



Christchurch City Council

SHIRLEY/PAPANUI COMMUNITY BOARD AGENDA

WEDNESDAY 21 MARCH 2007

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.

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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 7 MARCH 2007
PART B	3.	DEPUTATIONS BY APPOINTMENT
PART B	4.	PETITIONS
PART C	5.	AYLESFORD STREET
PART C	6.	HILLS ROAD - BUS BOARDER TRIAL
PART C	7.	95 WINDERMERE ROAD - STREET TREE REMOVALS
PART C	8.	NOTICES OF MOTION
PART B	9.	REPORT OF THE SHIRLEY/PAPANUI COMMUNITY BOARD'S YOUTH DEVELOPMENT COMMITTEE

- PART B 10. UPDATE OF BOARD FUNDS
- PART B 11. UPDATE FROM COMMUNITY BOARD PRINCIPAL ADVISER
- PART B 12. CHAIRPERSON'S AND BOARD MEMBERS' INFORMATION EXCHANGE
- PART B 13. CORRESPONDENCE
- PART B 14. MEMBERS' QUESTIONS
- PART C 15. RESOLUTION TO EXCLUDE THE PUBLIC

1. APOLOGIES

2. CONFIRMATION OF MEETING REPORT – 7 MARCH 2007

The report of the ordinary meeting of 7 March 2007 is attached.

CHAIRPERSON’S RECOMMENDATION

That the report to Council of 7 March 2007 be confirmed as a true and accurate record of that meeting.

3. DEPUTATIONS BY APPOINTMENT

4. PETITIONS

5. AYLESFORD STREET

General Manager responsible:	General Manager, City Environment
Officer responsible:	Transport & Greenspace Unit Manager
Author:	Kirsty Ferguson, DDI 941-8662

PURPOSE OF REPORT

1. The purpose of this report is to inform the Board of a request from the Christchurch Football Club for a change to the approved neighbourhood improvement works along Aylesford Street, and seek its decision as to whether or not the change should proceed to construction.

EXECUTIVE SUMMARY

2. The Board approved the neighbourhood improvement works along Aylesford Street, Francis Avenue and Flockton Street to proceed to final design, tender and construction at its meeting on 21 June 2006. The plan approved by the Board for Aylesford Street is shown at attachment 1.
3. A letter was received by the Council on 6 December 2006 from the Christchurch Football Club (“the Club”), which requested “a minor change to the proposed neighbourhood improvements project on Aylesford Street”.
4. The Club owns the property at 250 Westminster Street, which also fronts Aylesford Street between 25 and 35 Aylesford Street. There is an existing pedestrian footbridge from this property across the drain that runs along Aylesford Street.
5. The approval of the Club was received by the Council as part of the consultation process, prior to the Board approving this project on 21 June 2006. However, the Club now realises that a raised platform for speed control is to be implemented directly adjacent to the bridge leading to the section of the Club’s property that fronts onto Aylesford Street.
6. The Club has advised that it is in the process of finalising freehold ownership of this property and as part of the Club’s forward planning, it is contemplating the development of the land fronting Aylesford Street as a residential property rather than the open space area that it is today. As part of that development, the Club has advised that it would seek to use the existing bridge as a vehicle access to a drive and on-site garage.
7. The position of the raised platform in its current position, as approved by the Board, conflicts with the Club’s future plans, and the Club has indicated that that it does not want to be burdened with the cost of providing an additional bridge. The Club has also noted that the location of the driveway for the property on the northern side (adjacent to the raised platform) provides the most logical configuration of the site to maximise the north-facing aspect. There is an existing culvert and easement that runs along the northern boundary of this property.

5. Cont'd

8. The project team has investigated alternative options for the location for this particular raised platform that will meet the concerns raised by the Club. The preferred option for any alternative is shown at attachment 2.
9. A site visit was undertaken on 29 January 2007 to discuss the alternative location for the raised platform with the directly affected residents at 25, 40 and 42 Aylesford Street. The owner at 25 Aylesford Street noted that they would have improved visibility for exiting the property with the raised platform outside their property, and was therefore not opposed to the alternative concept design. The owner at 40 Aylesford Street is opposed to the alternative concept design, as she does not want to lose her on-street parking. There was no response from the owner of 42 Aylesford Street on the day of the site visit, so a letter explaining the proposal and a copy of the alternative concept design was sent to the owner to request their feedback.
10. The owner at 42 Aylesford Street called on 12 February 2007 to advise that they are likely to want to subdivide this property in the future, and the position of the approved platform would restrict this. The access-way to any subdivided property at 42 Aylesford Street would need to run along the boundary of 40/42 Aylesford Street due to the position of the house. This is all still subject to subdivision consent and approvals etc. Thus, the owner at 42 Aylesford Street is not opposed to the alternative concept design.
11. No. 40 Aylesford Street is the only property adversely affected by the alternative concept design, in terms of loss of on-street parking. The other two properties would lose their on-street parking with both designs. However, the Club and No. 42 Aylesford Street are affected by the approved design when these sites are potentially developed in the future. No specific details or plans of such future development of either site have been formulated by either landowner.
12. The Club has been contacted and advised of the outcomes of the consultation undertaken with the directly affected parties. As there are two parties who are not opposed to the alternative concept design, and one party that is opposed, the Club has advised the project team that they will abide by whatever decision the Community Board makes regarding the alternative concept design.
13. The Shirley/Papanui Community Board is therefore requested to make a decision as to whether their original decision stands, or the alternative concept design is approved, along with the relevant parking restrictions, as detailed below.

FINANCIAL AND LEGAL CONSIDERATIONS

14. The neighbourhood improvement works for Aylesford Street are programmed for completion in the 2006/2007 financial year (i.e. by 30 April 2007). The estimated cost for Aylesford Street is \$105,321.
15. There are no legal implications relating to this project.
16. Community Board resolutions are required to approve the amended no parking restrictions, should the Board decide to proceed with the alternative concept design.

STAFF RECOMMENDATIONS

It is recommended that the Shirley/Papanui Community Board:

- (a) Make a decision as to whether the approved concept plan remains in place, or the alternative concept design is implemented for construction.
- (b) Should the Shirley/Papanui Community Board decide to approve the alternative concept design for Aylesford Street, the following traffic restrictions will also need to be approved:

5. Cont'd**New "No Stopping" restrictions**

- (i) That the stopping of vehicles be prohibited at any time on the west side of Aylesford Street, commencing at a point 195 metres south of its intersection with Westminster Street and extending 24 metres in a southerly direction.
- (ii) That the stopping of vehicles be prohibited at any time on the east side of Aylesford Street, commencing at a point 182 metres south of its intersection with Westminster Street and extending 23 metres in a southerly direction.

Revoke existing "No Stopping" restrictions

- (iii) That the stopping of vehicles be prohibited at any time on the west side of Aylesford Street, commencing at a point 202 metres south of its intersection with Westminster Street and extending 24 metres in a southerly direction.
- (iv) That the stopping of vehicles be prohibited at any time on the east side of Aylesford Street, commencing at a point 183 metres south of its intersection with Westminster Street and extending 35 metres in a southerly direction.

CHAIRPERSON'S RECOMMENDATION

That the staff recommendations be adopted.

6. HILLS ROAD - BUS BOARDER TRIAL

General Manager responsible:	General Manager, City Environment
Officer responsible:	Manager Transport & Greenspace
Author:	Kirsty Ferguson, Consultation Leader (Transport), DDI 941 8662

PURPOSE OF REPORT

1. The purpose of this report is to seek the approval of the Board to proceed to consultation, design and construction of an amended concept design for the Hills Road Bus Boarder trial, as shown at attachment 1.

EXECUTIVE SUMMARY

2. The Queenspark bus route (#70) is one of three routes, which has been prioritised for the implementation of bus priority measures. To assist in development of bus priority measures for Christchurch, it is proposed to install and trial an amended concept design for two bus boarders along Hills Road.
3. This section of the Queenspark route on Hills Road suffers from congestion, with high volumes of slow moving traffic mainly during a three hour period in the afternoon and early evening peak period. In several areas, the traffic slows down to around 15-20 kph.
4. An amended concept design has been developed to rectify the deficiencies identified with the initial trial.
5. It is proposed to trial the amended concept design for a period of three months to ascertain its effectiveness as a bus priority measure for Hills Road, as well as other potential sites around Christchurch.
6. Consultation will be carried out with the community, route users and key stakeholders during the trial, through education, information and requests for feedback.

6. Cont'd

FINANCIAL AND LEGAL CONSIDERATIONS

7. The total estimated cost of the project is approximately \$93,300. The project is funded from the Passenger Transport Infrastructure - Bus Priority budget of \$120,000 for the 2006/2007 financial year. There is also budget allocated in the 2007/2008 financial year for the Queenspark Bus Priority Project.
8. There are no known legal implications for this project. Land Transport New Zealand is a key stakeholder, and any potential for legal implications will be fully addressed with that organisation.
9. Community Board resolutions are required for no parking restrictions, the change of a bus stop location and installation of cycle lanes.

STAFF RECOMMENDATIONS

It is recommended that the Shirley/Papanui Community Board:

- (a) Approve the Hills Road Bus Boarder trial to proceed to consultation, design and construction, as shown in attachment 1, for a duration of three months.
- (b) Approve the following parking restrictions, cycle lanes and moving of bus stop to a new location:
 - (i) Cycle lanes are proposed for both the west and east sides of Hills Road from south of Dudley Street to link up with the existing cycle lanes near Edward Avenue. Where those cycle lanes are in a kerbside position, they replace some of the existing restrictions and result in some new no stopping at any time restrictions as detailed below.

New cycle lane

- (ii) That a cycle lane be installed adjacent to the kerb, on the east side of Hills Road, commencing at a point 52 metres north from its intersection with Dudley Street and extending in a northerly direction for a distance of 130 metres.
- (iii) That a cycle lane be installed adjacent to the kerb, on the west side of Hills Road, commencing at a point 103 metres south from its intersection with Edgeware Road and extending in a southerly direction for a distance of 25 metres.
- (iv) That a cycle lane be installed adjacent to the kerb, on the west side of Hills Road, commencing at a point 67 metres south from its intersection with Edgeware Road and extending in a southerly direction for a distance of 23 metres.
- (v) That a cycle lane be installed adjacent to the kerb, on the west side of Hills Road, commencing at a point 38 metres south from its intersection with Edgeware Road and extending in a southerly direction for a distance of 19 metres.
- (vi) That a cycle lane be installed adjacent to the kerb, on the west side of Hills Road, commencing at a point 14 metres north from its intersection with Edward Avenue and extending in a northerly direction for a distance of 18 metres.

New no stopping

- (vii) That the stopping of vehicles be prohibited at any time on the east side of Hills Road commencing at its intersection with Dudley Street and extending for 6 metres in a northerly direction.

6. Cont'd

New parking restriction

- (viii) That the parking of vehicles be restricted to a maximum period of 30 minutes on the west side of Hills Road commencing at a point 96 metres south from its intersection with Edgeware Road and extending in a southerly direction for a distance of 7 metres.

Move existing bus stop to new location

- (ix) That the existing bus stop be revoked from the west side of Hills Road at its present position commencing 53 metres south of the intersection with Edgeware Road and extending 17 metres in a southerly direction; and reinstated on the west side of Hills Road commencing 57 metres south of the intersection with Edgeware Road and extending 10 metres in a southerly direction.
- (x) That the existing bus stop be revoked from the west side of Hills Road at its present position commencing 98 metres north of the intersection with Edward Avenue and extending 15 metres in a northerly direction; and reinstated on the west side of Hills Road commencing at a point 4 metres north from its intersection with Edward Avenue and extending in a northerly direction for a distance of 10 metres.

Remove all existing no stopping

- (xi) That all existing no stopping at any time areas in the aforementioned areas be revoked.

CHAIRPERSON'S RECOMMENDATIONS

That the staff recommendations be adopted, with the addition of the following:

- Promotion of the bus boarder trial takes place at the Palms Mall.
- Consideration be given to providing signage on buses saying "stopping now, do not overtake".
- Staff work in partnership with the Police regarding enforcement throughout the period of the trial.

6. Cont'd

BACKGROUND ON HILLS ROAD BUS BOARDER TRIAL

10. At its meeting on 6 September 2006, the Shirley/Papanui Community Board **resolved**:
 1. *To approve the Hills Road Bus Boarder trial, as illustrated in attachment 1 of the agenda, to proceed to consultation, design, and construction.*
 2. *To request the trial be undertaken over a period of three months.*
 3. *To seek the support of the Police to monitor traffic behaviour.*
 4. *That staff consider a reward system (free bus passes) for motorists displaying good behaviour."*
11. A copy of the report presented to the Shirley/Papanui Community Board at its meeting held on 6 September 2006 is attached for your information at attachment 4.
12. The initial trial commenced on 16 November 2006 and continued until 22 December 2006, when it was put on hold because it was not operating as intended. The trial was therefore only in effect for five weeks, rather than the three months requested by the Community Board.
13. The initial trial was promoted using the following measures:
 - Several press releases were made, resulting in discussion on talk back radio and a couple of letters to the paper.
 - Small leaflets were distributed to Neighbourhood Support Group convenors in the north east segment of the city, and out along Marshlands Road to try to cover those people who may drive along Hills Road.
 - A consultation newsletter was delivered to all residents in Hills Road south of Shirley Road and Whitmore Street, as well as to all businesses around the Shirley Road/Warrington Street corner. Copies were also distributed to the Shirley Service Centre, Community Centre, pre-schools and schools in the area.
 - The CCC "Have Your Say" website was linked to an electronic copy of the project information, with references to all publicity material, thus providing an opportunity for anyone to ask questions or provide feedback on the bus boarder trial.
14. No feedback has been received directly from the Police in relation to traffic behaviour during the initial trial; however, their support will be requested for this trial as they are a key stakeholder in the consultation process.
15. A reward scheme was not implemented as part of the initial trial, but will be considered by the project team, as part of the trial for the amended concept design.

OBJECTIVES OF TRIAL

16. The objectives of the trial are to:
 - Observe, identify and evaluate the behaviours of bus drivers, other vehicle drivers, bus passengers, and residents in the area with respect to bus boarders.
 - Observe and measure the impacts of the bus boarders on bus and car travel times.
 - Observe, identify and evaluate other impacts of the bus boarders on traffic, pedestrians, cyclists, residents etc.
17. As noted above, Hills Road suffers from severe congestion in the afternoon peak, when travel speeds often reduce to around 15-25 km/hr. Buses are affected by this reduction in speed too. With the existing bus stops in the parking lane, bus drivers also find it hard to rejoin the traffic stream, thus reducing their travel speed further.

6. Cont'd

18. This proposal addresses these sources of travel time variability in two ways. Firstly, when a bus stops at a bus boarder, the road ahead of the bus clears. Hence, when the bus leaves the bus boarder, it can proceed at a higher speed than the congested traffic speed. Secondly, leaving the bus boarder is straight forward. The bus does not have to rejoin the traffic stream, as traffic now stops behind the bus.
19. At the point in time, the excess bus journey time cannot be quantified. The Paramics option modelling will give an indication of the potential excess bus journey time reductions. This will also need to be measured over the route length once the whole bus priority measures are in place.
20. The monthly average speeds of buses during the peak period cannot yet be quantified. The Paramics option modelling will give an indication of the potential speed improvements. This will also need to be measured over the route length once the whole bus priority measures are in place.

FEEDBACK ON TRIAL

21. In conjunction with the initial trial, feedback was sought from the wider community, route users, and key stakeholders groups about the bus boarders and their operation via a written survey, the "Have Your Say" section of the CCC website, by telephone and by email. There were 19 responses received by the closing date of 30 January 2007 and a summary of the comments received is shown at attachment 3.

NEW DESIGN

22. Based on the experiences learned from the initial trial, further options were developed. The preferred option, which is shown at attachment 1, has been through a safety audit, and is now proposed for trial.
23. The proposal for the amended concept design includes the provision of two bus boarders on Hills Road for north-bound buses. The bus boarders are proposed outside No's. 95 and 163 Hills Road. The kerb faces of the bus boarders are 3.0 metres from the centre line, which is marked up as double yellow lines.
24. Cyclists bypass between the inside of the bus boarder and the kerb. It is proposed to remove the existing high kerb over the length of the bus boarder, so that cyclists have an emergency escape route if the need arises. Low landscaping on what is now the footpath and a section of post and rail fence along the bus boarder direct pedestrians to a defined point for crossing the cycle bypass. This crossing point is highlighted by a red coloured surface and a painted cycle logo.
25. A large pre-warning sign "Buses Stopping in Lane" is proposed to be located 90 metres south of the No. 95 Hills Road stop. Two signs each "Stop behind Bus" are proposed for the approach to each bus boarder location – one on the bus boarder itself, and one of the east side of the road, facing north-bound drivers.
26. A south-bound cycle lane is proposed to be coloured in the vicinity of the bus boarder locations. This is to clearly define the south-bound traffic lane.
27. Due to the innovative design to include cycle lanes within the bus boarder concept, which does not appear to have been used anywhere else in the world, a meeting was held with representatives of Spokes Canterbury Inc. on 24 January 2007 to gain feedback on the viability of the preferred design for cyclists.

6. Cont'd

28. The key issues arising from the meeting with Spokes include:
- Concern that cyclists may hit pedestrians due to the location of the bus shelter causing a lack of visibility. Suggestion made to shift the bus shelter to corral pedestrians outside the cycle lane or put in some barriers (i.e. to avoid conflict). An alternative suggestion is to allow the bus shelter to be moved back against the property boundary to allow visibility for vehicles exiting side streets or properties.
 - Suggestion to change the surface material between the cycle lane and bus border, i.e. using different senses to alert people to the cycle lane. NZ culture of cycling is more high speed commuter cyclists rather than sedate cyclists such as in continental Europe. It was noted that the vertical dimension is important, rather than changing kerbs alone.
 - Open space is unpredictable for cyclists, and pedestrians can wander anywhere – thus it is important to make it predictable by corralling the cyclists past the bus boarder. Need to control the way pedestrians/bus users get across the cycle lane to/from the bus. Need to allow an escape route for cyclists by only placing a barrier on one side.
 - Suggested that a barrier on the bus boarder is more useful, supplemented with low shrubs on the walkway side of the track to allow an escape route for cyclists if required. This will also act as a warning to cyclists as they approach the zone. Pavement markings are also needed.
 - Education is a key issue for motorists – not just enforcement. Targeted education on-site is most effective.
 - Hand rails are an option to separate cyclists and pedestrians.
29. One of the main reasons for choosing the bus boarder option over a north-bound bus lane for the trial is that it retains significantly more car parking spaces. The following numbers of car parks are lost in various locations:
- Four car parks are lost on the west side of Hills Road in the vicinity of the No. 95 Hills Road bus boarder.
 - About four car parks are lost on the east side of Hills Road between Guild Street and Edgeware Road to accommodate the kerbside cycle lane.
 - Two car parks are lost on the west side of Hills Road in the vicinity of the No. 163 Hills Road bus boarder.
 - About two car parks are gained at No. 173 Hills Road through the removal of the previously trialled bus boarder from this location.
30. Due to the number of car parks lost in the vicinity of the No. 95 Hills Road location, and the potential high parking demand (i.e. a dairy is located on the opposite side of the road), a P30 time restriction is proposed at No. 87 Hills Road.
31. Hills Road is used by bus route 70 (Queenspark) with 63 services per day, and Kainga with a single service per day. The project team has yet to decide whether bus shelters are to be installed at the two bus boarder locations, and this will be further investigated following the conclusion of the trial.
32. The previously installed bus boarders are to be removed, and at the proposed bus boarder locations, the existing kerb is to be replaced as a cut-down kerb. The existing channel behind the bus boarders will be swept by hand as required.

6. Cont'd

33. There is no known history of flooding in these bus boarder locations, and the proposed bus boarders have been specifically designed to not interfere with existing stormwater systems. One fire hydrant will have to be lifted to the new surface level at the No. 95 Hills Road bus boarder.

PROPOSED CONSULTATION

34. One of the key issues that arose from the initial trial was the lack of consultation and effective publicity about bus boarders and what their purpose was. The primary aim of the bus boarder trial from a consultation perspective is to inform and involve the wider Christchurch community in the development of bus boarders along Hills Road, whilst minimising the effect on other road users, residents and business operators along the route. Therefore, it is proposed to educate and inform the public about bus boarders through the measures outlined in the Consultation Plan shown at attachment 2.
35. In addition to the education and informative role of the consultation process, we need qualitative feedback on how the route users, key stakeholders and community view the bus boarders, and therefore, we will be seeking their feedback via:
- "Have Your Say" section of the Council website
 - Survey forms included with a consultation newsletter
 - Email messages
 - Telephone calls
 - Meetings with resident groups, school groups
 - Discussions with NZ Police
 - Discussions with bus drivers.

MONITORING

36. For the initial trial, before and after traffic counts were undertaken as well as time measurements. A permanent video camera has been set up at the Hills Road/Shirley Road/Warrington Street intersection, which is being used to record traffic behaviour at the northernmost bus boarder.
37. To measure the success of this trial, we will need to monitor the behaviour of bus drivers, route users, and the reaction of the community to understand if the objectives have been met, and whether the bus boarders are an appropriate solution as a bus priority measure. In particular, the operation of the bus boarders with the amended concept design will be monitored to observe whether drivers continue to try to pass stationary buses.
38. All bus drivers report incidents that they notice via their RT, and all these calls are logged so they can be tracked. This information may be useful for monitoring bus driver observations in and around the bus boarders.
39. The proposal is currently being micro-simulation modelled as part of the Queenspark bus priority Paramics model, which will provide additional confidence about the effectiveness of the proposal.

REPORTING

40. It is anticipated that the project team will report the findings of the trial to the Shirley/Papanui Community Board following the completion of the trial period, which is likely to be in August 2007.
41. By this time, an initial concept design for the Queenspark route should be in the public arena, and the feedback arising from the Hills Road bus boarder trial can be incorporated into the consultation and design processes for bus priority along the Queenspark route.

7. 95 WINDERMERE ROAD - STREET TREE REMOVAL

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

PURPOSE OF REPORT

1. The purpose of this report is to seek the Board's approval to the removal of a street tree situated on the grass berm on Windermere Road, to enable the sub-division development of two residential properties (new vehicular access).

EXECUTIVE SUMMARY

2. In November 2006 Mrs Jenny McLeod approached the Council with a request to remove one manna ash (*Fraxinus ornus*) street tree, on the berm of Windermere Road to allow a new vehicle crossing to be constructed which will facilitate access to the proposed sub-division second property .
3. Building consent for the construction of two dwellings with garages was applied for by Mr Gordon McLeod, which was granted pending resolution of the conflict of interest with the street tree for the development titled Lot 1 in the building consent. The trees on the berm were identified by the applicant on the design plans submitted.
4. The proposed new vehicle crossing location will require the removal of the tree on the berm outside 95 Windermere Road. The tree which the applicant would like removed is a mature manna ash. The manna ash has good vigour and vitality, is of reasonable size (approx 5.4m in height with a canopy spread of 3.6m) and moderate form. The tree is, however, becoming senescent and it is predicted that its condition will slowly deteriorate in the next ten years to a point where it will no longer contribute to the street landscape. The tree is situated mid-way across the grass berm in front of the property on the berm of Windermere Road, and contributes to the amenity of the street landscape (photographs attached). This tree is one of an avenue of similar species and aged trees which create a tree-lined avenue in Windermere Road. There are several trees in the avenue which are in more advanced stages of decline. These trees demonstrate the predicted decline of the tree for which removal is requested.
5. The manna ash will require removal to accommodate the submitted building consent plans for unit 1. Construction of the rear unit (unit 2) which will utilise the existing driveway is under way and it is understood that the applicant wishes to proceed with the development of the second unit at the earliest opportunity; the design of the redevelopment being such that separate access routes are planned for each dwelling.
6. The tree is 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 tree.
7. Should the Community Board approve the removal of the tree, it is proposed to replace the lost amenity value by planting a replacement manna ash tree close to the location of the existing tree, but immediately between the two proposed access points to the 95 Windermere Road development.
8. 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 as is the case with this tree.

7. Cont'd

FINANCIAL AND LEGAL CONSIDERATIONS

Legal

9. 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. This tree is not listed as protected under the provisions of the Christchurch City Plan.

Financial

10. The actual cost to remove the tree and replace it with a pb95 grade tree is \$615.
11. The valuation of the tree using STEM is \$10,000.
12. 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.
13. STEM valuation on the tree concerned is detailed on the attached valuation sheet.
14. Removing and replacing the tree without obtaining reimbursement from the applicant is inconsistent with the current LTCCP as funding has not been allocated in the Transport & Greenspace Unit's operational budget for the removal of healthy trees to allow for vehicle crossings.
15. Obtaining reimbursement from the applicant to remove and replace the tree is consistent with the current LTCCP.
16. All tree work will be carried out by Council's Street Tree Maintenance Contractor.

STAFF RECOMMENDATIONS

It is recommended that the Shirley/Papanui Community Board adopts Option (A) and approves:

- (a) That the manna ash tree located on the Windermere Road berm outside 95 (Tree ID 16340) be removed to allow for vehicle crossings to be constructed and the site development be completed as designed.
- (b) That the manna ash is replaced with a pb95 grade manna ash.
- (c) That the actual costs of \$615 for removing the tree and replacing it with pb95 grade manna ash is borne by the applicant.

CHAIRPERSON'S RECOMMENDATION

That before work is carried out, consultation take place with residents, including information regarding the possible removal of other trees in the street that are in decline.

7. Cont'd

OPTIONS

PREFERRED OPTION

Option (A)

17. Remove the manna ash tree and replace it with another manna ash tree. Actual cost of \$615 to remove and replace the tree is borne by the applicant

	Benefits (current and future)	Costs (current and future)
Social	Tree is removed and replaced at a more realistic cost. Council will have taken the opportunity to replace an aging asset at no cost. Replacement trees are deciduous and any shading that occurs in future will not be for 12 months of the year.	Cost of compliance may be added to the purchase price of these units. Possibility of future shading and leaf fall issues.
Cultural	Garden City image is retained.	No costs identified
Environmental	Replacement of the tree with newly planted manna ash will mitigate the effects of removal of the tree and over time improve the general streetscape appearance.	
Economic	There is no cost to Council to remove or replace the tree as all costs are borne by the applicant. Council will not be required to complete electrical line clearance operations thus costs are saved to Council in the short term.	Future general maintenance costs for the replacement tree.
<p>Extent to which community outcomes are achieved: Primary alignment with community outcomes: "... a place where people enjoy living" "... a thriving, healthy environment" "... the most attractive city in New Zealand"</p> <p>Impact on Council's capacity and responsibilities: No impacts on council's capacity and responsibilities have been identified.</p> <p>Effects on Maori: No specific effects on Maori identified.</p> <p>Consistency with existing Council policies: Consistent with Urban Renewal Policy, Traffic Calming Policy, Parks and Open Spaces Activity Management Plan</p> <p>Views and preferences of persons affected or likely to have an interest: Removal and replacement supported by the adjacent neighbour</p> <p>Other relevant matters: Nil</p>		

7. Cont'd

Option (B)

- 18. Remove of the manna ash tree and replace it with manna ash tree.
- 19. Actual cost to remove and replace the trees of \$615 is shared 50:50 between Council and the applicant.

	Benefits (current and future)	Costs (current and future)
Social	Council will have taken the opportunity to replace an aging asset at little cost. Replacement trees are deciduous and any shading that occurs in future will not be for 12 months of the year.	Cost of compliance may be added to the purchase price of these units
Cultural	Nil	No costs identified
Environmental	Replacement of the tree with newly planted manna ash will mitigate the effects of removal of the trees and over time improve the general streetscape appearance.	Possibility of future shading and leaf fall issues.
Economic	Cost to remove and replace is shared by Council and applicant.	There is a small initial cost to Council to remove or replace the tree. Future general maintenance costs for the tree.

Extent to which community outcomes are achieved:

Primary alignment with community outcomes:

“... a place where people enjoy living”

“... a thriving, healthy environment”

“... the most attractive city in New Zealand”

Impact on Council's capacity and responsibilities:

No impacts on council's capacity and responsibilities have been identified.

Effects on Maori:

No specific effects on Maori identified.

Consistency with existing Council policies:

Consistent with Urban Renewal Policy, Traffic Calming Policy, Parks and Open Spaces Activity Management Plan

Views and preferences of persons affected or likely to have an interest:

Removal and replacement supported by the adjacent neighbour

Other relevant matters:

Nil

Option (C)

20. Remove of the manna ash tree and replace it with manna ash tree.
21. All costs to be borne by the applicant including the cost of removing and replacing the tree, the valuation of the tree using the STEM to be applied. The Council to utilise the funds obtained from the STEM valuation to replace the existing tree with surplus funds utilised to plant trees in other potential planting locations both within Windermere Road and to enhance adjacent streets and reserves.
22. Total Cost \$10,315 (\$10,000.00 STEM/\$315 Removal Costs)

	Benefits (current and future)	Costs (current and future)
Social	Council would be using the funds from the removal of the tree to remove and replace the tree. This will ensure the street continues to retain its identity. Surplus funds could be used to plant trees in other potential planting location both within Windermere Road and to enhance adjacent streets and reserves. Replacement trees are deciduous and any shading that occurs in future will not be for 12 months of the year.	Cost to the applicant may be considered as unreasonable given the size of the tree and its proximity to the overhead power lines. Should the tree remain Council will be required to undertake remedial pruning that will have a detrimental effect on the tree's amenity value. Cost of compliance may be added to the purchase price of these units
Cultural	Garden City image is enhanced. Opportunity to improve native biodiversity in is available.	No costs identified
Environmental	Replacement of the existing tree with newly planted manna ash will mitigate the effects of removal of the tree and over time maintain the general streetscape appearance while contributing to the local character and identity. New tree planting within the immediate area will have associated visual and environmental benefits.	There will be an initial period where the overall amenity value to the street will be affected by removing the existing tree. This will decrease over a 5-6 year period as the new tree matures. Possibility of future shading and leaf fall issues.
Economic	Council gets the opportunity to renew the planting in the entire street and adjacent areas at no cost.	Future general maintenance costs for the trees
<p>Extent to which community outcomes are achieved: Primary alignment with community outcomes: "... a place where people enjoy living" "... a thriving, healthy environment" "... the most attractive city in New Zealand"</p> <p>Impact on Council's capacity and responsibilities: No impacts on council's capacity and responsibilities have been identified.</p> <p>Effects on Maori: No specific effects on Maori identified.</p> <p>Consistency with existing Council policies: Consistent with Urban Renewal Policy, Traffic Calming Policy, Parks and Open Spaces Activity Management Plan</p> <p>Views and preferences of persons affected or likely to have an interest: Removal and replacement supported by the adjacent neighbour Other relevant matters: Nil</p>		

7. Cont'd

Option (D)

23. Status quo. Do not remove the manna ash tree.
24. Tree is to be maintained to accepted international arboricultural standards. Vehicle crossing for unit 2 is to be redesigned so that it does not interfere with either the roots or the canopy of the manna ash tree.

	Benefits (current and future)	Costs (current and future)
Social	Nil	Council may be seen as unreasonable given that building consent has been granted. It is unlikely that the vehicle crossings can be redesigned as the building of unit two is already underway and changes to the development will be both time consuming and costly to the applicant. Tenants/owners unit 1 may not be able to use their garage if the development proceeds regardless of the tree issue, therefore more cars will be parked on the street. Tenants/owners may be forced to drive over the kerb, grass berm and footpath to access their garage.
Cultural	Nil	Nil
Environmental	Tree remains on site and continues to contribute the overall amenity value of the streetscape.	Streetscape will look 'unplanned' as there will be a driveway 'leading to nowhere'. Kerb, grass berm and footpath are at risk from vehicles illegally accessing garages by driving directly over them. Tree will have its amenity value affected due to the type, nature and extent of pruning required to maintain its clearance of the overhead power lines
Economic	Nil	Possibility of future kerb, grass berm and footpath repairs from vehicle garage. Future general maintenance of trees.
<p>Extent to which community outcomes are achieved:</p> <p>"... the most attractive city in New Zealand"</p> <p>Impact on Council's capacity and responsibilities:</p> <p>No impacts on council's capacity and responsibilities have been identified.</p> <p>Effects on Maori:</p> <p>No specific effects on Maori identified.</p> <p>Consistency with existing Council policies:</p> <p>Consistent with Traffic Calming Policy, Parks and Open Spaces Activity Management Plan</p> <p>Views and preferences of persons affected or likely to have an interest:</p> <p>Removal and replacement required by the adjacent neighbour, which does not support this option</p> <p>Other relevant matters:</p> <p>Nil</p>		

7. Cont'd

Maintain The Status Quo (If Not Preferred Option)

25. Do nothing/maintain the status quo and decline the request to remove the tree.

	Benefits (current and future)	Costs (current and future)
Social	Nil	This is not considered a viable option as it would leave the Council exposed to a charge of being unreasonable or obstructive to access to the new development
Cultural	Nil	Nil
Environmental	Nil	Nil
Economic	Nil	Nil
<p>Extent to which community outcomes are achieved: No alignment with community outcomes</p> <p>Impact on Council's capacity and responsibilities: No impacts on council's capacity and responsibilities have been identified.</p> <p>Effects on Maori: No specific effects on Maori identified.</p> <p>Consistency with existing Council policies: Inconsistent with Parks and Open Spaces Activity Management Plan</p> <p>Views and preferences of persons affected or likely to have an interest: Removal and replacement required by the adjacent neighbour, which does not support this option</p> <p>Other relevant matters: Nil</p>		

8. NOTICES OF MOTION

That Shirley/Papanui Community Board request a meeting with Greenspace staff to discuss options for the Papanui pool land situated at Fraser Avenue.

9. 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

1. The purpose of this report is to submit the following report of the Board's Youth Development Fund Committee which met on 7 February 2007:

**Report of a Meeting of the Youth Development Fund Sub Committee
held on Wednesday 7 March 2007 at 5.56 pm
in the Boardroom, Papanui Service Centre**

PRESENT: Yvonne Palmer (Chairperson), Myra Barry, 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)
Bruce Meder (Community Development Adviser)

APOLOGIES: Nil

1. Jennifer and Catriona McDonald

The Committee's approval was sought to a request for funding from the above to assist with costs relating to competing in the Sweet Adelines International Final.

The Committee resolved to allocate a total of \$1,500 (being \$750 each) from the Board's 2006/07 Youth Development Fund to assist with the applicants' costs of competing in the Sweet Adelines International Final.

2. Belfast School

The Committee's approval was sought to a request for funding from Belfast School to assist with the cost of a Leadership Camp.

The Committee resolved to allocate \$1,000 to Belfast School (being \$910 from the Board's 2006/07 Youth Development Fund and \$90 from the 2006/07 Sport and Recreation Fund) to assist with the cost of holding a Leadership Camp on 25-27 April 2007.

The meeting concluded at 6.04 pm.

STAFF RECOMMENDATION

That the information be received.

10. 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.

11. UPDATE FROM COMMUNITY BOARD PRINCIPAL ADVISER

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

12. CHAIRPERSON'S AND BOARD MEMBERS' INFORMATION EXCHANGE

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

13. CORRESPONDENCE

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

15. RESOLUTION TO EXCLUDE THE PUBLIC

Attached.