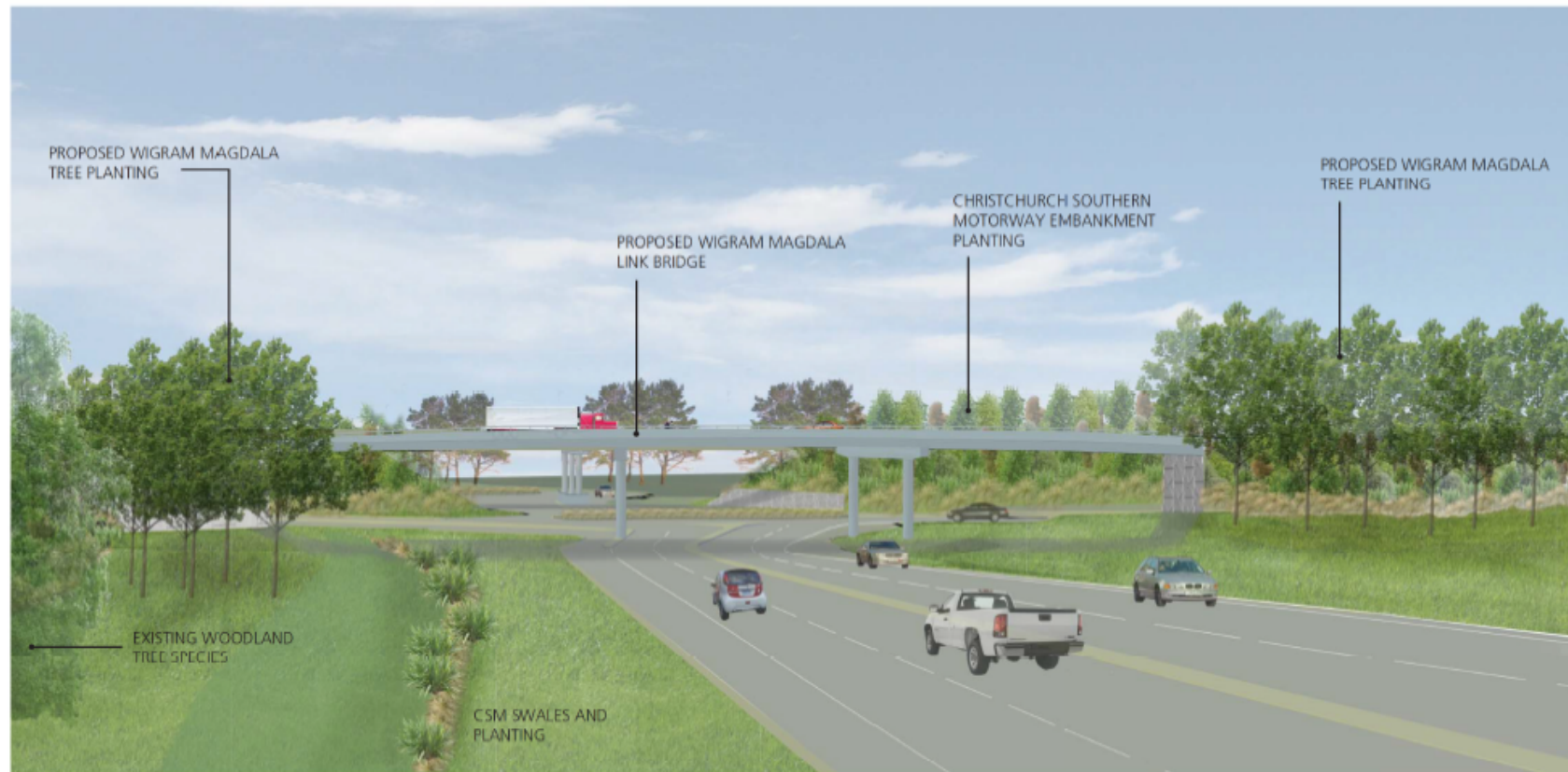
REVISION

1

CLIENT

PROJECT:

TITLE:



DESIGN	EK	31.08.11
LAYOUT	CK	31.08.11
DSO VERIFIER		
DWS CHECK		

REVISION	D
ORIGINAL SIZE SCALE (A1)	N/A
REDUCED SCALE (A3)	N/A

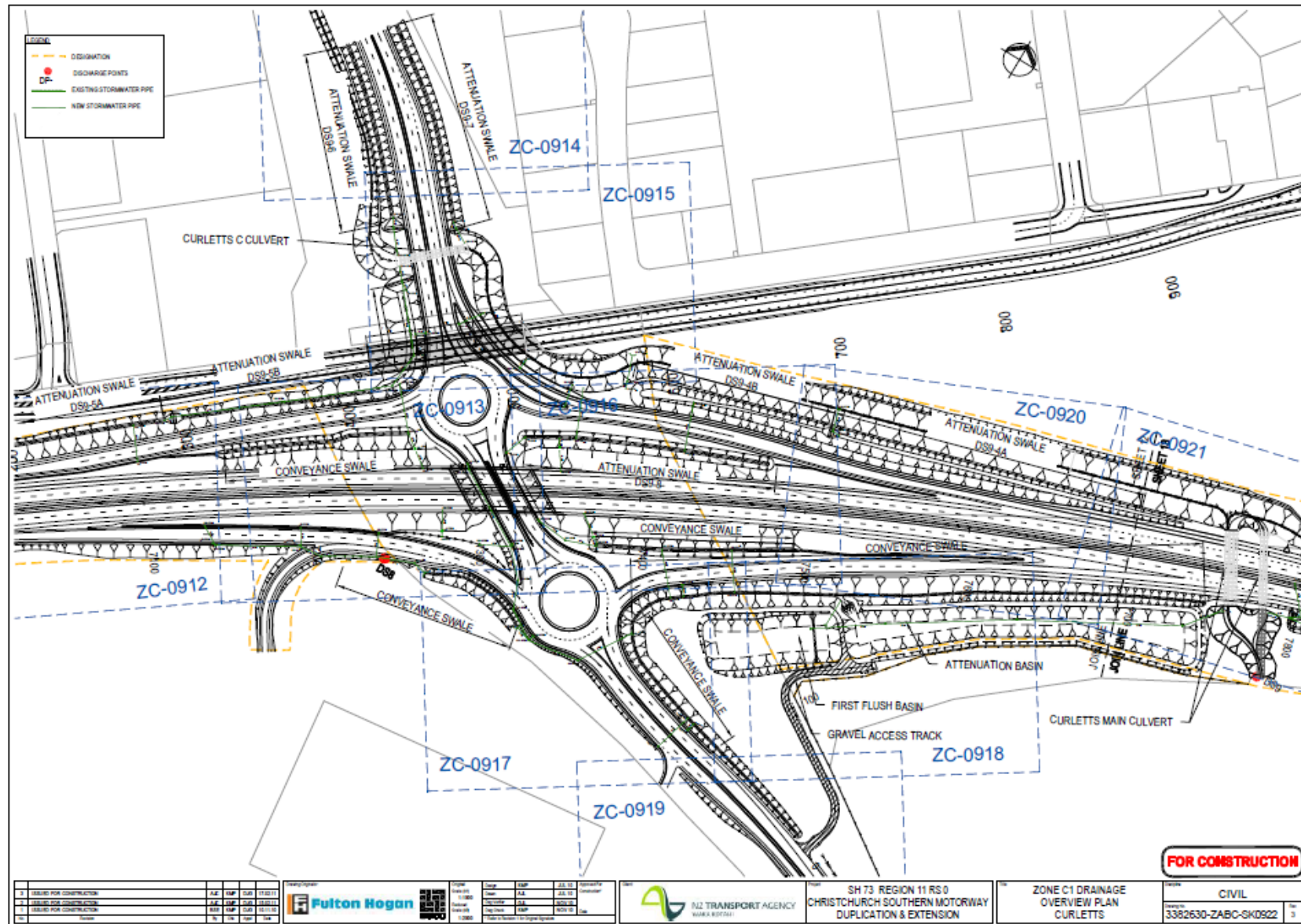
CLIENT:



PROJECT:
**WIGRAM MAGDALA
LINK BRIDGE SAR**

TITLE:
**SCHEME ASSESSMENT
LANDSCAPE VISUALISATION
SHEET 7 OF 7**





10. SPREYDON/HEATHCOTE 2012/13 YOUTH ACHIEVEMENT FUNDING APPLICATION – CHRISTOPHER EDWARD JARDEN

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

PURPOSE OF REPORT

1. The purpose of this report is to present to the Board an application for funding assistance from the Spreydon/Heathcote 2012/13 Youth Achievement Scheme fund.

EXECUTIVE SUMMARY

2. Funding is being sought by Christopher Jarden, 18 years old from Sommerfield, to take part in the ISU (International Skating Union) World Junior Ice Speed Skating Short Track Championship from 22 – 24 February 2013 in Warsaw, Poland.
3. The following table details event expenses and funding requested by the applicant.

EXPENSES	Cost (\$)
Airfares to Warsaw	\$2500
Accommodation and food	\$480
Insurance	\$100
Speed skating suit	\$600
Share of coach and team manager expenses	\$800
Total cost	\$4480
Total Requested	\$ 500

FINANCIAL IMPLICATIONS

4. The applicant has never received funding from the Spreydon/Heathcote Youth Achievement scheme.
5. There is currently a balance of \$2400 available in the 2012/13 Youth Achievement Scheme fund.

Do the Recommendations of this Report Align with 2009-19 LTCCP budgets?

6. Yes see page 184, regarding Board funding.

LEGAL CONSIDERATIONS

7. There are no legal issues to be considered.

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

8. Not applicable.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

9. Yes.

Do the recommendations of this report support a level of service or project in the 2009-19 LTCCP?

10. Yes, Community Grants (pg 176), Strengthening Communities (pg 172), and Recreation and Sports Services (pg.108).

10 Cont'd

ALIGNMENT WITH STRATEGIES

Do the recommendations align with the Council's strategies?

11. Application aligns with the Strengthening Communities Strategy, Youth Strategy and the Physical Recreation and Sport Strategy.
12. Application also aligns with the following Spreydon/Heathcote Community Board Objectives:
'Increased participation of Spreydon/Heathcote residents in local and city-wide recreation events/programmes.'

CONSULTATION FULFILMENT

13. Not applicable.

STAFF RECOMMENDATION

It is recommended that the Board grant Christopher Edward Jarden \$350 from the 2012/13 Youth Achievement Scheme fund to take part in the ISU World Junior Ice Speed Skating Short Track Championship from 22 – 24 February 2013 in Warsaw, Poland.

CHAIRPERSONS RECOMMENDATION

For discussion.

10 Cont'd

BACKGROUND

14. Christopher is currently studying at the New Zealand Institute of Sport and has been speed skating as a member of the Canterbury Alpine Ice Skating Club since he was ten years old.
15. Christopher's goals for 2013 are to compete at the World Junior Championships in Poland then compete at the Open World Championships later in the year.
16. In 2012 Christopher won the South Island and New Zealand Junior Men's Championship titles in short track speed skating. He also ranked third at the New Zealand Senior Men's Championships and twelfth at the Australian Senior Men's Championships.
17. In December 2012 and January 2013 Christopher has been attending a training camp in Seoul, Korea. This has been necessary as ice time and training has not been available to him in Christchurch before the Junior World Champs in Poland (mostly family funded).
18. Christopher participates in a number of other sports including ice hockey in which he represented Canterbury at junior level.
19. Due to the short time period between selection to the event and competition commencing Christopher has been unable to undertake any fundraising thus far however, a raffle and sausage sizzle will be held in early February. A minimal amount of money will be given to Christopher by Ice Speed Skating New Zealand to go towards airfares to Poland (amount still to be confirmed).
20. In the future Christopher wishes to represent New Zealand at the Winter Olympics. He also hopes to inspire others to try the sport thus increase the profile and funding opportunities for speed skating in New Zealand.

11. NEW ZEALAND LOCAL BOARDS AND COMMUNITY BOARDS CONFERENCE 2013 – BOARD MEMBERS ATTENDANCE

General Manager responsible:	General Manager Regulation and Democracy Services, DDI 941-8462
Officer responsible:	Acting Community Board Support Team Leader
Author:	Jenny Hughey, Community Board Adviser

PURPOSE OF REPORT

1. The purpose of this report is to seek approval for a number of Spreydon/Heathcote Community Board members to attend the 2013 New Zealand Community Boards Conference in Wanaka on 9 to 11 May 2013.

EXECUTIVE SUMMARY

2. The conference is being held in Wanaka from Thursday 9 to Saturday 11 May 2013. The theme for the conference is 'local communities, local leadership' and will be looking at the innovative ways that Councils, Boards and outsiders are successfully accepting the challenges that leadership in communities presents. Refer **Attachment 1**.
3. The programme includes key-note speakers and inter-active workshops hosted by experts, and the presentation of the Best Practice Awards in recognition of community board projects and initiatives which have made a difference.
4. The conference therefore provides an opportunity for community boards to submit an entry to the Best Practice Awards to showcase a project or initiative., Refer **Attachment 2**.

FINANCIAL IMPLICATIONS

5. The total attendance cost per member will be approximately \$1,750. The conference registration fee for each appointed delegate is \$745 exclusive of GST, noting this is the early bird rate until close of business on 29 March 2013 after which the cost will be \$845. In addition, accommodation for two nights would be approximately \$350 per person. A travel budget is also available and staff will finalise travel arrangements for attendees.
6. The balance of the Board's 2012/13 operational budget for travel, conference and training of \$3550 enables up to two members to attend the conference.

Do the Recommendations of this Report Align with 2009-19 LTCCP budgets?

7. Yes.

LEGAL CONSIDERATIONS

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

8. There are no direct legal implications involved. A Community Board resolution is required for expenditure for attendance of Board members at conferences.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

Do the recommendations of this report support a level of service or project in the 2009-19 LTCCP?

9. Not applicable.

ALIGNMENT WITH STRATEGIES

10. Not applicable.

11 Cont'd

Do the recommendations align with the Council's strategies?

11. Not applicable.

CONSULTATION FULFILMENT

12. Not applicable.

STAFF RECOMMENDATION

It is recommended that the Board give consideration to approving the attendance of a number of Board members to the 2013 New Zealand Local Boards and Community Boards Conference in Wanaka from 9 to 11 May 2013.

CHAIRPERSONS RECOMMENDATION

These National conferences are valuable training for Community Board members.

For discussion.

Invitation

On behalf of the Wanaka Community Board and the Wanaka community, I invite you to Wanaka for the New Zealand Community Boards Conference 2013. We are very proud of our town and our district and look forward to sharing it all with you from 9 to 11 May 2013 and hopefully longer!

The venue is great and the conference program is exciting and engaging, but the success and value of the conference rests with you. We need the Community Board members, Mayors, Councillors, Local Board members and staff who work for our communities throughout New Zealand to come together and be motivated, invigorated and at the end, better local leaders.

I realise for some it is a long way to come but I assure you it will be worth it. We will look after you and ensure you have a good time because that is what Wanaka does!

It all starts with a cocktail party on the edge of Lake Wanaka at which I look forward to meeting and greeting you in a truly Wanaka way.

Lyal Cocks

Chairman, Wanaka Community Board

Dear conference delegates

May 2013 will see the Queenstown Lakes District Council hosting the ninth Community Boards Conference in Wanaka. Your Executive, CBEC, has been hard at work putting together a programme for the Conference which will be interesting, challenging and informative. The theme of the Conference is "local communities, local leadership". I encourage all Community Boards to make this conference a must attend event, as we all have so much to learn about the innovative ways that Councils, Boards and outsiders are successfully accepting the challenges that leadership in our communities throws at us.

At this conference there will be an accent on the future, with one of the keynote speakers being a recent Canadian Nuffield scholar Leona Dargis, who will share her remarkable story with us and illustrate how, with good decision making, all things are possible, even when faced with extreme adversity. Sam Johnson will give his slant on leadership and how it can be applied both in life and in the future of the Community Board family and Trevor Johnston, the recently retired CEO of Riverland Meats will share his vast experience and tried and true methods of inspiring and leading organisations.

Addresses from the Minister of Local Government, the Hon David Carter, the President of Local Government New Zealand, Lawrence Yule, and its new CEO Malcolm Alexander, will allow us the first opportunity to share the considerable developments in the local body sector post the last elections and the then recent government reforms which affect us all.

When you combine these speakers with a range of informative workshops, an entertaining social programme allowing for invaluable networking, and the beauty of the Wanaka setting you can see why I rate this conference as a must attend event.

Mick Lester

Chair, New Zealand Community Boards Executive Committee

COMMUNITY BOARD EXECUTIVE COMMITTEE BEST PRACTICE AWARDS

An opportunity for your community board to showcase a project or initiative and a chance to win the supreme best practice award

What are the awards?

- the Community Boards Best Practice Awards recognise excellence in the implementation of projects and initiatives in local governance
- these awards are offered by the New Zealand Community Board Executive Committee (CBEC)
- prizes will be presented to the winners along with a runner up of each category (see below)
- a supreme winner will be chosen by CBEC from the winners of the individual categories.

The objectives of the awards are:

- recognition of significant contributions made by Community Boards to the process of achieving excellence in local governance
- development of the award's scheme as a learning tool for quality improvements in the functioning of Community Boards
- fostering the exchange of the best practice and innovative ideas.

Categories

Leadership

The Judges will be looking for:

- an individual or Community Board whose contribution has enhanced the work or reputation of Community Boards
- examples that show a Community Board which has commissioned (jointly or singly) a project that has made a significant benefit to a part or all their communities' wellbeing
- a Community Board that has adopted a facilitation role to address a community problem, i.e. has helped organisations to help themselves

The Winner will receive the Yvonne Palmer Leadership Trophy and will hold the trophy for two years.

Enhancing Communities

The Judges will be looking for:

- projects or initiatives through which a Community Board has promoted diversity in their communities or contributed to harmonious relationships
- have made a community safer
- have incorporated the views of young people in their decision making or addressed the needs of children and young people in their areas
- a Community Board initiative that has protected or enhanced its community's heritage (this includes all types of heritage e.g. cultural, natural etc.)

Engaging Communities

The Judges will be looking for examples:

- where Community Boards have employed innovative approaches to consultation and/or where consultation resulted in a better policy or programme outcomes
- Community Boards that have addressed a community concern by partnering with another agency such as its parent Council, another Board or external agency and/or community group
- for projects and initiatives that highlight good relationships between Boards and Maori and/or other ethnic organisations in their communities

Supreme Winner

In addition, from each of these categories CBEC will select an overall winner, which will reflect the project or initiative that is the most innovative and resulted in the greatest community value.

How to enter

- you can submit as many entries as you wish, however, each entry should relate to a single category only and specifically address the purpose of that category. The judges may transfer entries into a different category if they feel this is appropriate
- applications can be in the format of your choice (such as a PowerPoint presentation/video/photos, etc)
- electronic submissions will make it easier to share your project information after the Conference
- each application should include all the relevant information relating to your application.

What information to provide:

- the name of the project
- the Community Board and parent Council
- a contact person's name, address, telephone numbers/s, fax number and email address (if available)
- the category and how the entry meets this category
- brief description of how the initiative was implemented and what was achieved
- period during which the initiative was undertaken
- who was involved in the initiative (including local government agencies, community organisations, businesses, individuals, etc) and how you got them involved
- brief estimation of the total initiative's cost, how the finance was achieved (eg rates, grants, etc) and any cost savings
- brief explanation of improvements in service quality and/or other benefits
- information on lessons learned, including barriers encountered, what you would do differently next time, and how the initiative might be useful to other Community Boards

ATTACHMENT 2 TO CLAUSE 11 CONT'D

Address your entry to:

Jan Maxwell
Arts and Events Facilitator
Community Services Team
Queenstown Lakes District Council
Private Bag 50072
10 Gorge Road
Queenstown
or email to Jan.Maxwell@qldc.govt.nz

Closing date for entries

5.00pm Monday 28 February 2013. No late entries will be accepted.

Judging process

All applications will be reviewed by the Conference Judging Panel.

Announcement of the winners

The Awards will be announced and presented at the Best Practice Awards Dinner on 10 May 2013 held during the Community Board Conference (9-11 May 2013).

Showcasing best practice

To promote best practice in the functioning of Community Boards and to foster the exchange of best practice and innovation, winning entries will be featured on the [Local Government New Zealand website](#).

By entering the awards you are agreeing to the publication of your entry.

12. COMMUNITY BOARD ADVISER'S UPDATE

- Ward earthquake review
- Manuka Cottage

13. ELECTED MEMBERS' INFORMATION EXCHANGE

14. MEMBERS' QUESTIONS UNDER STANDING ORDERS