



Christchurch City Council

SHIRLEY/PAPANUI COMMUNITY BOARD AGENDA

WEDNESDAY 4 OCTOBER 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

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- PART A - MATTERS REQUIRING A COUNCIL DECISION
- PART B - REPORTS FOR INFORMATION
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1. APOLOGIES

2. CONFIRMATION OF MEETING REPORT – 20 SEPTEMBER 2006

The report of the meeting of 20 September 2006 has been circulated to the Board under separate cover (see attached).

CHAIRPERSON'S RECOMMENDATION

That the report to Council of 20 September 2006 be confirmed as a true and accurate record of that meeting.

3. GOOD NEIGHBOUR AWARD

Elsie Grueber will be in attendance to receive an award from the Board in recognition of her assistance to a neighbour in urgent need of accommodation.

4. HOST RESPONSIBILITY AWARDS

Representatives from each of the following establishments will be in attendance to receive their award:

- 1st Prize: Barracuda
- 2nd Prize: Belfast Robbie's
- 3rd Prize: Cob and Co, Northwood

5. DEPUTATIONS BY APPOINTMENT

6. PETITIONS

7. ROAD NAMING

General Manager responsible:	General Manager Regulation & Democracy Services
Officer responsible:	Environment Policy & Approvals Manager
Author:	Bob Pritchard, DDI 941-8644

PURPOSE OF REPORT

1. The purpose of this report is to obtain the Board's approval to one new road, and one new right-of-way name (refer attached).

EXECUTIVE SUMMARY

2. The approval of proposed road and right-of-way names is delegated to community boards.
3. All proposed names have been checked against the Council's road name database to ensure they will not be confused with names currently in use. The names have also been discussed with staff at Land Information New Zealand who act on behalf of the emergency services in respect to road naming.

7. Cont'd

Page 521 Limited Harbour Road, Lower Styx Road

4. This subdivision proposes to create thirty-two new residential allotments to be served by one new road, and a formed and sealed right-of-way. A large conservation reserve of 2.5825 hectares is to be vested in the Council as part of the subdivision consent.
5. The names Exley John Place and Barkersfield Place are submitted for the new roads with Lorna or Exley Lane for the right-of-way. (John Barker was the original landowner and farmer. Exley John Barker has worked the land for thirty years. Lorna Marie Barker owned the land until her death in 1996.)
6. The names are considered suitable for this location, and a check of the current road name listing for Christchurch did not show any names that could be confused in an emergency situation with the proposed names.

FINANCIAL AND LEGAL CONSIDERATIONS

7. The administration fee for road naming is included as part of the subdivision consent application fee, and the cost of name plates is charged to the developer. There is no financial cost to the Council. Local Authorities have a statutory responsibility to approve road names.

STAFF RECOMMENDATION

It is recommended that the Board approve the name Barkersfield Place and Exley John Place for the two new cul-de-sacs, and Lorna Lane for the right-of-way.

CHAIRPERSON'S RECOMMENDATION

That the staff recommendation be adopted.

8. CHRISTCHURCH CITY PROPOSED NEW SPEED LIMITS

General Manager responsible:	General Manager City Environment
Officer responsible:	Manager Transport and Greenspace
Author:	Malcolm Taylor, Traffic Engineer DDI 941-8604

PURPOSE OF REPORT

1. The purpose of this report is to seek the Board's support to relocate the 50/80 km/h speed limit change on Gardiners Road south of Johns Road and on Innes Road east of Briggs Road (see attached).

BACKGROUND

2. Board members may recall that a briefing was given at a Council seminar on 1 August 2006 on proposals to change certain speed limits on roads within the city.
3. The Council is responsible for setting speed limits on those roads within its district in respect of which it is the road controlling authority. The authority for the Council to do this is contained in the Land Transport Rule: Setting of Speed Limits 2003, Rule 5004 ("the Rule") and the Christchurch City Speed Limit Bylaw 2005 ("the Bylaw").

8. Cont'd

4. In setting speed limits the Council must comply with the requirements of the Rule. It requires the Council to apply to "Speed Limits New Zealand" for the setting of speed limits. "Speed Limits New Zealand" contains guidelines for setting speed limits and procedures for calculating speed limits. They are set out in Schedule 1 of the Rule. The Rule also prescribes the consultation that is required to be carried out for any proposed speed limit change.
5. The Council may set a speed limit that differs from the calculated speed limit under Speed Limits New Zealand. However, in this case there is provision in the Rule that must be complied with.
"A speed limit different from the calculated speed limit is the safe and appropriate speed limit for a road with regard to the function, nature and use of the road, its environment, land use patterns and whether the road is an urban traffic area or a rural area".
6. Once the provisions of the Rule have been complied with in relation to determining an appropriate speed and undertaking the necessary consultation the Council may set that speed limit by passing a resolution under Clause 5 of the Bylaw. The new speed limit will then be recorded in the Council's Speed Limit Register.
7. At the Council meeting of 21 September 2006 consent was given to carry out the consultation process as required by the Rule.
8. This report forms part of the consultation process which will be reported back to Council.

EXECUTIVE SUMMARY

Gardiners Road

9. It is proposed to reposition the 50/80 km/h speed limit to a more appropriate position in the section of Gardiners Road from the intersection of Johns Road (State Highway 1) southerly generally, to a point measured 50 metres south of Wilkinsons Road.
10. Reasons for change:
 - To shift the speed limit change to the rural/residential boundary.
 - To shift the speed limit signs further away from the intersection so that they are not missed by motorists when they enter from Johns Road.
 - Because Johns Road is 80 km/h it is not appropriate to introduce a short length of 70 km/h road in isolation. To be consistent 80 km/h is proposed.

Innes Road

11. It is proposed to shift the 50/80 km/h speed limit change on Innes Road further east from Briggs Road.
12. Reasons for change:
 - To improve the safety of students being dropped off and picked up at Mairehau High School.
 - New subdivision being developed on the northern side of Innes Road east of Briggs Road.
13. The proposed speed limit for these two changes have been evaluated as prescribed by Speed Limits New Zealand by a consultant, namely Antoni Facey of Facey Consultants.
14. No additional roads are to be considered in this round of consultation. Additional roads can be considered in subsequent reviews once they have been evaluated against the Speed Limits New Zealand guidelines. It is intended that speed limits be reviewed on a bi-annual basis.

8. Cont'd

15. The proposed time table for the process is:
- 1 August 2006 - Council Seminar
 - 21 September 2006 – Report to Council seeking consent to consult
 - October 2006 – Report to Community Boards seeking support for proposed changes
 - October 2006 – Consultation with:
 - The required parties
 - Directly affected properties owners
 - Residents' Groups
 - News media.
 - 20 October 2006 – Closing date for consultation responses
 - 30 November 2006 – Report to Council on consultation feedback and request that the new speed limits be set.
 - December 2006 – Arrange for sign changes and to update Speed Limit Register, Map and Council Web site.

FINANCIAL AND LEGAL CONSIDERATIONS

16. The cost of new signs and the relocation of existing speed limit signs is within existing budgets.
17. That the Land Transport Rule: Setting of Speed Limits 2003, Rule 5004 requires the Council to apply the guidelines of Speed Limits New Zealand for the setting of speed limits and the procedures for calculating speed limits.

STAFF RECOMMENDATION

That the Board recommend the following speed limit changes to Council:

- (i) That the speed limit on Gardiners Road from Johns Road (State Highway 1) southerly, generally, along Gardiners Road to a point measured 210 metres from Johns Road, be set at 80 km/h.
- (ii) That the speed limit on Gardiners Road, from a point measured 210 metres from Johns Road (State Highway 1) southerly, generally, to a point measured 50 metres from Wilkinsons Road, remain at 50 km/h.
- (iii) That the speed limit on Innes Road from a point 175 metres measured north-easterly, generally, along Innes Road from Briggs Road to Queen Elizabeth II Drive, remain at 80 km/h.
- (iv) That the 80 km/h speed limit on Innes road commencing at a point 50 metres from Briggs Road and extending in a north-easterly direction to a point 125 metres from Briggs Road, be uplifted.

CHAIRPERSON'S RECOMMENDATION

That the staff recommendations be adopted.

9. RUTLAND STREET - PROPOSED "NO STOPPING"

General Manager responsible:	General Manager
Officer responsible:	Transport & Greenspace Manager
Author:	Paul Burden/Basil Pettigrew, DDI 941 8542

PURPOSE OF REPORT

1. The purpose of this report is to seek the Board's approval to extend two sections of existing broken yellow no stopping lines on Rutland Street at the Malvern Street intersection (refer attached).

EXECUTIVE SUMMARY

2. The Council has received complaints from local residents and road users regarding safety and visibility problems at the Malvern Street/Rutland Street intersection. Concerns have been raised regarding the lack of visibility when turning onto Rutland Street from Malvern Street.
3. Observations have shown that currently vehicles turning from Malvern Street into Rutland Street have to move well into the intersection to check the road is clear before completing their manoeuvre. This lack of visibility is directly attributed to the presence of parked vehicles on Rutland Street.
4. Malvern Street forms a "T" intersection with Rutland Street and the intersection is controlled by a "Give Way" control against Malvern Street. Currently there are two short lengths of broken yellow no stopping lines on Rutland Street to the north and south of the Malvern Street intersection both measuring 7 metres in length. Located directly opposite the intersection on the south-west side of Rutland Street is a block of five shops, including the Meshino Café. The St Albans Catholic School is located immediately south of these shops. Rugby Park is located on the north-east corner of the Malvern Street/Rutland Street intersection. The remaining land use in the immediate vicinity is residential.
5. A search of the Land Transport crash database for the last five years revealed no reported crashes resulting from poor visibility in the immediate vicinity however, local residents have reported several near misses at this intersection.
6. To improve road safety and visibility for road users it is proposed that the two existing short lengths of broken yellow no stopping lines be extended on Rutland Street to the north and south of the Malvern Street intersection removing approximately four car parking spaces. This is considered to be the most cost effective and practical solution to the problem.

FINANCIAL AND LEGAL CONSIDERATIONS**Cost**

7. The installation of road markings is within operational budgets.

Legal

8. The Land Transport Rules provide for the installation of parking restrictions including broken yellow (no stopping) lines.

STAFF RECOMMENDATIONS

It is recommended that the Community Board resolve that:

- (a) The stopping of vehicles be prohibited at any time on the north-east side of Rutland Street, commencing at a point 7.0 metres north of the Malvern Street intersection and extending in a northerly direction for a distance of 17.0 metres.

9. Cont'd

- (b) The stopping of vehicles be prohibited at any time on the north-east side of Rutland Street, commencing at a point 7.0 metres south of the Malvern Street intersection and extending in a southerly direction for a distance of 8.0 metres.

CHAIRPERSON'S RECOMMENDATION

That the staff recommendations be adopted.

10. QUARTERLY UPDATE ON OUTSTANDING TRANSPORT ISSUES

Peter McDonald will be in attendance to give a brief overview of the Transport and Greenspace Unit restructure and his role; and discuss and update the Board on outstanding issues (see attached).

STAFF RECOMMENDATION

That the information be received.

11. 18 AKAROA STREET - STREET TREE REMOVALS

General Manager responsible:	General Manager City Environment
Officer responsible:	Transport and Greenspace Unit Manager
Author:	Graham Clark DDI 941 8630

PURPOSE OF REPORT

1. The purpose of this report is to seek the Board's approval for the removal of two street trees situated on the grass berm on Dawe Street, adjacent to 18 Akaroa Street, to enable the construction of two vehicle accesses to a proposed elderly persons' development.

EXECUTIVE SUMMARY

2. In June 2006 Mr Steve Dench approached the Council with a request to remove one midget crab apple (*Malus micromalus*) street tree, on the berm of Dawe Street to allow a new vehicle crossing to be constructed. The address for the property is 18 Akaroa Street, Shirley, which is a corner section. However, once the site is developed the entrances to this property will be onto Dawe Street.
3. Building consent for the construction of four elderly persons' homes was applied for by Mr Dench on 3 February 2006 and granted by Council on 21 March 2006. The trees on the berm were not identified by the applicant on the design plans submitted.
4. Following a site inspection it was discovered that the proposed new vehicle crossings would, in fact, affect two trees on the berm. The trees which the applicant would like removed are mature midget crab apples. The midget crab apples have good vigour and vitality, are of reasonable size (approximately 5.4m in height with a canopy spread of 3.6m) and moderate form. The trees are situated mid-way across the grass berm in front of the property on the Dawe Street boundary, and contribute to the amenity of the street landscape (see attached). They are two of a group of ten midget crab apple trees. These trees create an avenue affect for Dawe Street.
5. Both midget crab apples require removal to accommodate the approved plans. Construction of the new units is nearly complete and it is understood that it would be very difficult to redesign the entrances to ensure the street trees remain. This is due to the proximity of the new dwellings to each other and subsequent limited space available to relocate each vehicle crossing.

11. Cont'd

6. Both trees are currently encroaching within the growth limit zones of the overhead services (see attached photographs). Pruning to achieve legally required clearance from the services would compromise the form and amenity value of the trees.
7. Should the Community Board approve the removal of these trees, it is proposed to replace the lost amenity value by planting Japanese maple trees close to the location of the existing trees. There are no other suitable planting locations currently vacant in Dawe Street.
8. This case does highlight a problem in the building/resource consent process in that the position of street trees are not always considered in relation to the building layout on the site and, in particular, the alignment of the garage and driveway crossing that is likely to affect them. Consent for buildings and driveway crossings may therefore be granted without having regard to the tree. The ability of community boards to make decisions under their delegated authority on the removal/retention of street trees is therefore pre-empted and/or compromised by these initial consents.
9. The whole process is, however, currently being investigated by the Units concerned with a view to establishing a procedure that ensures that the preservation of existing street trees is considered from an early planning stage. It is proposed that the accurate position of street trees will be shown by any applicant developer on all consent applications and plans. At this early stage, every reasonable effort will be made by the Council, in consultation with the developer, to position a driveway sufficiently clear of an affected tree and to construct it in a manner that ensures the tree's preservation in a safe and healthy condition. If this is not possible for some reason, any proposal to remove a street tree will still be subject to Council approval along with any conditions under the appropriate delegation.

FINANCIAL AND LEGAL CONSIDERATIONS

10. Any healthy street tree can only be removed with approval from the appropriate Community Board and any protected street tree can only be removed by a successful application under the Resource Management Act. These trees are not listed as protected under the provisions of the Christchurch City Plan.
11. The actual cost to remove the trees and replace them with trees of approximately two metres height that have been grown in a 95 litre container with a stem girth at root collar of 60-80mm, dependent on tree species, (hereinafter referred to as pb95) is \$630.
12. The valuation of each tree using STEM is \$ 6,500 per tree.
13. STEM is the national arboricultural industry standard for evaluating and valuing amenity trees. STEM is used as a valuation tool by other Councils such as Auckland, Tauranga, Lower Hutt and Wellington.
14. STEM valuations on the trees concerned are detailed on the attached valuation sheets.
15. Removing and replacing the trees without obtaining reimbursement from the applicant is inconsistent with the current LTCCP as funding has not been allocated in the Transport and Greenspace Unit operational budget for the removal of healthy trees to allow for vehicle crossings.
16. Obtaining reimbursement from the applicant to remove and replace the trees is consistent with the current LTCCP.
17. All tree work will be carried out by Council's Street Tree Maintenance Contractor.

Option (A)

18. Remove both of the crab apple trees and replace them with Japanese maples.
19. Actual cost of \$630 to remove and replace the trees is borne by the applicant.

11. Cont'd

Option (B)

20. Remove both of the crab apple trees and replace them with Japanese maples.
21. Actual cost to remove and replace the trees of \$630 is shared evenly between Council and the applicant.

Option (C)

22. Remove both of the crab apple trees and replace them with Japanese maples.
23. All costs to be borne by the applicant including the cost of removing and replacing the trees, and the value of the trees using the STEM valuation method. Use the funds obtained from the value of the trees to remove the rest of the trees in the street and replace them with pb95 grade Japanese maples.
24. Total Cost \$13,630.

Option (D)

25. Status quo. Do not remove either of the two crab apple trees. Trees are to be maintained to accepted international arboricultural standards. Vehicle crossings are to be redesigned so that they do not interfere with either the roots or the canopy of either of the two trees.
26. Do nothing/maintain the status quo and decline the request to remove the tree.

STAFF RECOMMENDATIONS

That the Board resolve to adopt Option (A) and approve:

- (a) That the two midget crab apple trees located on the Dawe Street berm outside 18 Akaroa Street (Tree ID 42510 and Tree ID 42511) be removed to allow for vehicle crossings to be constructed.
- (b) That the two midget crab apples are replaced with two pb95 grade Japanese maples.
- (c) That the actual costs of \$630 for removing the trees and replacing them with pb95 grade Japanese maples is borne by the applicant.

CHAIRPERSON'S RECOMMENDATIONS

That the staff recommendations be adopted.

Chairperson's Comment:

As outlined in paragraph 8 of the report, a serious problem exists within the organisation in terms of building and resource consents being granted without the impact on local existing trees being taken into consideration. It is hoped that this issue can be remedied in such a way that, in future, healthy trees will not be compromised because of approvals being given for building works to proceed.

12. REPORT OF THE SHIRLEY/PAPANUI COMMUNITY BOARD'S YOUTH DEVELOPMENT FUND COMMITTEE

General Manager responsible:	General Manager Regulation & Democracy Services
Officer responsible:	Secretariat Manager
Author:	Elaine D Greaves, DDI 941-6726

PURPOSE OF REPORT

- The purpose of this report is to submit the following report of the Board's Youth Development Fund Committee which met on 20 September 2006:

**Report of a Meeting of the Youth Development Fund Sub Committee
held on Wednesday 20 September 2006 at 3.30 pm
in the Boardroom, Papanui Service Centre**

PRESENT: Myra Barry (acting Chairperson), Ngaire Button, Bill Bush and Megan Evans.

IN ATTENDANCE: Elsie Ellison (Community Board Principal Adviser)
Elaine Greaves (Community Board Secretary)
Helen Miles (Community Recreation Adviser)

APOLOGIES: Yvonne Palmer for absence.

1. YOUTH DEVELOPMENT FUND APPLICATION

The Committee's approval was sought to an application from Charlotte Cowen for funding from the Board's 2006/07 Youth Development Fund.

The Committee **resolved** to grant \$350 to Charlotte Cowen to enable her to travel to Napier with the Canterbury Basketball Under 13 team and compete in the National competitions.

2. KEN AND MATHEW HENRY

The above applicants are seeking \$1,000 from the Board's 2006/07 Youth Development Fund to travel to Brisbane with the St Bedes Under 16 Cricket Development Squad for the Southern Skies Tournament in December 2006.

A report was provided to the Committee's 6 September 2006 when it was decided this application lay on the table pending receipt of further information.

Staff were requested to make further enquiries regarding the travel and accommodation costs relating to the trip (which seemed high) together with information on any fundraising activities undertaken by the applicants or their school, and report back to the Committee on 4 October 2006.

The meeting concluded at 3.45 pm

STAFF RECOMMENDATION

That the information be received.

13. NOTICES OF MOTION

14. UPDATE OF BOARD FUNDS

Attached are schedules detailing the Board's 2006/07 Discretionary, SCAP, Youth Development and Sport and Recreation Funds.

STAFF RECOMMENDATION

That the information be received.

15. 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.

16. CHAIRPERSON'S AND BOARD MEMBERS' INFORMATION EXCHANGE

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

17. CONFERENCE ATTENDANCE

General Manager responsible:	General Manager Regulation & Democracy Services
Officer responsible:	Secretariat Unit Manager
Author:	Elaine D Greaves, DDI 941-6726

PURPOSE OF REPORT

1. The purpose of this report is to request the Board's approval to an application by Bill Bush to attend the Keep New Zealand Beautiful Society Conference being held in Wellington 13-15 October 2006.

EXECUTIVE SUMMARY

2. Power to approve applications for approval to attend such events (both within New Zealand and overseas) has (with the approval of the Remuneration Authority) been delegated to each community board.
3. Approval for attendance at such events is subject to the following conditions:
 - The related expenditure can be accommodated within existing budgets.
 - The major subject of the event (conference, course, seminar or training programme etc) is of significant relevance to the Board and includes a significant policy/governance content.
 - Attendance at the event is relevant for obtaining an understanding of policies and initiatives taken by other local authorities relevant to the Council's activities.
 - In selecting which members should attend the event, preference is given to those members who have a responsibility for, or who take a lead on, the issues which the event is related to.
4. Bill Bush is the Board's representative on Keep Christchurch Beautiful.

17. Cont'd**FINANCIAL AND LEGAL CONSIDERATIONS**

5. The cost of attending the conference is detailed as follows:

	\$
Full registration (includes Mayoral reception, dinner, morning and afternoon teas, lunch and formal dinner.	170.00
Accommodation at the Mecure Hotel – two nights at \$110.00 per person per night plus GST	247.50
Return airfares (estimate)	373.00
TOTAL	\$790.50

6. The Board has a budget for conferences with a current balance of \$1,500.

STAFF RECOMMENDATIONS

It is recommended that the Board approve Bill Bush's attendance at the Keep New Zealand Beautiful Conference being held in Wellington 13-15 October 2006, and pay the cost of registration, airfares and accommodation (up to a maximum of \$800) from its 2006/07 Conference Fund.

CHAIRPERSON'S RECOMMENDATION

For discussion.

18. CORRESPONDENCE

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