



## Christchurch City Council

# SHIRLEY/PAPANUI COMMUNITY BOARD AGENDA

WEDNESDAY 17 MAY 2006

AT 4.00 PM

IN THE BOARDROOM, PAPANUI SERVICE CENTRE,  
CNR LANGDONS ROAD AND RESTELL STREET

**Community Board:** Yvonne Palmer (Chairperson), Myra Barry (Deputy Chairperson), Ngaire Button, Bill Bush, Graham Condon, Megan Evans, Norm Withers.

**Community Board Principal Adviser**  
Elsie Ellison  
Phone 941 6701  
Email: [elsie.ellison@ccc.govt.nz](mailto:elsie.ellison@ccc.govt.nz)

**Community Board Secretary**  
Elaine Greaves  
Phone 941 6726  
Email: [elaine.greaves@ccc.govt.nz](mailto:elaine.greaves@ccc.govt.nz)

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

### INDEX

	ITEM NO	DESCRIPTION
PART C	1.	APOLOGIES
PART C	2.	CONFIRMATION OF MINUTES – BOARD MEETING OF 3 MAY 2006
PART B	3.	DEPUTATIONS BY APPOINTMENT
	3.1	John Newman
PART C	4.	BROOKLANDS – SUBDIVISION OF HARBOUR ROAD, SEWER EASEMENT IN GROSS
PART C	5.	CHAPEL STREET – KERB AND CHANNEL RENEWAL
PART C	6.	SHIRLEY RUGBY LEAGUE CLUB – 50 <sup>TH</sup> JUBILEE
PART B	7.	PAPANUI BOXING CLUB SOUTH ISLAND GOLDEN GLOVES TOURNAMENT – JUNE 2006
PART C	8.	KIDSFIRST KINDERGARTENS – MAIREHAU
PART C	9.	NOTICE OF MOTION
PART B	10.	PETITIONS
PART B	11.	CORRESPONDENCE
PART B	12.	UPDATE FROM COMMUNITY BOARD PRINCIPAL ADVISER
PART B	13.	CHAIRPERSONS' AND BOARD MEMBERS' INFORMATION EXCHANGE
PART B	14.	UPDATE OF BOARD FUNDS
PART C	15.	DRAFT CANTERBURY REGIONAL PASSENGER TRANSPORT PLAN 2006
PART B	16.	MEMBERS' QUESTIONS

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**1. APOLOGIES**

An apology for absence has been received from Graham Condon.

**2. CONFIRMATION OF MEETING REPORT – 3 MAY 2006**

The report of the meeting of 3 May 2006 has been circulated to the Board under separate cover (see attached).

**CHAIRPERSON'S RECOMMENDATION**

That the report to Council of 3 May 2006 be confirmed as a true and accurate record of that meeting.

**3. DEPUTATIONS BY APPOINTMENT**

**3.1 John Newman**

John Newman will discuss concerns regarding the concrete buffer in the Warehouse Stationery carpark that is a hazard to the blind.

**4. BROOKLANDS – SUBDIVISION OF HARBOUR ROAD, SEWER EASEMENT IN GROSS**

<b>General Manager responsible:</b>	General Manager Jane Parfitt, City Environment
<b>Officer responsible:</b>	Michael Aitken, Greenspace Manager
<b>Author:</b>	John Allen, Policy & Leasing Administrator, DDI 941-8699

**PURPOSE OF REPORT**

1. The purpose of this report is to seek the Board's approval to an application lodged on behalf of Page 521 Limited by Eliot Sinclair and Partners, for a sewer easement in gross over approximately 128 square metres, (the easement being approximately 2 metres wide), of Pt RS 6642 (BM 326) contained in CT CB 347/20, which is a road reserve, see attached drawing 260711 sheet 1 of 1.

**EXECUTIVE SUMMARY**

2. The costs for survey and registering the new easement on the Council's title will be the responsibility of Page 521 Limited. Officers are also recommending that the easement be granted, in accordance with the Council policies for the charging of staff time to process the application, and the making of a one off compensation payment as decided by independent valuation for the privilege of putting the encumbrance (easement) upon the Council's title as per the Council's policies.

**FINANCIAL AND LEGAL CONSIDERATIONS**

3. Preliminary design for the sewer reticulation has found that a connection to the present sanitary sewer outfall for the development, which is the existing 150 mm diameter sewer in Lower Styx Road, which terminates 90 metres north of Harbour Road to serve the eastern part of the land being subdivided would result in a very high invert level at the top end of the line. A fill level of 11.8 m reduced level, Christchurch Drainage Datum ("RL") has been calculated as being required for lots 26 and 27, which is well above the minimum fill level of 11.10 RL required, and more importantly, around 1.0 metres above the recently developed adjacent land to the east. The alternative alignment, which is being applied for, according to the applicant's calculations will enable the filling of the land to be limited to the minimum of 11.10m RL, whilst also satisfying the sanitary sewer requirements.

#### 4. Cont'd

4. Part RS 6642 (BM 326) contained in CT CB 347/20, is a road reserve which was vested in the crown subject to the Public Reserves and Domains Act 1908, as a result of the subdivision of the adjacent land in 1923. This land was subsequently vested in the Council pursuant to section 6 of the Counties Amendment Act 1972. The reason why the land was vested as road reserve, was to enable road access off Harbour Road to the land in behind this subdivided land to occur in the future when this land was subdivided.
5. Road access of Harbour Road is now not required, because this access is being gained off Lower Styx Road, the new road layout being a buffer between the residential area to the south, and the Local Purpose (Conservation) Reserve to the north (see attached drawing 260711 sheet 1 of 6). The land in question therefore is not required for the purpose for which it was acquired. This will enable the Council to consider revoking the reserve designation off the land, and selling it in the future if it decides it is no longer required for any Council purpose. This consideration may be the subject of reports to the Council in the future.
6. With the above-mentioned possibilities in mind, officers have required the easement to be placed along the west side on the lot, as shown in drawing 260711 sheet 1 of 1, to ensure that if the property is eventually sold for housing that a house can be located upon the lot in such a way as to maximise the mid day and afternoon sun, thereby minimising the effect of the proposed easement on the property.
7. The Community Board has delegated authority from Council (8 November 2001) to make the decision on behalf of Council whether to grant the easement or not. This decision can be made by a sub-committee of Council in terms of the Reserves Act 1977 requirements.
8. It is recommended that the normal one-off compensation payment for allowing the encumbrance to be placed upon the Council's title, as required by Council policy (27/9/01); and Council officer's time in processing this application as required by Council policy (12/7/01) be charged to the applicant.
9. The easement applied for is to enable the installation of a 150mm diameter sewer pipe, from the subdivision which, once the 224 certificate is issued for the subdivision, will vest in the Council as part of the Council's main sewer network. Therefore it will be necessary for the Council to grant an easement unto itself in accordance with the requirements of section 48 (6) of the Reserves Act 1977.

#### STAFF RECOMMENDATIONS

That the Board resolve that the Council grant unto itself a registered sewer easement in gross as required by section 48 (6) in accordance with section 48 (1) (f) of the Reserves Act 1977, over approximately 128 square metres of RS 6642 (BM 326) contained in CT CB 347/20 a Road Reserve, vested in the Council as shown in the attached drawing number 260711, sheet 1 of 1, subject to the following conditions:

1. The consent of the Minister of Conservation being obtained.
2. The easement terms being negotiated by the Corporate Support Unit Manager, in consultation with the Greenspace Policy and Leasing Administrator.
3. The easement construction area being maintained by Page 521 Limited, and their contractors operate in a safe and tidy condition at all times.
5. All costs associated with the survey and registration of the easements on the Council's title, being the responsibility of the Page 521 Limited.
6. The applicant is to provide the Council, within three months of completion of the work, a surveyed easement plan on which the easements as shown in drawing 260711, sheet 1 of 1 are shown on the title.

**4. Cont'd**

7. The Council charge a one-off compensatory payment for the privilege of having the easement encumbrance placed on the Council's title in accordance with Council policy (27/9/01), and charge for officer's time to process the application in accordance with Council Policy (12/7/01) be paid by the applicant.
8. The applicant is to pay a \$2,000 bond to the Council via the (Greenspace Contract Manager, Fendalton Service Centre) before any construction work commences on the site. The bond less any expenses incurred by the Council will be refunded to the payee upon completion of the development to a standard acceptable to the Greenspace Manager.

**CHAIRPERSON'S RECOMMENDATIONS**

That the staff recommendations be adopted.

**4. Cont'd**

**OPTIONS**

10. There are only two options, these being to:
  - (a) Grant the easement, which will enable considerable savings to be made both in resources, and money expended to develop the subdivision. The height of the finished subdivision will be approximately at the same level as the older surrounding subdivisions. The Council will be adequately compensated for, for granting the easement because officers are recommending that the applicant is to pay all processing costs, and a one off compensation fee as decided by independent valuation.
  - (b) Not to grant the easement, which will require the level of the subdivision to be raised by approximately 700 mm which will, in turn, require a considerable increase in the resources and money required to develop the subdivision. The proposed subdivision will be approximately 700 mm higher than the older surrounding subdivisions.

**5. CHAPEL STREET - KERB AND CHANNEL RENEWAL**

<b>General Manager responsible:</b>	General Manager City Environment
<b>Officer responsible:</b>	Transport & City Streets Unit Manager
<b>Author:</b>	Melissa Renganathan, DDI 941-8662

**PURPOSE OF REPORT**

1. The purpose of this report is to seek the Board's approval for the Chapel Street kerb and channel renewal to proceed to final design, tender and construction.

**EXECUTIVE SUMMARY**

2. Chapel Street is a local road, bounded by a collector road and a minor arterial road. Chapel Street is located in the Papanui area which extends from Harewood Road from the south to Langdons Road in the north, a distance of approximately 250m. The Chapel Street/Langdons Road intersection is located 60m west of the Main North railway line. Hoani Street intersects midway along Chapel Street on the western side. Due to the age and condition of the existing kerbs, dish channels and footpaths, Chapel Street has been scheduled for renewal in the 2006/2007 financial year.
3. Chapel Street borders a Living 2 (L2) and a Business 4 (B4) zone in the City Plan. There are less than ten residential dwellings on the street. Chapel Street has wide grass berms and extremely narrow footpaths. There are Japanese Cherry trees located on the north-west side of the street between Hoani Street and Langdons Road. Many of the gardens and fences are not well maintained, giving the street a run down appearance. A number of properties also have vegetation overhanging onto the footpaths.
4. An initial issues consultation survey was sent out to residents in February 2006. Fourteen responses were received. Parking and safety at intersections were identified as issues that need addressing. Some respondents also highlighted traffic volume and cycle safety as issues. Key street activities are walking, cycling and use of mobility scooters. The key positives highlighted were the wide footpaths and the Sanitarium gardens. The key negatives highlighted were the lack of parking, lack of landscaping, poor lighting, poor visibility at the corner of Langdon Road and Chapel Street and the volume of heavy traffic using Chapel Street.
5. The Board was advised through a seminar (1 February 2006) of the background to the project and the proposed consultation to be undertaken in relation to the concept plan.

## 5. Cont'd

6. The concept plan was then distributed for consultation in February 2006. The plan comprised three kerb build-outs, one outside the large tree on the Papanui Methodist Church grounds, one between the Sanitarium access and Langdons Road and one at the Chapel Street/Hoani Street intersection. The carriageway is narrowed to 7m at the kerb build-outs but remains at 10.5m along the rest of the street. Footpaths are proposed to be widened to 1.8m and will remain on the kerbside except of the western side of the street between Harewood Road and Hoani Street where they will be located against the property boundary. Landscaping and additional street trees are proposed in the berm areas. 'No Stopping' areas are proposed around all of the kerb build-outs and intersections, on the northern side of Langdons Road outside Firestone (opposite Chapel Street).
7. It is proposed to implement parking restrictions (120 minutes from 8am-6pm Monday to Friday) on the western (residential side) of Chapel Street.
8. This concept plan was distributed to stakeholders (approximately 300) for consultation, and feedback was received from 33 people. Of these, 24 expressed support for the proposal, seven objected to the proposal generally, and two did not indicate support or opposition, but provided suggestions regarding various aspects of the proposal. Of those who supported the proposal some also provided suggestions regarding possible improvements.
9. Following the project team's consideration of this feedback, a few amendments were made to the concept plan as distributed in February 2005. The proposed Pin Oak opposite the Church's tree was removed. Additional parking spaces (a mobility park adjacent the Church and a restricted park opposite the Church) were included. A loading zone was also included adjacent to the Church's main entrance.
10. Those who responded to the concept plan consultation received a summary of the feedback to the plan, and the Project Team responses (refer Attachment 3). They were also informed of the changes to the plan (see Attachment 2). Specific queries/comments were dealt with individually.
11. The plan included as Attachment 2 has been identified as the preferred option for the renewal of Chapel Street as it satisfies the aims and objectives of the project, and has the support of some of the community (a majority of those who provided feedback on the plan). It is therefore recommended that the plan detailed in Attachment 2 proceed to final design, tender and construction.

## FINANCIAL AND LEGAL CONSIDERATIONS

12. The estimated total costs for this project is \$608,480 inclusive of all consultation, design, and project management.
13. Chapel Street is part of the Street Renewal Programme and is programmed for construction in the 2006/2007 year. The annual budget for Street Renewal is approximately \$15 million. Design costs are provided for in the 2005/2006 budget and the 2006/2007 draft budget provides sufficient funding to construct this project.
14. Aside from the resolutions relating to new traffic restrictions set out below, there are no legal implications from this project.

## STAFF RECOMMENDATIONS

It is recommended that the Board:

- (a) Approve the Chapel Street kerb and channel renewal, as detailed in Attachment 2, to proceed to final design, tender and construction.

**5. Cont'd**

- (b) Approve the following new traffic restrictions:
- i) That the stopping of vehicles be prohibited at any time on the northern side of Harewood Road, commencing at its intersection with Chapel Street and extending 17 metres in a westerly direction.
  - ii) That the stopping of vehicles be prohibited at any time on the northern side of Harewood Road, commencing at its intersection with Chapel Street and extending 12 metres in an easterly direction.
  - iii) That the stopping of vehicles be prohibited at any time on the western side of Chapel Street, commencing at its intersection with Harewood Road and extending 13 metres in a northerly direction.
  - iv) That the stopping of vehicles be prohibited at any time on the western side of Chapel Street, commencing at a point 20 metres north of its intersection with Harewood Road and extending 15 metres in a northerly direction.
  - v) That the stopping of vehicles be prohibited at any time on the western side of Chapel Street, commencing at its intersection with Hoani Street and extending 14 metres in a southerly direction.
  - vi) That the stopping of vehicles be prohibited at any time on the southern side of Hoani Street, commencing at its intersection with Chapel Street and extending 14 metres in a westerly direction.
  - vii) That the stopping of vehicles be prohibited at any time on the northern side of Hoani Street, commencing at its intersection with Chapel Street and extending 14 metres in a westerly direction.
  - viii) That the stopping of vehicles be prohibited at any time on the western side of Chapel Street, commencing at its intersection with Hoani Street and extending 14 metres in a northerly direction.
  - ix) That the stopping of vehicles be prohibited at any time on the western side of Chapel Street, commencing at a point 53 metres south of its intersection with Langdons Road and extending 16 metres in a northerly direction.
  - x) That the stopping of vehicles be prohibited at any time on the western side of Chapel Street, commencing its intersection with Langdons Road and extending 11 metres in a southerly direction.
  - xi) That the stopping of vehicles be prohibited at any time on the northern side of Langdons Road, commencing at a point 15 metres east of its intersection with Chapel Street and extending 28 metres in a westerly direction.
  - xii) That the stopping of vehicles be prohibited at any time on the eastern side of Chapel Street, commencing its intersection with Langdons Road and extending 11 metres in a southerly direction.
  - xiii) That the stopping of vehicles be prohibited at any time on the eastern side of Chapel Street, commencing at a point 56 metres south of its intersection with Langdons Road and extending 18 metres in a northerly direction.
  - xiv) That the stopping of vehicles be prohibited at any time on the eastern side of Chapel Street, commencing at a point 14 metres north of its intersection with Hoani Street and extending 35 metres in a southerly direction.

**5. Cont'd**

- xv) That the stopping of vehicles be prohibited at any time on the eastern side of Chapel Street, commencing at a point 20 metres north of its intersection with Harewood Road and extending 13 metres in a northerly direction.
  - xvi) That the stopping of vehicles be prohibited at any time on the eastern side of Chapel Street, commencing at its intersection with Harewood Road and extending 13 metres in a northerly direction.
- (c) Approve the following parking restrictions:
- i) That the parking of vehicles be restricted to a maximum period of 120 minutes on the western side of Chapel Street over its entire length between Harewood Road and Langdons Road.
  - ii) That the parking of vehicles be restricted for loading/unloading movements only on the eastern side of Chapel Street, commencing at a point 34m north of its intersection with Harewood Road and extending 28 metres in a northerly direction.
  - iii) That the parking of vehicles be restricted to disabled persons only on the eastern side of Chapel Street, commencing at a point 14m north of its intersection with Harewood Road and extending 6 metres in a northerly direction.
- (d) New traffic restrictions described in (b) and (c) above take effect upon completion of the works described in (a) above.

**CHAIRPERSON'S RECOMMENDATIONS**

For discussion.



## 5. Cont'd

### BACKGROUND ON CHAPEL STREET KERB AND CHANNEL RENEWAL

15. Chapel Street is a local road, bounded by a collector road and a minor arterial road. Chapel Street is located in the Papanui area which extends from Harewood Road from the south to Langdons Road in the north, for a distance of approximately 250m. The Chapel Street/Langdons Road intersection is located 60m west of the Main North railway line. Hoani Street intersects midway along Chapel Street on the western side. Due to the age and condition of the existing kerbs, dish channels and footpaths, Chapel Street has been scheduled for renewal in the 2006/2007 financial year. It was also proposed to replace Kruse's Drain which runs under the carriageway at an angle from the Golden Age Rest Home to the Papanui Methodist Church. Further investigation however, showed that the pipe under the carriageway would not need replacing and the proposal was therefore rejected.
16. Chapel Street borders a Living 2 (L2) and a Business 4 (B4) zone in the City Plan. There are less than ten residential dwellings on the street. There are several rest homes close to Chapel Street, whose residents attend the Papanui Methodist Church on Chapel Street. Church facilities are also used by many other community groups. The Church and the Sanitarium Health Food Company are located on south side of the street. A bus service, Firestone Direct and Sanitarium trucks use Chapel Street.
17. Chapel Street has wide grass berms and extremely narrow footpaths. There are Japanese Cherry trees located on the north-west side of the street between Hoani Street and Langdons Road. Many of the gardens and fences are not well maintained, giving the street a run down appearance. A number of properties also have vegetation overhanging onto the footpaths.
18. The principal aim of the project is to renew the dish kerb and channel in Chapel Street and replace it with flat channel. The objectives of the project include:
  - To replace the existing kerb and dish channel with kerb and flat channel.
  - Enhance the safety of the intersection of Chapel Street with Langdons Road and Harewood Road.
  - Ensure the current speed environment is maintained.
  - Maintain or improve the existing level of service for all modes of transport.
  - Enhance the safety for alternative transport modes.
  - Enhance the amenity value of the street.
  - Enhance parking arrangement.
  - Ensure adequate street lighting is provided considering the high pedestrian usage.

### OPTIONS

19. Six options were assessed as part of the Chapel Street kerb and channel renewal. Other than the first option (re status quo), all other options intend to replace the kerb and channel on existing alignments with the exception of intersections as follows:
  - a) Option 1: Maintenance of the status quo.
20. This option is not recommended, as it does not achieve the principal aim of the project of renewing the old kerb and dish channel, and does not address the other objectives of the project. Maintaining the status quo is also not consistent with the Road Safety Strategy or the CCC Financial Plan and Programme 2004, and conflicts with the objectives of the asset management plan.
  - b) Option 2: Kerb build-outs at two locations on Chapel Street
21. This option proposed kerb build-outs outside the Papanui Methodist Church, incorporating the Church's main entrance and at the Chapel Street/Hoani Street intersection. The carriageway is narrowed to 7m at the kerb build outs but remains at 10.5m along the rest of the street.

5. Cont'd

22. A pedestrian refuge is proposed on Harewood Road in the painted flush median west of Chapel Street. Footpaths are proposed to remain on the kerbside except of the western side of the street between Harewood Road and Hoani Street where they will be located approximately 0.5m from the property boundary. It is proposed to widen the footpaths to 1.8m to provide sufficient pedestrian manoeuvrings space around kerbside service poles.
23. Landscaping and additional street trees are proposed in the berm areas.
24. No stopping is proposed at the intersections of Harewood Road and Chapel Street, and Chapel Street and Hoani Street. It is proposed to extend the no stopping lines on Chapel Street at the Chapel Street/Langdons Road intersection. No stopping is also proposed at all kerb build-outs. At the Sanitarium access the no stopping will be extended from Sanitarium's access to the kerb build-out. It is also proposed to install no stopping lines on Langdons Road in front of the Firestone Factory.
- c) Option 3: Kerb build-outs at three locations on Chapel Street
25. This option is similar to Option 2 except for the changes below.
26. This option proposes three kerb build-outs, one outside the large tree on the Papanui Methodist Church grounds, one between the Sanitarium access and Langdons Road and one at the Chapel Street/Hoani Street intersection. The carriageway is narrowed to 7m at the kerb build-outs but remains at 10.5m along the rest of the street.
27. As is Option 2 no stopping is proposed at the intersections of Harewood Road and Chapel Street, and Chapel Street and Hoani Street. It is proposed to extend the no stopping lines on Chapel Street at the Chapel Street/Langdons Road intersection. No stopping is also proposed at all kerb build-outs. At the Sanitarium access the no stopping will be extended from Sanitarium's access to the kerb build-out. It is also proposed to install no stopping lines on Langdons Road in front of the Firestone Factory.
28. A non-raised textured/paved surface is proposed for the Chapel/Hoani intersection.
- d) Option 4: Splitter island on Chapel Street near Harewood Road
29. This option is similar to Option 3 in all respects, other than the proposed splitter island.
30. It is proposed to reduce the width Chapel Street at the Harewood Road intersection and to place a central splitter island with pedestrian cutdown just after the Chapel Street/Harewood Road intersection.
- e) Option 5: location of the footpaths
31. This option is most similar to Option 3.
32. It is proposed to retain the location of the footpaths on the kerbside except on the western side of Chapel Street between Harewood Road and Hoani Street where they will be located against the property boundary. It is not proposed to install a textured/paved surface for the Chapel Street/Hoani Street.
- f) Option 6: Proposed P120 on the western side of Chapel Street
33. This option could be applied to all previously suggested options. It is proposed to implement parking restrictions (120 minutes from 8am-6pm Monday to Friday) on the western (residential side) of Chapel Street/ Hoani Street intersection.

## 5. Cont'd

### PREFERRED OPTION

34. The preferred option for the renewal of Chapel Street is Option 5 and to include parking restrictions, described above and illustrated in Attachment 1. This option will enhance the streetscape through implementation of landscaping and improve the utility and level of service provided through the renewal of kerb and channel, and road and footpath surface. It is also consistent with the Road Safety Strategy, particularly in respect to designing and managing roads with appropriate speed environments and providing safe facilities for pedestrians.
35. The preferred option consists of an 10.5m wide carriageway. At the three kerb build-outs, (outside the large tree on the Papanui Methodist Church grounds, one between the Sanitarium access and Langdons Road and one at the Chapel Street/Hoani Street intersection) the carriageway will be 7m wide. Footpaths are proposed to remain on the kerbside except of the western side of the street between Harewood Road and Hoani Street where they will be located against the property boundary.
36. Landscaping and additional street trees are proposed in the berm areas. Chapel Street lighting will also be upgraded.
37. No stopping is proposed at the intersections of Harewood Road and Chapel Street, and Chapel Street and Hoani Street. It is proposed to extend the no stopping lines on Chapel Street at the Chapel Street/Langdons Road intersection. No stopping is also proposed at all kerb build-outs. At the Sanitarium access the no stopping will be extended from Sanitarium's access to the kerb build-out. It is also proposed to install no stopping lines on Langdons Road in front of the Firestone Factory.
38. Parking restrictions of 120 minutes (8am-6pm Monday to Friday) are proposed on the western (residential side) of Chapel Street/ Hoani Street intersection. The parking restrictions and kerb build-outs on Chapel Street will result in the removal of approximately 22 on-street parking spaces on Chapel Street along with the loss of approximately four spaces on Hoani Street. Two spaces on Langdons Road will be lost due to the addition of no stopping lines.

### ASSESSMENT OF OPTIONS

#### Option 2

39. Option 2 satisfies the aims and objectives of the project. It will:
  - Enhance the safety of the intersection of Chapel Street with Langdons Road and Harewood Road.
  - Ensure the current speed environment is maintained.
  - Maintain or improve the existing level of service for all modes of transport.
  - Enhance the safety for alternative transport modes.
  - Enhance the amenity value of the street.
  - Enhance parking arrangements.
  - Ensure adequate street lighting is provided considering the high pedestrian usage.
40. This option will however see the removal of approximately 20 on-street parking spaces on Chapel Street, five spaces on Harewood Road and four spaces on Hoani Street, and two spaces on Langdons Road. This may exacerbate the existing on-street parking problems.

#### Option 3

41. Option three will also satisfy all the aims and objectives of the project however, with the addition of a third kerb build-out, will remove more parking spaces than Option 2. The addition of the raised/textured threshold will also increase the construction cost of the works.

## 5. Cont'd

### Option 4

42. This option will also satisfy the project's aims and objectives however, the narrowing of the Harewood Road/Chapel Street intersection will make turning movements for heavy vehicles more difficult.
43. Option 5 with parking restrictions was therefore chosen as the preferred option to go out to consultation.

### CONSULTATION

44. A concept plan of Option 5 with parking restrictions was shown to the Golden Age Rest Home, Wesley Care, Papanui Methodist Church and Sanitarium Health Food Company. The same concept plan was presented at a seminar to the Community Board on 1 February 2006 of the background to the project and the proposed consultation to be undertaken in relation to the concept plan of Option 5.
45. Feedback from the stakeholders and Community Board highlighted previous community requests to provide a zebra crossing at the existing pedestrian refuge 100m north of Harewood Road/Chapel Street. The proposed pedestrian refuge was removed from the concept plan as Council staff are investigating in a separate study, pedestrian safety issues along the length of Harewood Road between the railway and Wilmot Street. Council intends to deal with existing and proposed pedestrian crossings collectively and is currently preparing a report on the situation.
46. The concept plan (as shown in Attachment 1) that was distributed to stakeholders for consultation in February 2005 did not show the pedestrian refuge on Harewood Road. An "open house" was also held for the street's residents midway during the consultation period on 3 March 2006. Approximately 300 surveys were sent out and feedback was received from 33 people. Of these, 24 expressed support for the proposal, seven objected to the proposal generally, and two did not indicate support or opposition, but provided suggestions regarding various aspects of the proposal. Of those who supported the proposal some also provided suggestions regarding possible improvements. An overview of the key issues raised is included in Attachment 3.
47. The feedback received on the consultation plan was given consideration by the project team, and, as a result, changes were made to the concept plan (as shown in Attachment 2). The proposed Pin Oak opposite the Church's tree was removed and replaced with a Snake Bark Maple. Additional parking spaces (a mobility park adjacent the Church and a restricted park opposite the church) were included. A loading zone (for larger vehicles such as maxi taxis) was also included adjacent to the Church's main entrance.
48. Attachment 3 also includes an explanation of changes proposed as a result of feedback, and an explanation of why changes are not proposed where considered inappropriate or not practicable. Letters summarising the feedback (as shown in Attachment 3) and informing of the amendments were mailed to those who responded in April 2006.
49. The plan appended as Attachment 2 has been identified as the preferred option for Chapel Street, as it satisfies the aims and objectives of the project and has the support of some of the community (a majority of those who provided feedback on the plan). It is therefore recommended that the plan detailed in Attachment 2 proceed to final design, tender and construction.

6. **SHIRLEY RUGBY LEAGUE CLUB – 50<sup>TH</sup> JUBILEE**

<b>General Manager responsible:</b>	General Manager Stephen McArthur
<b>Officer responsible:</b>	John Filsell, Unit Manager
<b>Author:</b>	Ollie Clifton, DDI 941-5409

**PURPOSE OF REPORT**

1. The purpose of this report is to present a funding request of \$5,400 from Shirley Rugby League Club for expenses relating to the Club's 50 year Jubilee.

**EXECUTIVE SUMMARY**

2. Shirley Rugby League Club ("the Club") has been operating since 1956, and has been an incorporated society since 1968. The Club currently has over 160 registered members, the majority of these being junior players. The Club places a strong emphasis on local families, and endeavours to encourage all members of the family to become involved in Club activities. All members of the community are welcome, regardless of age, ethnicity or income. The majority of members are children from low income families, who often find it difficult to pay subscription fees. There are however, a large number of volunteers who are very active in running the Club, and proactively raising funds.
3. The major finding of the "Community Needs Analysis of the Shirley Area" (January 2001) was that support was needed for low income families in their parenting and supervising of their children. Two approaches were identified to this support:

1. Formal and informal programmes for parents
2. Quality social and recreational programmes for children and youth.

The Club is certainly very active in this second approach.

4. The Club has been involved in a number of community-wide initiatives in the Shirley area including:
  - Initiating the "Shirley Youth Day", a significant piece of youth consultation, in November 2001.
  - Facilitation of young men to participate in Mau rakau classes at Rehua Marae.
  - Provision of youth activities (eg discos) at the clubrooms on Briggs Road.
  - Signatory to the Shirley Charter.
5. The involvement of Shirley Rugby League Club in these initiatives steps well beyond the boundaries of merely providing opportunities for the community to play Rugby League. Hence the Club could almost be considered a "social service organisation", rather than just a sports club.
6. Wider community support for Shirley Rugby League Club and its activities is strong. As an example of this support, a number of local organisations have provided supporting letters to this funding application, including Mairehau High School, Hammersley Park School, Shirley Primary School, Shirley Intermediate School, Shirley Community Trust, Canterbury Rugby League, and Christchurch Mayor Garry Moore.
7. The Club's 50 year Jubilee will take place on June 2-5 (Queen's Birthday weekend) and will incorporate a number of activities, including:
  - Friday – opening ceremony.
  - Saturday – home games for all teams, with an early disco for juniors and a later one for seniors.
  - Sunday – past vs present game, team photos, and a formal dinner.
  - Monday – commemorative tree planting and closing ceremony.

8. The aim of the Jubilee is to bring together past and present Club members and their families over the weekend, reuniting old friends and celebrating Club successes. By recognising the contributions of so many people over the last 50 years, the Club aims to support and celebrate the work of existing coaches, managers, committee members and other volunteers, and recruit new volunteers as well. It is anticipated that approximately 300 people will attend Jubilee activities over the weekend.

#### **FINANCIAL AND LEGAL CONSIDERATIONS**

9. Shirley Rugby League Club has funds on hand of \$5,144 of which \$4,554 is already committed to other projects.
10. Many funding organisations exclude jubilees/reunions from their criteria, hence Shirley Rugby League Club is aiming to raise funds for the 50 year Jubilee through registration fees, sale of reunion books and advertising space, tickets for the formal dinner and, of course, this funding application.
11. The financial accounts for the Club show that for the financial year ending September 2005 it had annual operating expenses of just over \$42,000 and an operating income of \$38,000, giving an annual loss of just over \$4,000. The Club has total assets of just over \$143,000 of which just over \$139,000 are fixed assets.
12. The recommendation of this report is that the Board allocate \$5,400 towards this project from its 2005/2006 Discretionary Fund. The current balance of the Board's Discretionary Fund is approximately \$8,000.

#### **STAFF RECOMMENDATION**

It is recommended that the Board allocate \$5,400 from its 2005/2006 Discretionary Fund to the Shirley Rugby League Club for its 50 year Jubilee on 2-5 June 2006.

#### **CHAIRPERSON'S RECOMMENDATION**

That the application be declined.

### **7. PAPANUI BOXING CLUB SOUTH ISLAND GOLDEN GLOVES TOURNAMENT - JUNE 2006**

<b>General Manager responsible:</b>	General Manager Stephen McArthur
<b>Officer responsible:</b>	John Filsell, Unit Manager
<b>Author:</b>	Ollie Clifton, DDI 941-5409

#### **PURPOSE OF REPORT**

1. The purpose of this report is to present a funding request of \$2,200 from Papanui Boxing Club regarding the South Island Golden Gloves Boxing tournament, 3 June 2006.

#### **EXECUTIVE SUMMARY**

2. Papanui Boxing Club ('the Club') has been operating for over 30 years, and currently bases its activities from clubrooms on Papanui Domain. The Club itself does not have a distinct legal status, but instead, operates under the auspices of the Canterbury Boxing Association. The Club has a membership of over 30 boxers, most of whom are juniors. The Club has an open door policy to anyone who wishes to join and participate in boxing. The Club does not charge a membership fee, as most of the boys who wish to participate come from families who cannot afford any membership fees whatsoever.

3. The South Island Golden Gloves tournament is being hosted this year by the Papanui Boxing Club for the first time, and will be physically located at the Papanui Workingmen's Club. The tournament is expected to attract approximately 90 boxers and their supporters/families from around the South Island.
4. The registration fees for the tournament are collected by the South Island Boxing Association, hence the only significant means of covering event expenses is to operate a door charge. Papanui Boxing Club is keen to keep this door charge to a minimum as an incentive for supporters/families to attend.

**FINANCIAL AND LEGAL CONSIDERATIONS**

5. Papanui Boxing Club has funds on hand of \$400, all of which is already committed to other projects. A budget for the Golden Gloves tournament is outlined below:

Expenses:	\$
On-site doctors	400
St Johns	600
Boxers' registrations	300
Trophies	300
Hire of boxing ring	600
<b>Total expenses</b>	<b>\$2,200</b>
Income:	
Door charges	\$1,000
Shortfall:	\$1,200

6. The Club has clearly stated that any funding it receives above the shortfall of \$1,200 would be used for ongoing club expenses. Hence the Club is effectively requesting that the Board fully fund the cost of the Golden Gloves tournament, so that the Club can use the door charges as a fundraising activity for future Club expenses.
7. Papanui Boxing Club has had some success in recent years with funding applications for ongoing activities eg equipment, travel expenses to other tournaments, etc. Many funding organisations exclude tournaments from their criteria, hence Papanui Boxing Club has submitted this funding application to the Community Board.
8. The recommendation of this report is that the Board allocate up to \$2,200 towards this project from its 2005/2006 Discretionary Fund. The current balance of the Board's Discretionary Fund is approximately \$8,000.

**STAFF RECOMMENDATION**

It is recommended that the Board allocate up to \$2,200 from its 2005/2006 Discretionary Fund to Papanui Boxing Club for the South Island Golden Gloves Boxing tournament on 3 June 2006.

**CHAIRPERSON'S RECOMMENDATION**

That the Board grant \$1,760 from its 2005/06 Discretionary Fund to Papanui Boxing Club for the South Island Golden Gloves Boxing Tournament on 3 June 2006.

**8. KIDSFIRST KINDERGARTENS - MAIREHAU**

<b>General Manager responsible:</b>	General Manager Stephen McArthur
<b>Officer responsible:</b>	Catherine McDonald, Acting Unit Manager, Community Support
<b>Author:</b>	Bruce Meder, DDI 941-5408

**PURPOSE OF REPORT**

1. The purpose of this report is to present a request for funding to the Board from Kidsfirst Kindergartens Mairehau. Kidsfirst is seeking \$1,135 to assist with the purchase of a new set of large wooden boxes to be used by the children in outdoor and physical active play.

**EXECUTIVE SUMMARY**

2. Kidsfirst Kindergartens Mairehau has been in existence for 50 years. It assists the social and recreational learning needs of approximately 100 children each year.
3. The present large boxes that are used by the children are now beyond repair and in need of replacement. The organisation has recently completed a large fundraising effort (\$15,500) to build a new sandpit and has only a small amount of money available to contribute towards this project. The cost of new wooden boxes is \$1,635, towards which the organisation is allocating \$500 of its own funds.

**FINANCIAL AND LEGAL CONSIDERATIONS**

4. Kidsfirst Kindergartens Mairehau has been operating for 50 years. In the financial year to December 2005 its expenditure was approximately \$38,750 with a surplus of just over \$10,000. At December 2005 there were assets of just over \$17,000 with \$15,500 of this being tagged for a new sandpit, which has recently been completed. Approximately one-third of the organisation's income is from parent donations and most of the rest from fundraising and a variety of grants from sources such as Community Trust and Pub Charities. In the past three years, this organisation has received no funding from the Shirley/Papanui Community Board. The group has received no Community Development Scheme funding since 2000/01. The total cost of the project is \$1,635. Kidsfirst has \$500 of its own funds for the project and is seeking \$1,135 from the Board.

**STAFF RECOMMENDATION**

It is recommended that the Board grant \$1,135 from its 2005/06 SCAP Fund to Kidsfirst Kindergartens Mairehau to assist with the purchase of large wooden boxes.

**CHAIRPERSON'S RECOMMENDATION**

That the staff recommendation be adopted.



## **BACKGROUND**

6. Kidsfirst Kindergartens Mairehau is located in Fergusson Avenue. There is a staff of three, paid for by the National Association and a volunteer base of 20 providing 600 hours of voluntary effort per year. Kidsfirst operates five days per week with two sessions per day. Forty-five children are catered for per session and approximately eighty families use the service each day. The boxes that are to be replaced are over ten years old and have been repaired many times, but are now beyond repair. The children use these boxes to climb on, make obstacle courses and use in their pretend play.
7. This project helps to meet the following Community Board Objectives:
  - The Board acknowledges diversity and facilitates a vibrant, inclusive and strong community.
  - Encourage participation of all people by promoting and supporting community based recreation programmes.
8. The project also helps contribute towards the following Community Outcomes:
  - A City of Inclusive and Diverse Communities
  - A Healthy City
  - A City of Recreation, Fun and Creativity
  - A City of Lifelong Learning.
9. Kidsfirst Kindergartens Mairehau has identified three outcomes in relation to this project:
  - To provide equipment that is safe for the children to use.
  - The children will develop gross motor skills, increasing agility, co-ordination and balance.
  - Using equipment with no objective in mind can be enjoyable, creative and a valid approach to learning.

## **OPTIONS**

10. The Community Board has three options available:
  - (a) To allocate a full grant of \$1,135.
  - (b) To allocate a partial grant.
  - (c) To declined the application.

## **PREFERRED OPTION**

11. Kidsfirst Kindergartens Mairehau support the social and recreational learning needs of almost 100 children in the Mairehau area. They have a committed team of volunteers who undertake ongoing fundraising activities.
12. For these reasons Option a) above is the preferred option.

## **9. NOTICES OF MOTION**

## **10. PRESENTATION OF PETITIONS**

**11. CORRESPONDENCE**

**12. UPDATE FROM COMMUNITY BOARD PRINCIPAL ADVISER**

The Community Board Principal Adviser will update the Board on current issues.

**STAFF RECOMMENDATION**

That the information be received.

**13. CHAIRPERSONS' AND BOARD MEMBERS' INFORMATION EXCHANGE**

Board members will be provided with an opportunity to give an update on community activities.

**14. UPDATE OF BOARD FUNDS**

Attached are schedules with up-to-date information regarding the Board's 2005/06 Discretionary, SCAP and Youth Development Funds.

**STAFF RECOMMENDATION**

That the information be received.

**15. DRAFT CANTERBURY REGIONAL PASSENGER TRANSPORT PLAN 2006**

Board members will have an opportunity to formulate a submission on the Draft Canterbury Regional Passenger Transport Plan for 2006 which closes on 30 May 2006.

**16. MEMBERS' QUESTIONS** (If any have been submitted in accordance with Standing Orders 4.1.1 to 4.1.5)